Transportation Technical Attachments

Wesley Campus Plan

Washington, DC

October 24, 2025

GOROVE SLADE
Transportation Planners and Engineers

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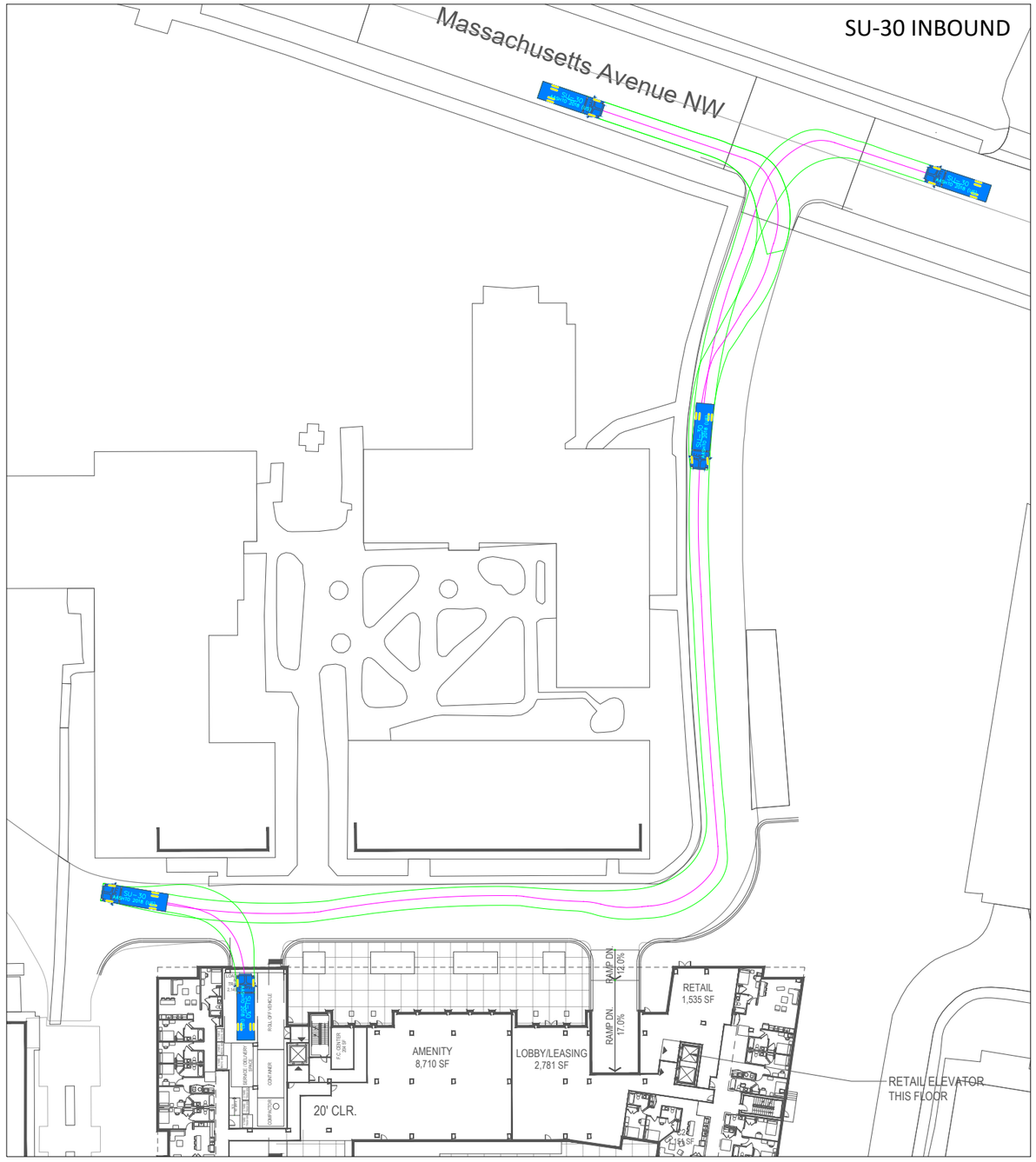
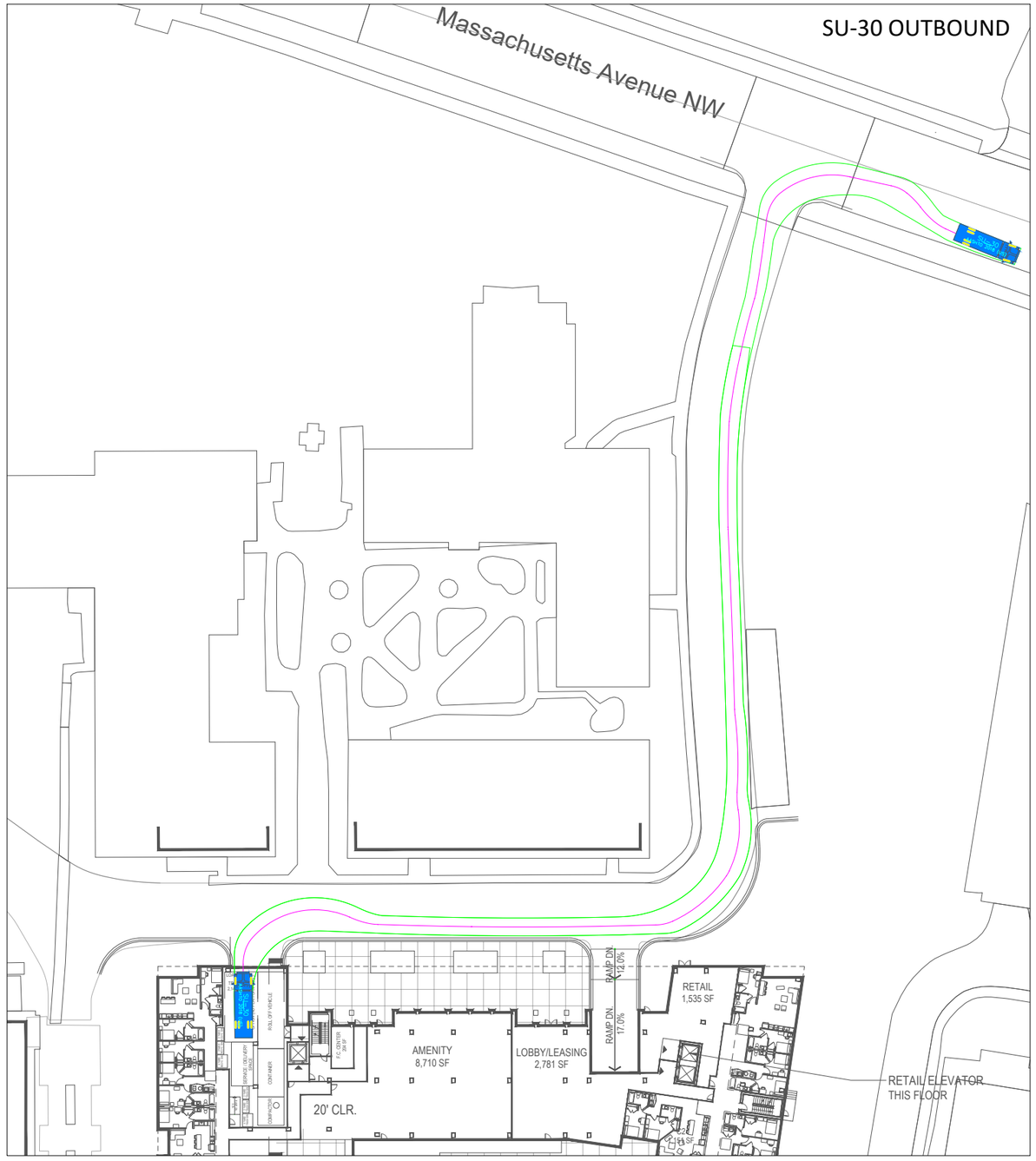
(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Truck Maneuvering Diagrams





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Landmark Housing at Wesley Theological Seminary: Loading Analysis

Bohler DC
November 19, 2021
Sheet 1 of 7

NW, Washington, DC

P:\2997-001 Landmark Housing at Wesley Seminary (7301-2811)\CAD\Landmark Housing at WTS AT 11.18.2021.dwg - 11/19/2021 9:55 AM

N
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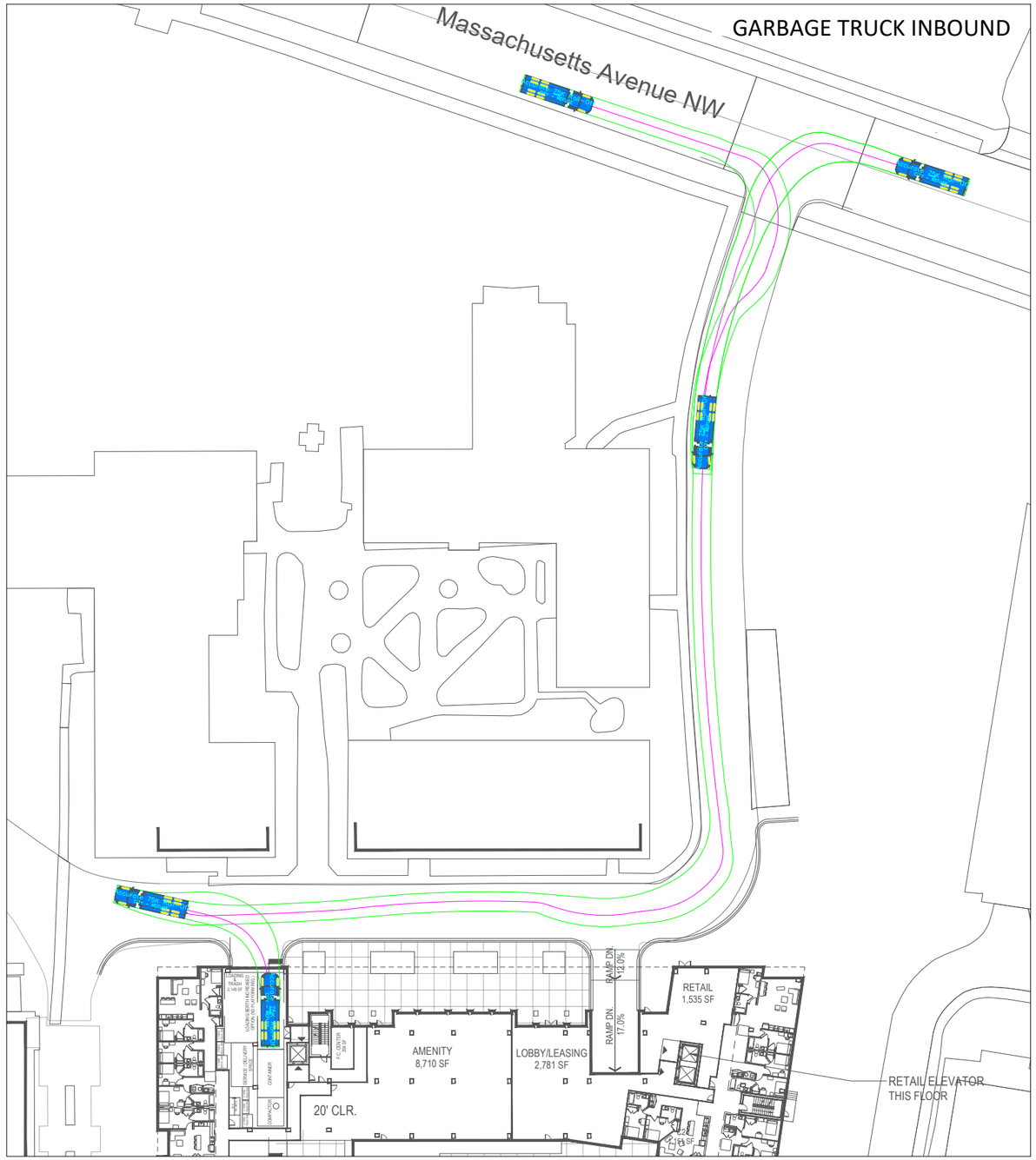

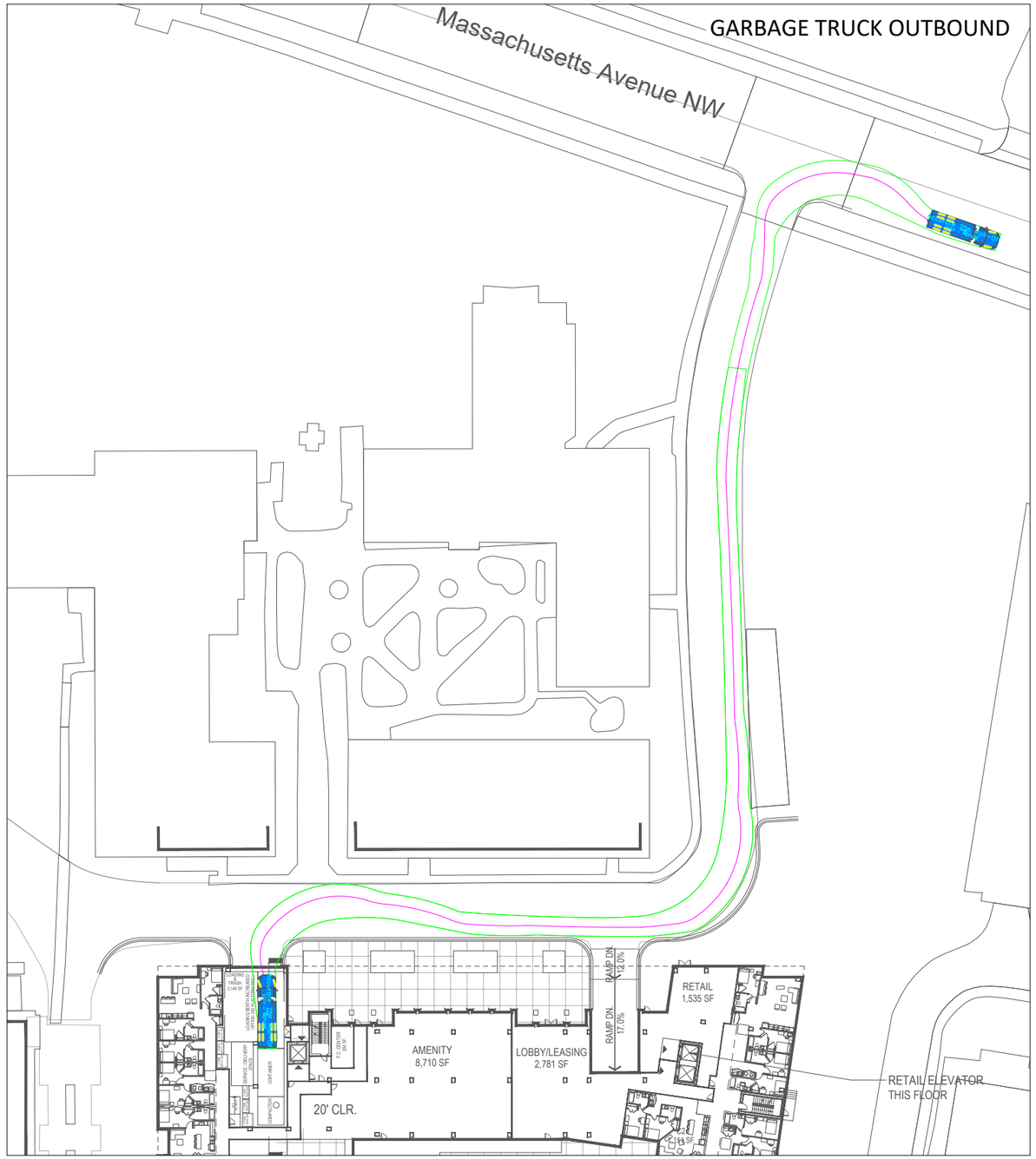

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Landmark Housing at Wesley Theological Seminary: Loading Analysis

Bohler DC
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NW, Washington, DC

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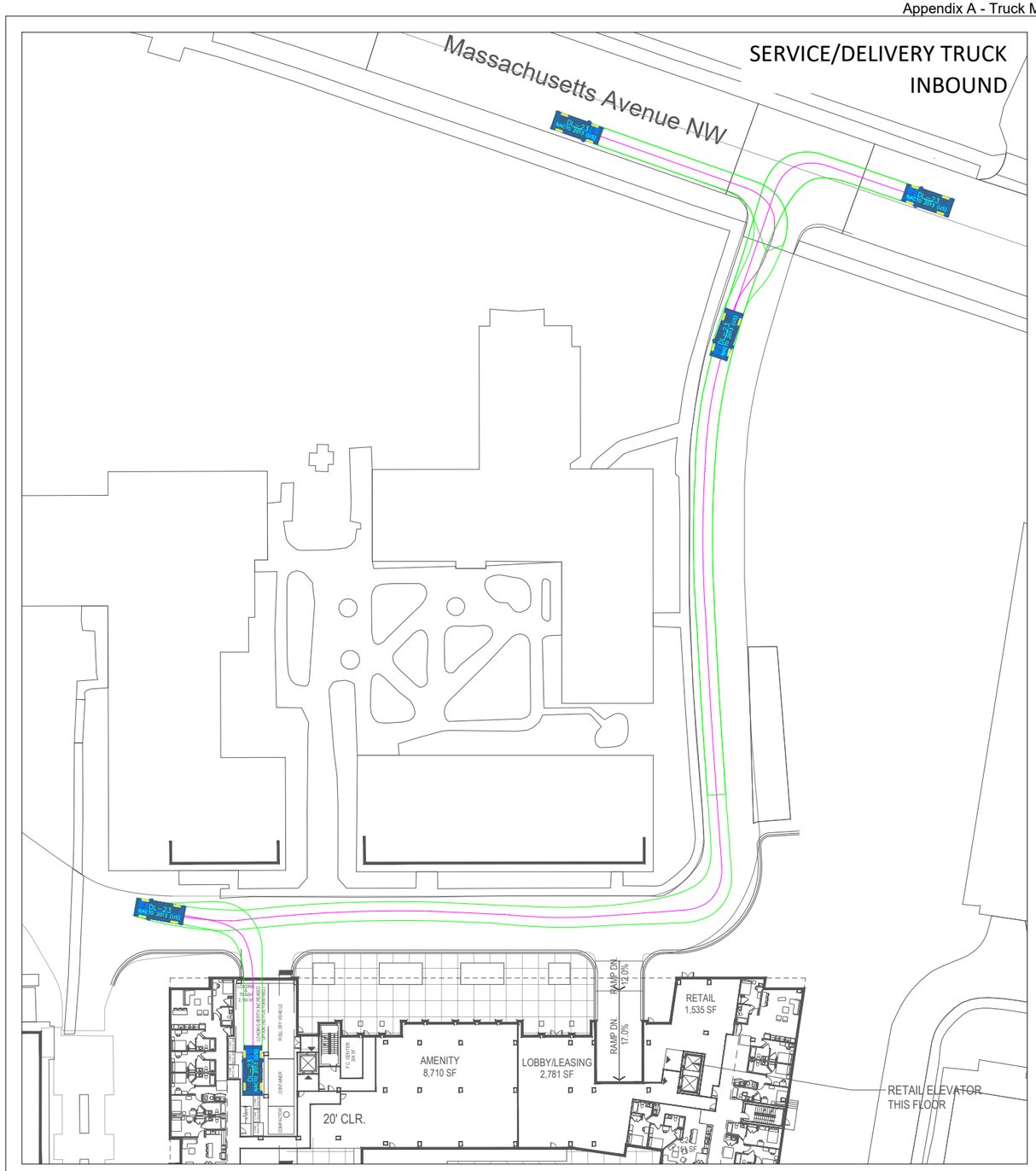

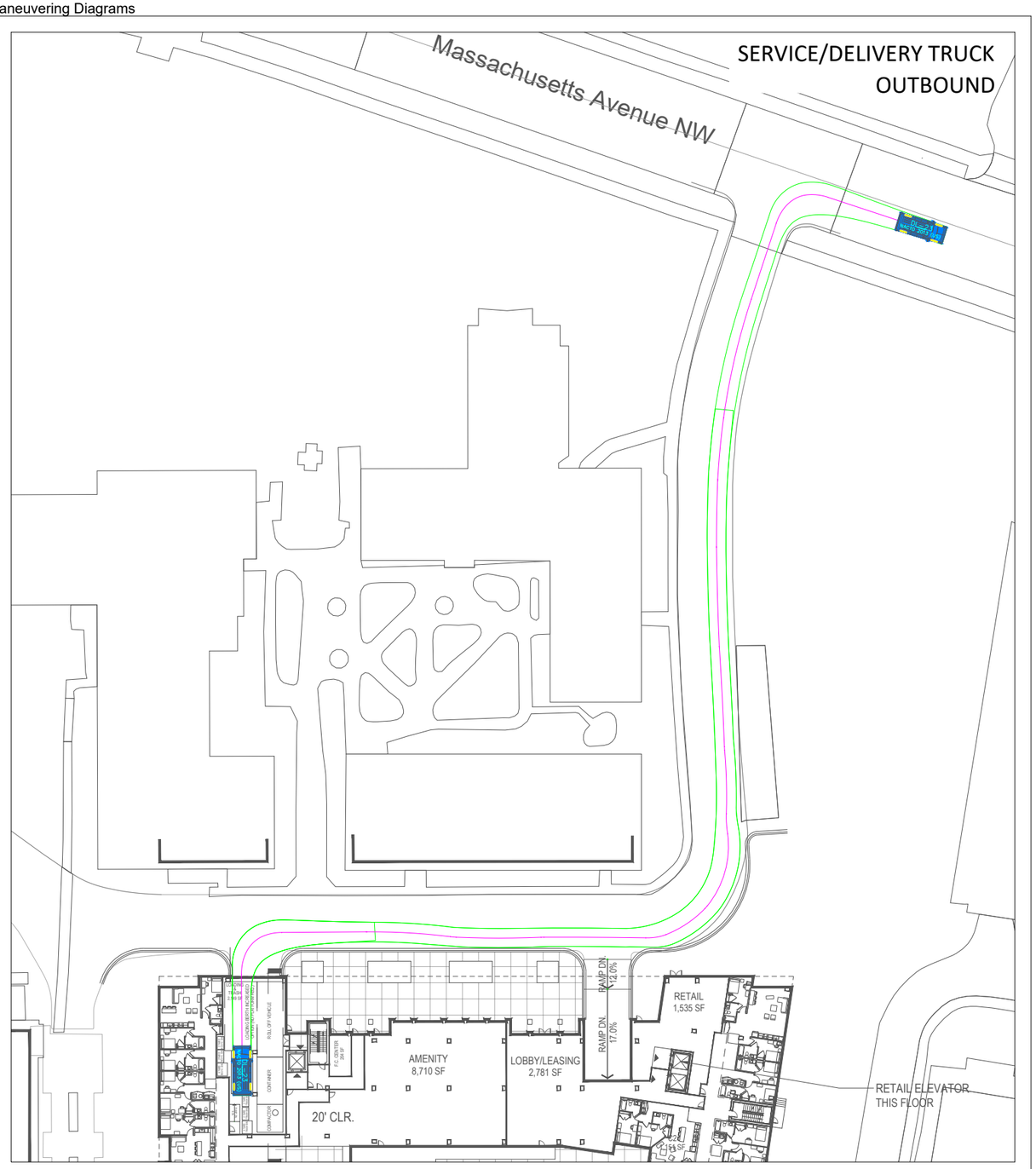

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Landmark Housing at Wesley Theological Seminary: Loading Analysis

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NW, Washington, DC

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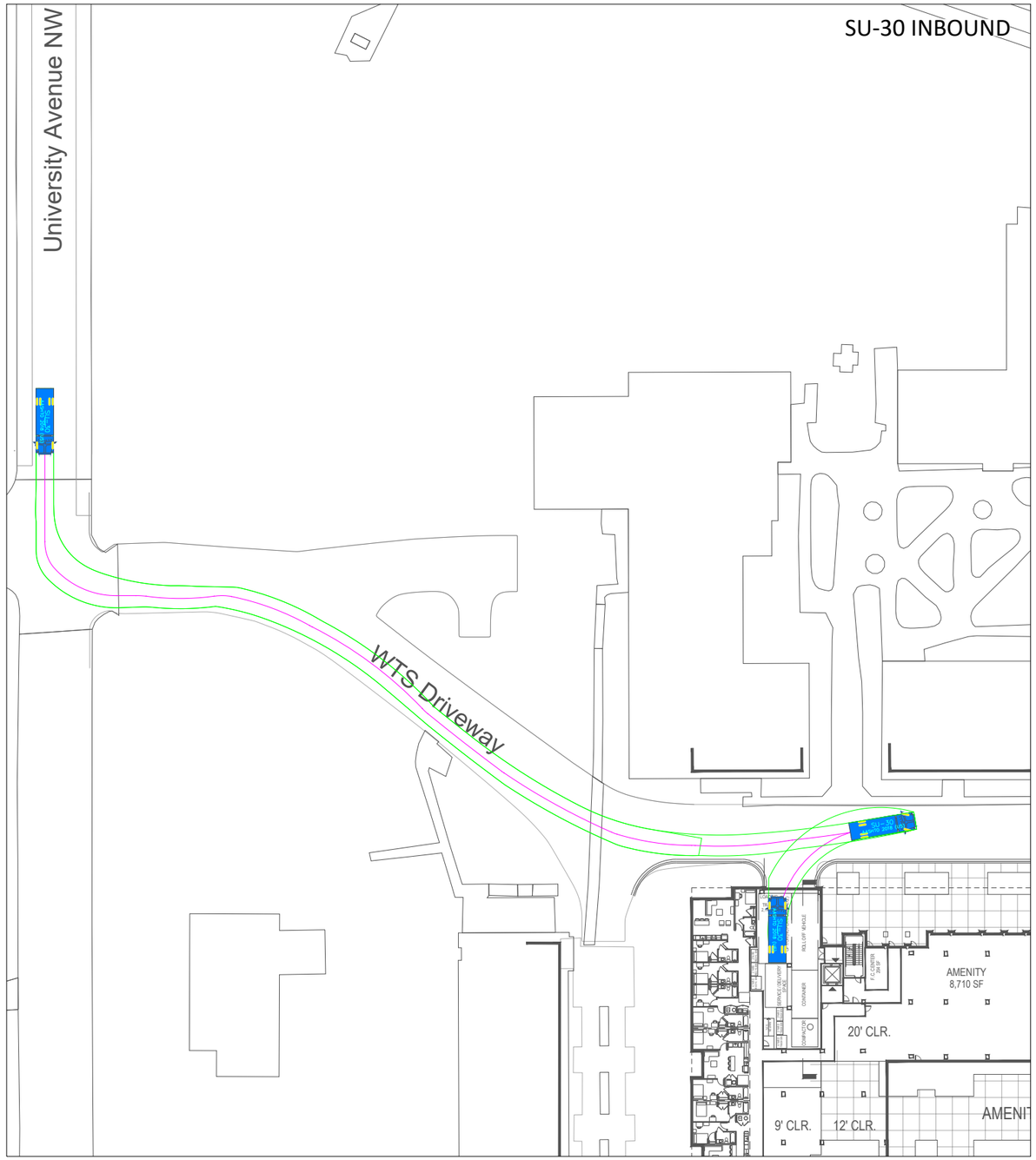

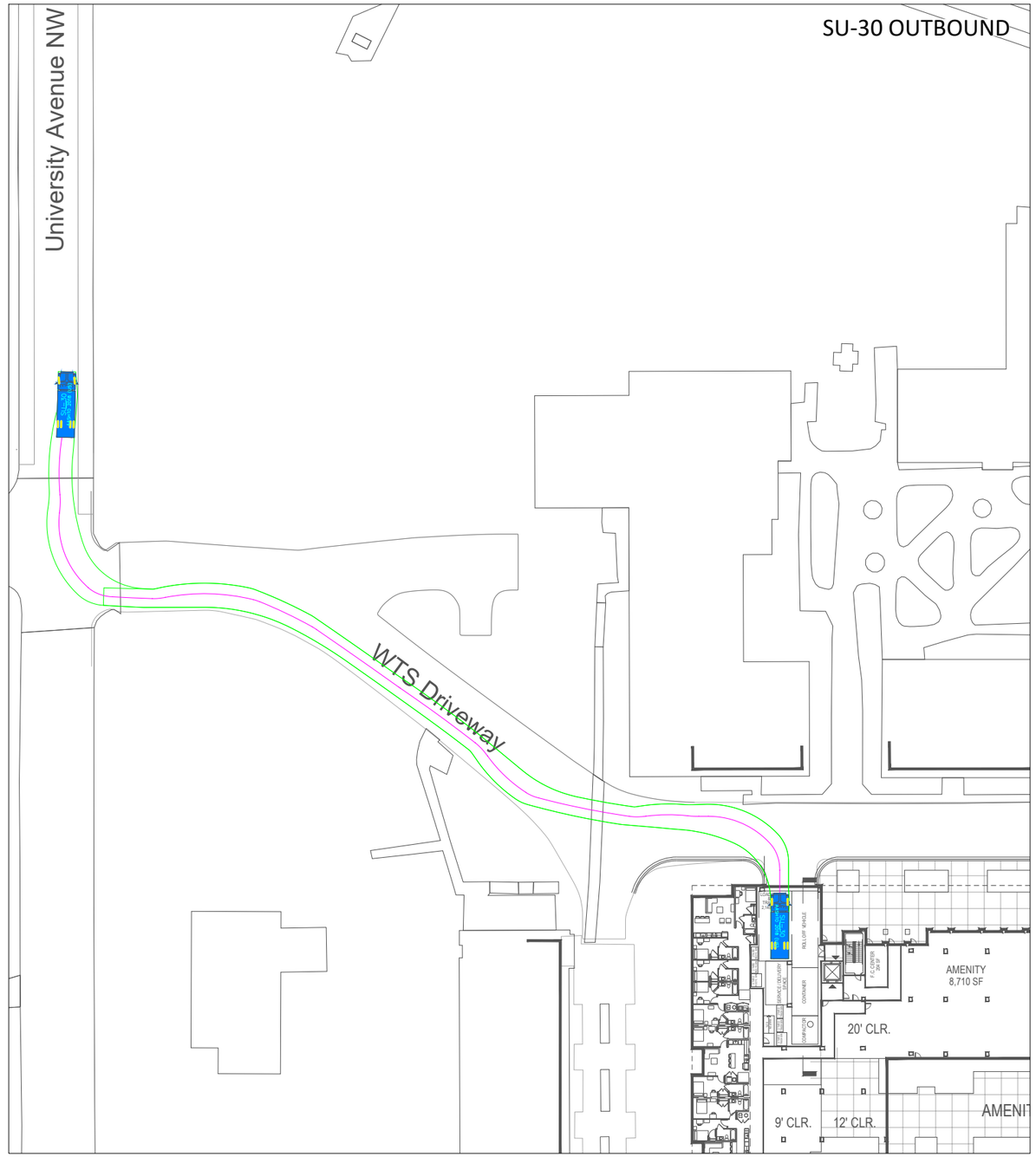

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Landmark Housing at Wesley Theological Seminary: Loading Analysis

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NW, Washington, DC

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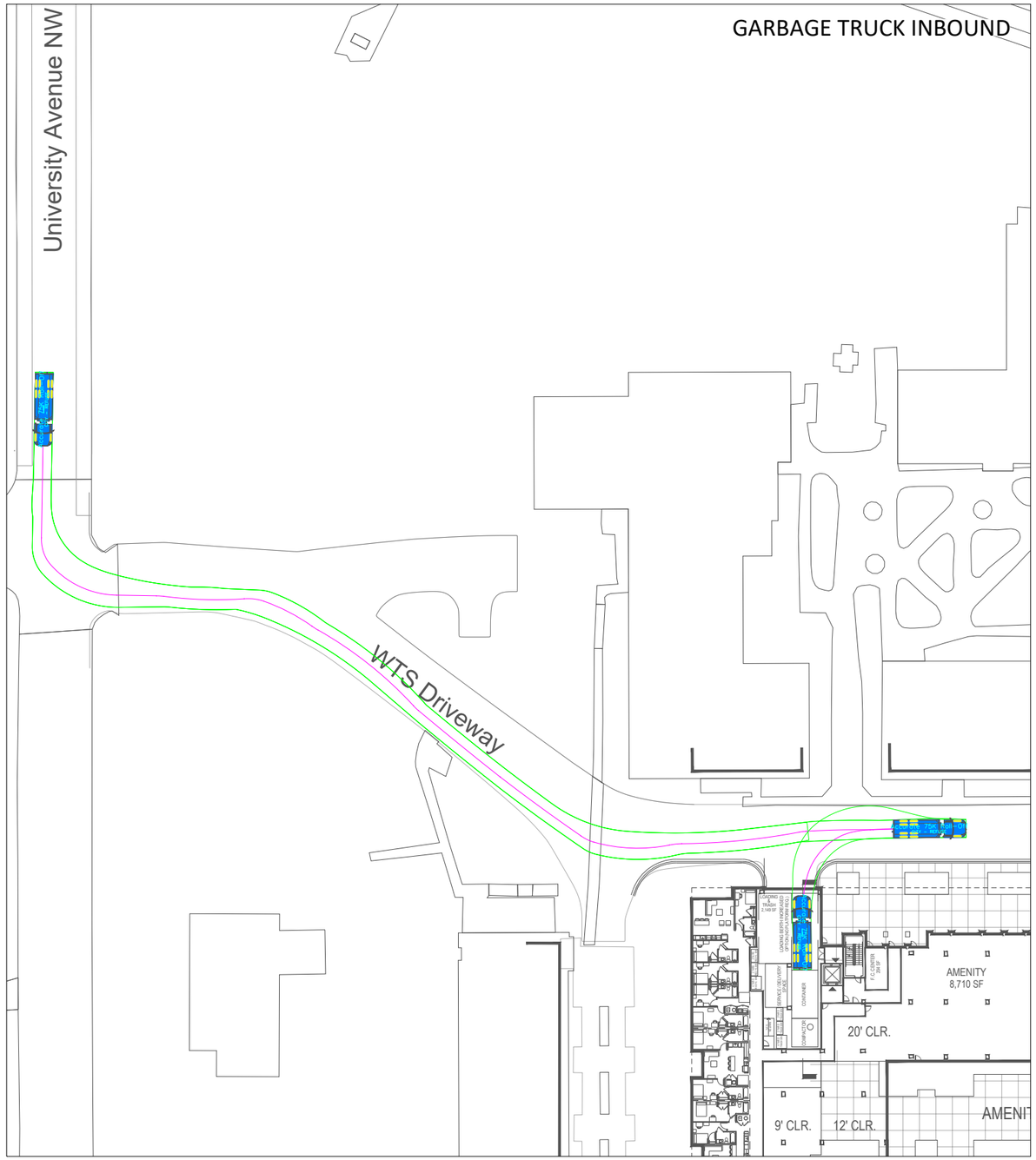

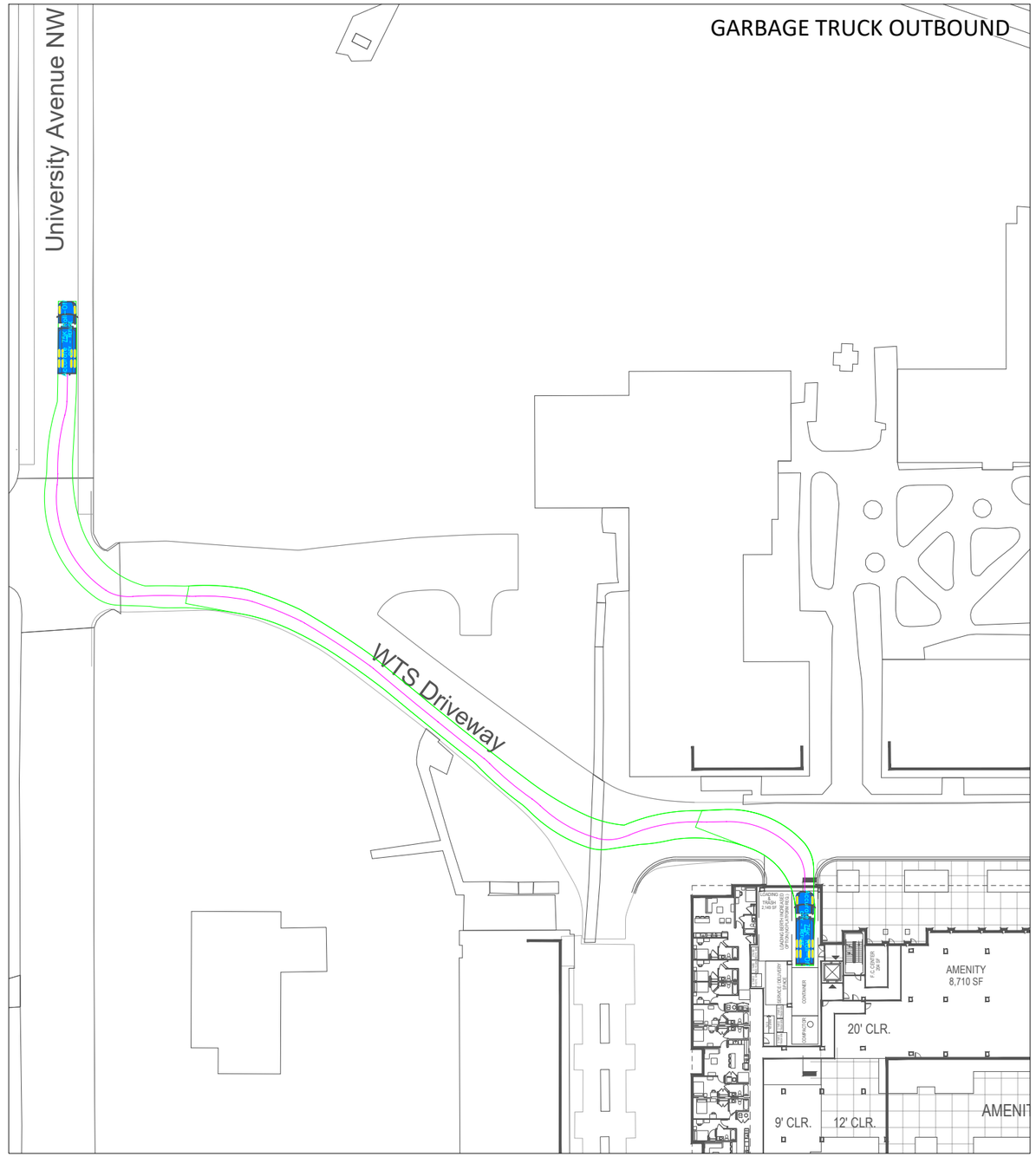

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Landmark Housing at Wesley Theological Seminary: Loading Analysis

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NW, Washington, DC

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N
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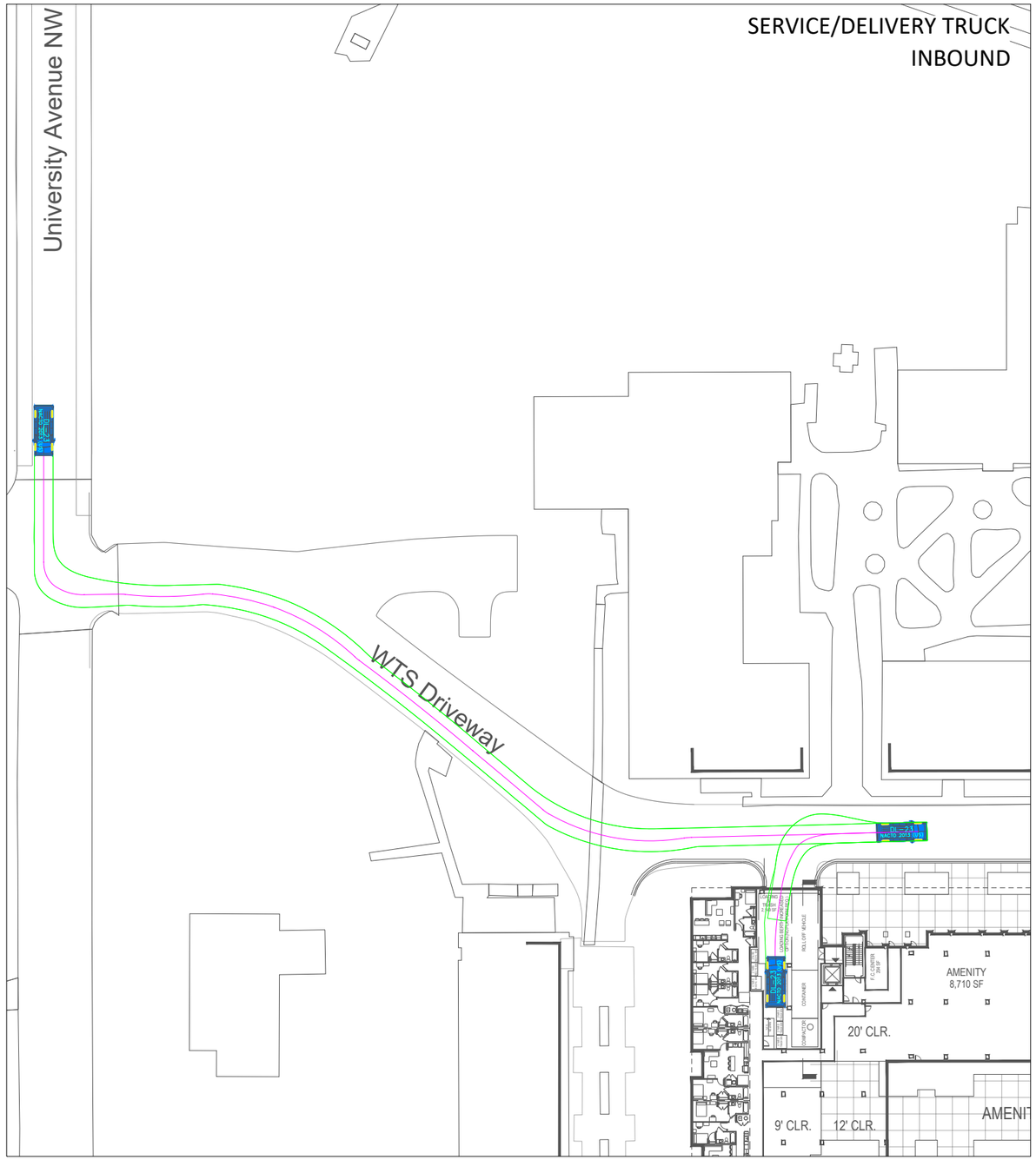

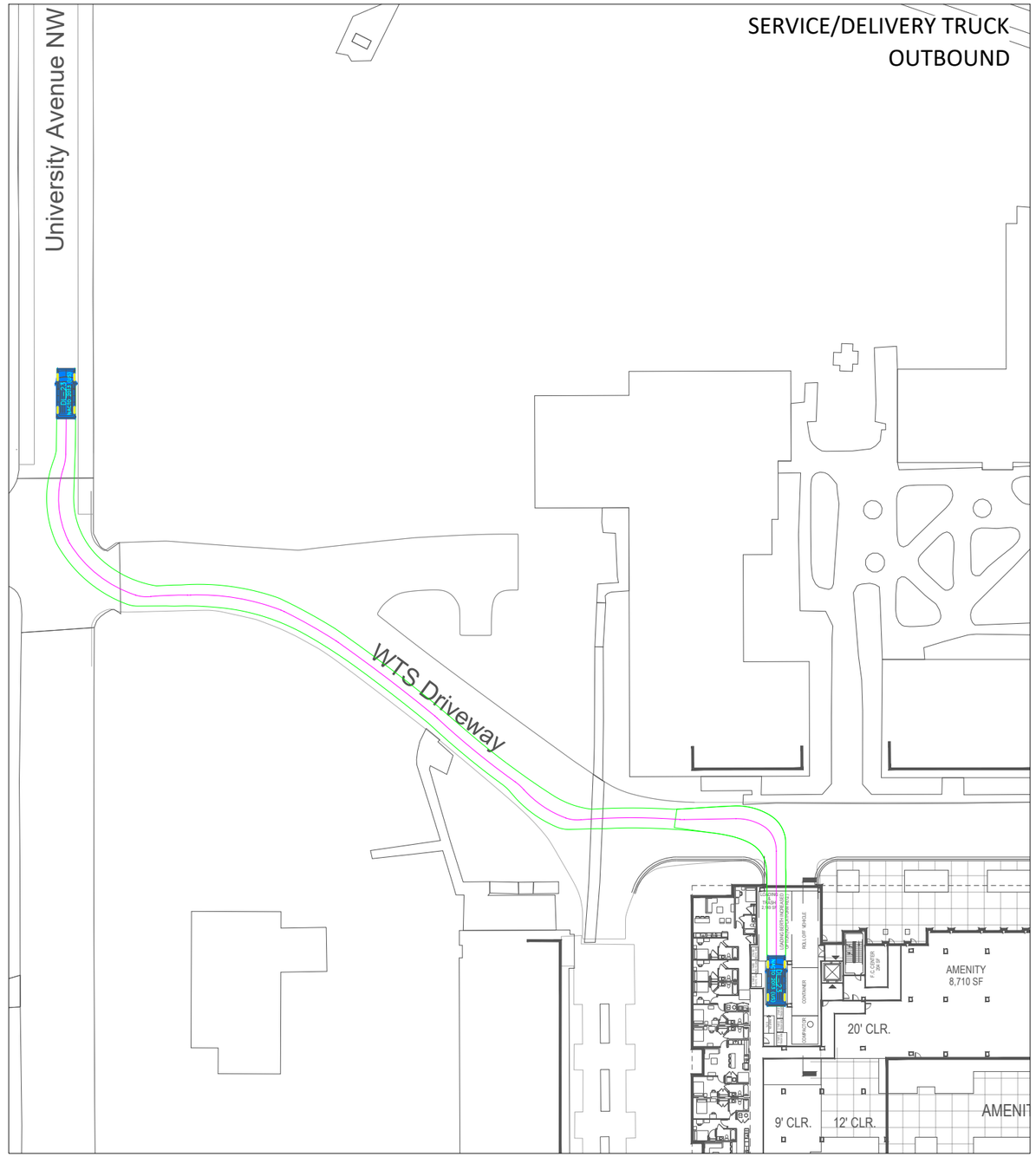

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Landmark Housing at Wesley Theological Seminary: Loading Analysis

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NW, Washington, DC

P:\2997-001 Landmark Housing at Wesley Seminary (7301-2811)\CAD\Landmark Housing at WTS AT 11.18.2021.dwg - 11/19/2021 9:55 AM

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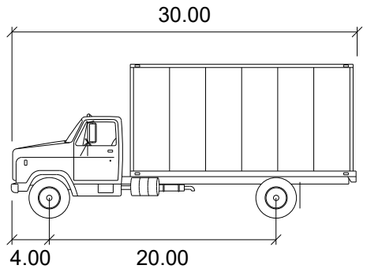
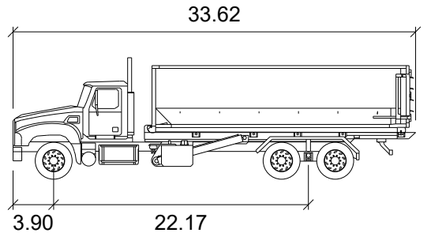


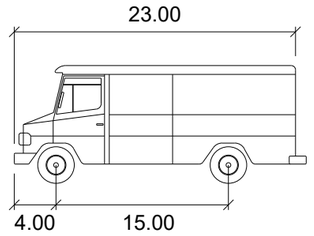
SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



Accurate 75K Roll-Off

	feet
Width	: 8.17
Track	: 8.02
Lock to Lock Time	: 6.0
Steering Angle	: 32.7



DL-23

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

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Landmark Housing at Wesley Theological Seminary: Loading Analysis Vehicle Profiles

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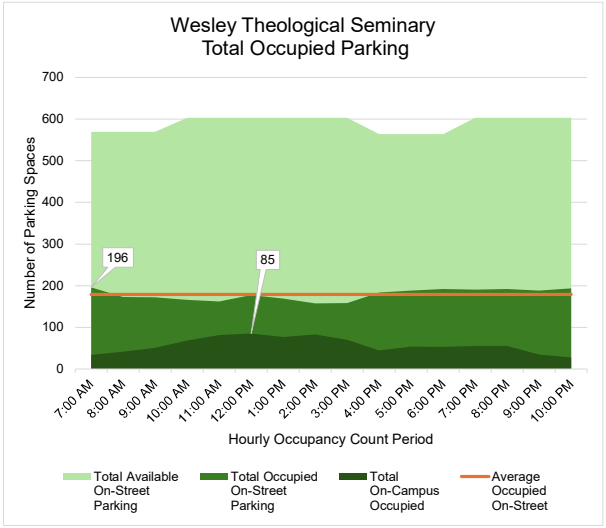
NW, Washington, DC

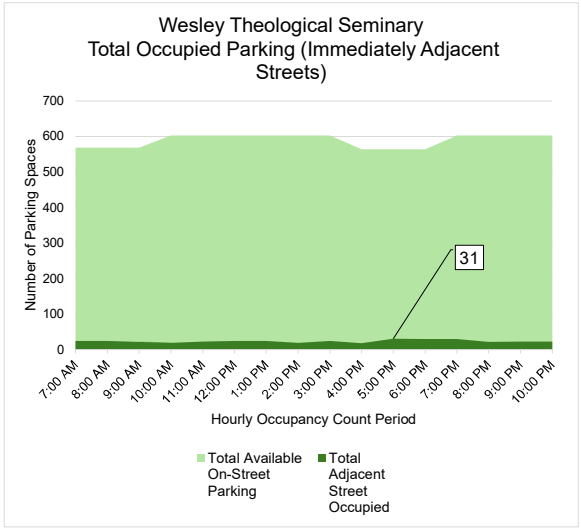
P:\2997-001 Landmark Housing at Wesley Seminary (7301-2811)\CAD\Landmark Housing at WTS AT 11.18.2021.dwg - 11/19/2021 9:55 AM

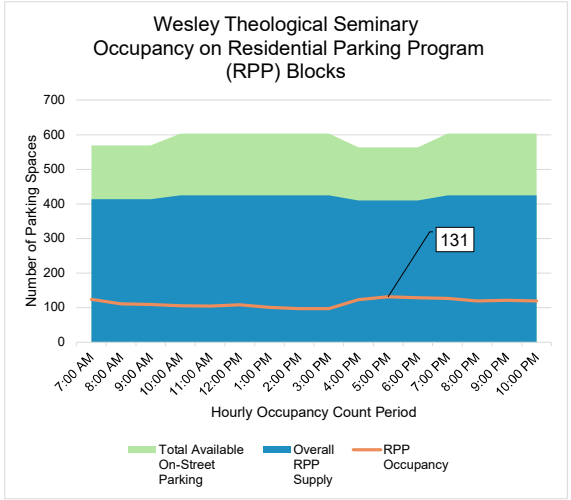
N.T.S.

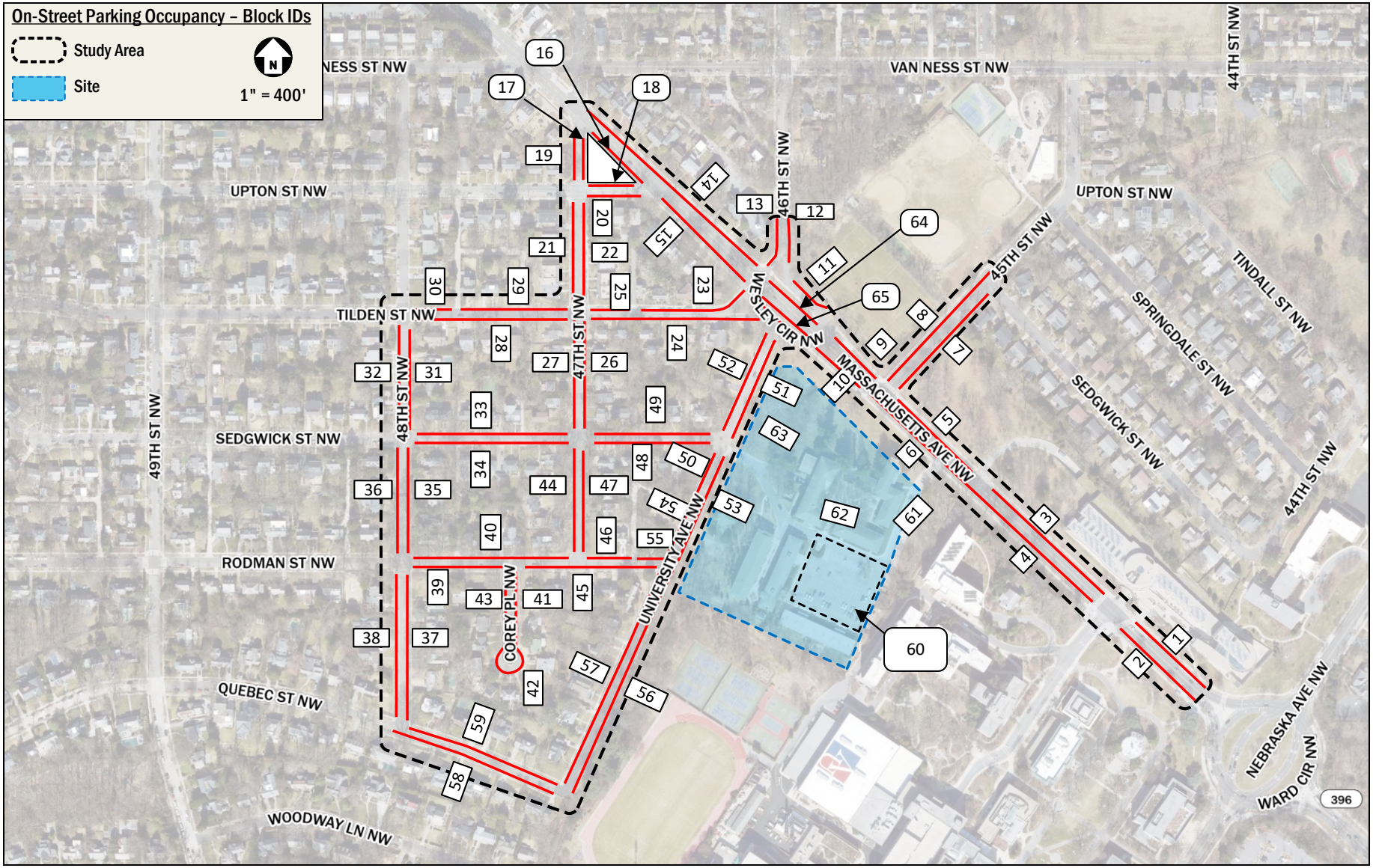
B. Detailed Parking Study Data

Study Period	Total Available On-Street Parking	Total Occupied On-Street Parking	% Occupied	Total On-Campus Parking Available	Total On-Campus Occupied	% On-Campus Occupied	Total Adjacent Street Parking	Total Adjacent Street Occupied	% Adjacent Street Occupied	Average Occupied On-Street	Maximum On-Street Occupied	Minimum On-Street Occupied	Overall RPP Supply	RPP Occupancy	% Occupied	RPP % Occupancy Overall	Overall Non-RPP Supply	Non-Rpp Occupancy	% Occupied	Non-RPP % Occupancy Overall
7:00 AM	569	196	34%	213	34	16%	156	24	15%	179	196		414	124	30%	63%	155	72	**46%**	37%
8:00 AM	569	173	30%	213	41	19%	156	24	15%	179			414	110	27%	64%	155	62	40%	36%
9:00 AM	569	172	30%	213	50	24%	156	22	14%	179			414	109	26%	64%	155	62	40%	36%
10:00 AM	603	166	27%	213	68	32%	156	19	12%	179			425	106	25%	64%	178	60	34%	36%
11:00 AM	603	162	27%	213	82	38%	156	23	15%	179			425	104	25%	64%	178	58	32%	36%
12:00 PM	603	178	29%	213	85	**40%**	156	24	15%	179			425	108	25%	61%	178	70	39%	39%
1:00 PM	603	169	28%	213	77	36%	156	24	15%	179			425	101	24%	60%	178	68	38%	**40%**
2:00 PM	603	157	26%	213	83	39%	156	19	12%	179		157	425	97	23%	62%	178	60	34%	38%
3:00 PM	603	158	26%	213	70	33%	156	24	15%	179			425	97	23%	61%	178	61	34%	39%
4:00 PM	564	184	33%	213	44	21%	156	18	12%	179			410	122	30%	67%	154	61	40%	33%
5:00 PM	564	188	33%	213	54	25%	156	31	20%	179			410	131	**32%**	**69%**	154	58	37%	31%
6:00 PM	564	192	34%	213	53	25%	156	30	19%	179			410	128	31%	67%	154	64	41%	33%
7:00 PM	603	191	32%	213	55	26%	156	30	19%	179			425	127	30%	67%	178	64	36%	33%
8:00 PM	603	192	32%	213	55	26%	156	22	14%	179			425	119	28%	62%	178	73	41%	38%
9:00 PM	603	188	31%	213	35	16%	156	23	15%	179			425	121	29%	64%	178	67	38%	36%
10:00 PM	603	193	32%	213	28	13%	156	23	15%	179			425	119	28%	61%	178	74	42%	39%








On-Street Parking Occupancy – Block IDs
Study Area
Site
1" = 400'
VAN NESS ST NW
UPTON ST NW
TILDEN ST NW
SEDGWICK ST NW
RODMAN ST NW
QUEBEC ST NW
WOODWAY LN NW
49TH ST NW
48TH ST NW
47TH ST NW
46TH ST NW
45TH ST NW
44TH ST NW
WESLEY CIR NW
MASSACHUSETTS AVE NW
UNIVERSITY AVE NW
COREY PL NW
TINDALL ST NW
SPRINGDALE ST NW
NEBRASKA AVE NW
WARD CIR NW
396
60
64
65

RPP Program	Block ID	Segment Length (ft)	Driveway Clearance	7:00 AM				8:00 AM			
				Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
No	1	260	0	260	0	0	0%	260	0	0	0%
No	2	320	0	320	0	0	0%	320	0	0	0%
No	3	415	0	180	11	1	9%	180	11	1	9%
No	4	560	0	560	0	0	0%	560	0	0	0%
No	5	290	0	0	13	0	0%	0	13	0	0%
No	6	190	0	190	0	0	0%	190	0	0	0%
Yes	7	365	0	0	17	2	12%	0	17	2	12%
Yes	8	410	0	45	17	2	12%	45	17	4	12%
No	9	175	0	175	0	0	0%	175	0	0	0%
No	10	180	0	180	0	0	0%	180	0	0	0%
No	11	130	0	130	0	0	0%	130	0	0	0%
Yes	12	190	0	190	0	0	0%	190	0	0	0%
Yes	13	170	0	170	0	0	0%	170	0	0	0%
Yes	14	635	0	305	15	0	0%	305	15	0	0%
Yes	15	310	79	231	0	0	0%	231	0	0	0%
Yes	16	185	0	185	0	0	0%	185	0	0	0%
No	17	110	0	0	5	3	60%	0	5	3	60%
Yes	18	115	0	0	5	1	20%	0	5	1	20%
No	19	140	0	0	6	3	50%	0	6	2	50%
Yes	20	145	0	0	7	3	43%	0	7	1	43%
No	21	275	30	0	11	7	64%	0	11	6	64%
No	22	270	50	0	10	6	60%	0	10	5	60%
Yes	23	310	25	104	8	4	50%	104	8	3	50%
Yes	24	480	32	0	20	9	45%	0	20	7	45%
Yes	25	100	0	0	5	0	0%	0	5	0	0%
Yes	26	275	22	0	12	7	58%	0	12	7	58%
Yes	27	270	22	15	11	7	64%	15	11	7	64%
No	28	410	91	0	15	9	60%	0	15	8	60%
No	29	295	56	0	11	4	36%	0	11	4	36%
No	30	95	0	0	4	4	100%	0	4	3	100%
No	31	265	52	0	10	2	20%	0	10	1	20%
No	32	280	75	0	9	0	0%	0	9	1	0%
Yes	33	425	117	0	14	5	36%	0	14	4	36%
Yes	34	425	84	0	16	10	63%	0	16	8	63%
No	35	280	0	0	13	4	31%	0	13	4	31%
No	36	280	0	0	13	3	23%	0	13	3	23%
Yes	37	395	77	0	14	2	14%	0	14	2	14%
Yes	38	395	49	0	16	4	25%	0	16	6	25%
No	39	235	52	0	8	4	50%	0	8	3	50%
No	40	425	79	0	16	8	50%	0	16	6	50%
Yes	41	165	25	0	6	2	33%	0	6	2	33%
Yes	42	260	61	0	9	5	56%	0	9	3	56%
Yes	43	165	0	0	8	2	25%	0	8	3	25%
Yes	44	280	0	0	13	5	38%	0	13	2	38%
Yes	45	375	70	0	14	2	14%	0	14	2	14%
Yes	46	115	0	0	5	0	0%	0	5	0	0%
Yes	47	280	0	0	13	5	38%	0	13	2	38%
Yes	48	325	25	0	14	5	36%	0	14	4	36%
Yes	49	350	45	0	14	4	29%	0	14	5	29%
Yes	50	165	0	0	8	2	25%	0	8	1	25%
Yes	51	310	0	0	14	0	0%	0	14	0	0%
Yes	52	305	43	0	12	1	8%	0	12	2	8%
Yes	53	310	0	0	14	0	0%	0	14	0	0%
Yes	54	130	0	0	6	0	0%	0	6	0	0%
Yes	55	70	0	0	3	1	33%	0	3	2	33%
Yes	56	640	0	0	29	0	0%	0	29	0	0%
Yes	57	635	140	0	23	5	22%	0	23	4	22%
Yes	58	455	92	35	15	3	20%	35	15	3	20%
Yes	59	480	97	0	17	5	29%	0	17	5	29%
No	60	-	-	---	171	28	16%	---	171	30	16%
No	61	-	-	---	21	0	0%	---	21	3	0%
No	62	-	-	---	9	0	0%	---	9	1	0%
No	63	-	-	---	12	1	8%	---	12	1	8%
No	64	170	0	170	0	1	100%	170	0	1	100%
No	65	165	0	165	0	1	100%	165	0	1	100%
Total On-Street					569	163	29%		569	144	25%
Total Unoccupied					406		71%		425		75%
Total On-Campus					213	28	13%		213	34	16%
Total Adjacent Street					156	20	13%		156	20	13%
RPP Program Total Occupied					414	103	25%		414	92	22%
Non-RPP Program Total Occupied						60				52	

Time of day restricted parking denoted in red text

Legend:

Driveway length = 12' to 26' with 5'buffer both either side

9:00 AM				10:00 AM				11:00 AM			
Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
260	0	0	0%	260	0	0	0%	260	0	0	0%
320	0	0	0%	320	0	0	0%	320	0	0	0%
180	11	1	9%	180	11	2	9%	180	11	1	9%
560	0	0	0%	195	17	0	0%	195	17	0	0%
0	13	0	0%	0	13	0	0%	0	13	0	0%
190	0	0	0%	130	3	0	0%	130	3	0	0%
0	17	4	12%	0	17	4	12%	0	17	5	12%
45	17	5	12%	45	17	6	12%	45	17	4	12%
175	0	0	0%	175	0	0	0%	175	0	0	0%
180	0	0	0%	125	3	0	0%	125	3	0	0%
130	0	0	0%	130	0	0	0%	130	0	0	0%
190	0	0	0%	190	0	1	0%	190	0	0	0%
170	0	0	0%	170	0	0	0%	170	0	0	0%
305	15	0	0%	305	15	0	0%	305	15	0	0%
231	0	0	0%	165	3	0	0%	165	3	0	0%
185	0	0	0%	0	8	0	0%	0	8	0	0%
0	5	3	60%	0	5	3	60%	0	5	3	60%
0	5	1	20%	0	5	1	20%	0	5	1	20%
0	6	2	50%	0	6	4	50%	0	6	4	50%
0	7	1	43%	0	7	1	43%	0	7	1	43%
0	11	6	64%	0	11	4	64%	0	11	5	64%
0	10	5	60%	0	10	6	60%	0	10	5	60%
104	8	3	50%	104	8	4	50%	104	8	4	50%
0	20	8	45%	0	20	6	45%	0	20	6	45%
0	5	0	0%	0	5	0	0%	0	5	0	0%
0	12	6	58%	0	12	6	58%	0	12	6	58%
15	11	7	64%	15	11	7	64%	15	11	5	64%
0	15	6	60%	0	15	8	60%	0	15	8	60%
0	11	4	36%	0	11	3	36%	0	11	3	36%
0	4	4	100%	0	4	1	100%	0	4	3	100%
0	10	1	20%	0	10	1	20%	0	10	1	20%
0	9	1	0%	0	9	5	0%	0	9	1	0%
0	14	4	36%	0	14	6	36%	0	14	5	36%
0	16	6	63%	0	16	4	63%	0	16	7	63%
0	13	3	31%	0	13	4	31%	0	13	3	31%
0	13	3	23%	0	13	2	23%	0	13	3	23%
0	14	2	14%	0	14	3	14%	0	14	1	14%
0	16	4	25%	0	16	1	25%	0	16	3	25%
0	8	4	50%	0	8	3	50%	0	8	0	50%
0	16	5	50%	0	16	2	50%	0	16	4	50%
0	6	2	33%	0	6	2	33%	0	6	2	33%
0	9	3	56%	0	9	3	56%	0	9	2	56%
0	8	3	25%	0	8	3	25%	0	8	3	25%
0	13	3	38%	0	13	4	38%	0	13	3	38%
0	14	3	14%	0	14	0	14%	0	14	4	14%
0	5	0	0%	0	5	3	0%	0	5	0	0%
0	13	3	38%	0	13	3	38%	0	13	3	38%
0	14	3	36%	0	14	4	36%	0	14	4	36%
0	14	3	29%	0	14	4	29%	0	14	4	29%
0	8	0	25%	0	8	1	25%	0	8	1	25%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	12	1	8%	0	12	1	8%	0	12	1	8%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	6	0	0%	0	6	0	0%	0	6	1	0%
0	3	2	33%	0	3	2	33%	0	3	1	33%
0	29	0	0%	0	29	0	0%	0	29	0	0%
0	23	6	22%	0	23	1	22%	0	23	3	22%
35	15	4	20%	35	15	3	20%	35	15	3	20%
0	17	4	29%	0	17	4	29%	0	17	4	29%
---	171	32	16%	---	171	41	16%	---	171	46	16%
---	21	9	0%	---	21	12	0%	---	21	16	0%
---	9	1	0%	---	9	4	0%	---	9	6	0%
---	12	2	8%	---	12	1	8%	---	12	2	8%
170	0	2	100%	170	0	1	100%	170	0	2	100%
165	0	2	100%	165	0	1	100%	165	0	2	100%
	569	143	25%		603	138	23%		603	135	22%
	426		75%		465		77%		468		78%
	213	42	20%		213	57	27%		213	68	32%
	156	18	12%		156	16	10%		156	19	12%
	414	91	22%		425	88	21%		425	87	20%
		52				50				48	

12:00 PM				1:00 PM				2:00 PM			
Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
260	0	0	0%	260	0	0	0%	260	0	0	0%
320	0	0	0%	320	0	0	0%	320	0	0	0%
180	11	1	9%	180	11	0	9%	180	11	0	9%
195	17	2	0%	195	17	0	0%	195	17	3	0%
0	13	0	0%	0	13	0	0%	0	13	0	0%
130	3	0	0%	130	3	0	0%	130	3	0	0%
0	17	5	12%	0	17	4	12%	0	17	5	12%
45	17	6	12%	45	17	4	12%	45	17	5	12%
175	0	0	0%	175	0	0	0%	175	0	0	0%
125	3	0	0%	125	3	0	0%	125	3	0	0%
130	0	0	0%	130	0	0	0%	130	0	0	0%
190	0	0	0%	190	0	0	0%	190	0	0	0%
170	0	0	0%	170	0	0	0%	170	0	0	0%
305	15	0	0%	305	15	0	0%	305	15	0	0%
165	3	0	0%	165	3	0	0%	165	3	0	0%
0	8	0	0%	0	8	0	0%	0	8	0	0%
0	5	3	60%	0	5	3	60%	0	5	3	60%
0	5	1	20%	0	5	1	20%	0	5	1	20%
0	6	3	50%	0	6	3	50%	0	6	3	50%
0	7	1	43%	0	7	0	43%	0	7	0	43%
0	11	6	64%	0	11	5	64%	0	11	3	64%
0	10	5	60%	0	10	7	60%	0	10	5	60%
104	8	5	50%	104	8	2	50%	104	8	1	50%
0	20	6	45%	0	20	8	45%	0	20	10	45%
0	5	0	0%	0	5	0	0%	0	5	0	0%
0	12	5	58%	0	12	4	58%	0	12	4	58%
15	11	7	64%	15	11	7	64%	15	11	7	64%
0	15	8	60%	0	15	8	60%	0	15	8	60%
0	11	3	36%	0	11	2	36%	0	11	3	36%
0	4	3	100%	0	4	3	100%	0	4	2	100%
0	10	1	20%	0	10	0	20%	0	10	0	20%
0	9	2	0%	0	9	1	0%	0	9	0	0%
0	14	6	36%	0	14	6	36%	0	14	7	36%
0	16	6	63%	0	16	6	63%	0	16	7	63%
0	13	3	31%	0	13	4	31%	0	13	3	31%
0	13	3	23%	0	13	4	23%	0	13	3	23%
0	14	1	14%	0	14	1	14%	0	14	1	14%
0	16	3	25%	0	16	3	25%	0	16	3	25%
0	8	3	50%	0	8	6	50%	0	8	3	50%
0	16	6	50%	0	16	5	50%	0	16	5	50%
0	6	2	33%	0	6	2	33%	0	6	2	33%
0	9	3	56%	0	9	3	56%	0	9	3	56%
0	8	3	25%	0	8	4	25%	0	8	1	25%
0	13	3	38%	0	13	3	38%	0	13	2	38%
0	14	3	14%	0	14	4	14%	0	14	2	14%
0	5	0	0%	0	5	0	0%	0	5	0	0%
0	13	2	38%	0	13	2	38%	0	13	2	38%
0	14	2	36%	0	14	2	36%	0	14	2	36%
0	14	5	29%	0	14	5	29%	0	14	3	29%
0	8	1	25%	0	8	1	25%	0	8	0	25%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	12	1	8%	0	12	1	8%	0	12	2	8%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	6	1	0%	0	6	1	0%	0	6	1	0%
0	3	2	33%	0	3	2	33%	0	3	1	33%
0	29	0	0%	0	29	0	0%	0	29	0	0%
0	23	5	22%	0	23	4	22%	0	23	5	22%
35	15	3	20%	35	15	2	20%	35	15	2	20%
0	17	2	29%	0	17	2	29%	0	17	2	29%
---	171	48	16%	---	171	45	16%	---	171	50	16%
---	21	17	0%	---	21	15	0%	---	21	14	0%
---	9	6	0%	---	9	4	0%	---	9	5	0%
---	12	3	8%	---	12	3	8%	---	12	3	8%
170	0	3	100%	170	0	3	100%	170	0	3	100%
165	0	3	100%	165	0	3	100%	165	0	3	100%
	603	148	25%		603	141	23%		603	131	22%
	455		75%		462		77%		472		78%
	213	71	33%		213	64	30%		213	69	32%
	156	20	13%		156	20	13%		156	16	10%
	425	90	21%		425	84	20%		425	81	19%
		58				57				50	

3:00 PM				4:00 PM				5:00 PM			
Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
260	0	0	0%	260	0	0	0%	260	0	0	0%
320	0	0	0%	320	0	0	0%	320	0	0	0%
180	11	0	9%	415	0	0	9%	415	0	0	9%
195	17	1	0%	195	17	0	0%	195	17	0	0%
0	13	0	0%	290	0	0	0%	290	0	0	0%
130	3	0	0%	130	3	0	0%	130	3	0	0%
0	17	4	12%	0	17	10	12%	0	17	7	12%
45	17	6	12%	45	17	11	12%	45	17	9	12%
175	0	0	0%	175	0	0	0%	175	0	0	0%
125	3	0	0%	125	3	0	0%	125	3	0	0%
130	0	0	0%	130	0	0	0%	130	0	0	0%
190	0	0	0%	190	0	1	0%	190	0	0	0%
170	0	0	0%	170	0	0	0%	170	0	0	0%
305	15	0	0%	635	0	0	0%	635	0	0	0%
165	3	0	0%	165	3	0	0%	165	3	0	0%
0	8	0	0%	0	8	0	0%	0	8	0	0%
0	5	3	60%	0	5	2	60%	0	5	2	60%
0	5	2	20%	0	5	2	20%	0	5	0	20%
0	6	3	50%	0	6	4	50%	0	6	3	50%
0	7	1	43%	0	7	2	43%	0	7	3	43%
0	11	3	64%	0	11	3	64%	0	11	3	64%
0	10	5	60%	0	10	8	60%	0	10	5	60%
104	8	2	50%	104	8	3	50%	104	8	3	50%
0	20	8	45%	0	20	6	45%	0	20	8	45%
0	5	0	0%	0	5	0	0%	0	5	0	0%
0	12	3	58%	0	12	5	58%	0	12	5	58%
15	11	7	64%	15	11	5	64%	15	11	5	64%
0	15	8	60%	0	15	8	60%	0	15	9	60%
0	11	4	36%	0	11	8	36%	0	11	8	36%
0	4	2	100%	0	4	0	100%	0	4	0	100%
0	10	0	20%	0	10	0	20%	0	10	0	20%
0	9	0	0%	0	9	0	0%	0	9	0	0%
0	14	7	36%	0	14	6	36%	0	14	6	36%
0	16	4	63%	0	16	7	63%	0	16	6	63%
0	13	4	31%	0	13	3	31%	0	13	3	31%
0	13	3	23%	0	13	2	23%	0	13	2	23%
0	14	1	14%	0	14	2	14%	0	14	2	14%
0	16	3	25%	0	16	4	25%	0	16	4	25%
0	8	4	50%	0	8	1	50%	0	8	2	50%
0	16	7	50%	0	16	6	50%	0	16	5	50%
0	6	1	33%	0	6	2	33%	0	6	2	33%
0	9	3	56%	0	9	3	56%	0	9	5	56%
0	8	2	25%	0	8	3	25%	0	8	2	25%
0	13	1	38%	0	13	4	38%	0	13	4	38%
0	14	2	14%	0	14	2	14%	0	14	2	14%
0	5	0	0%	0	5	0	0%	0	5	0	0%
0	13	1	38%	0	13	3	38%	0	13	4	38%
0	14	3	36%	0	14	2	36%	0	14	4	36%
0	14	4	29%	0	14	1	29%	0	14	2	29%
0	8	1	25%	0	8	2	25%	0	8	2	25%
0	14	2	0%	0	14	0	0%	0	14	0	0%
0	12	1	8%	0	12	1	8%	0	12	1	8%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	6	1	0%	0	6	1	0%	0	6	1	0%
0	3	1	33%	0	3	1	33%	0	3	2	33%
0	29	0	0%	0	29	0	0%	0	29	1	0%
0	23	5	22%	0	23	5	22%	0	23	11	22%
35	15	2	20%	35	15	4	20%	35	15	4	20%
0	17	3	29%	0	17	4	29%	0	17	4	29%
---	171	44	16%	---	171	33	16%	---	171	39	16%
---	21	8	0%	---	21	1	0%	---	21	1	0%
---	9	6	0%	---	9	3	0%	---	9	5	0%
---	12	2	8%	---	12	3	8%	---	12	3	8%
170	0	2	100%	170	0	3	100%	170	0	3	100%
165	0	2	100%	165	0	3	100%	165	0	3	100%
	603	132	22%		564	153	27%		564	157	28%
	471		78%		411		73%		407		72%
	213	58	27%		213	37	17%		213	45	21%
	156	20	13%		156	15	10%		156	26	17%
	425	81	19%		410	102	25%		410	109	27%
		51				51				48	

6:00 PM				7:00 PM				8:00 PM			
Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
260	0	0	0%	260	0	0	0%	260	0	0	0%
320	0	0	0%	320	0	0	0%	320	0	0	0%
415	0	0	9%	180	11	0	9%	180	11	0	9%
195	17	0	0%	195	17	0	0%	195	17	0	0%
290	0	0	0%	0	13	0	0%	0	13	0	0%
130	3	0	0%	130	3	0	0%	130	3	0	0%
0	17	4	12%	0	17	2	12%	0	17	0	12%
45	17	6	12%	45	17	1	12%	45	17	0	12%
175	0	0	0%	175	0	0	0%	175	0	0	0%
125	3	0	0%	125	3	0	0%	125	3	0	0%
130	0	0	0%	130	0	0	0%	130	0	0	0%
190	0	0	0%	190	0	0	0%	190	0	0	0%
170	0	0	0%	170	0	0	0%	170	0	0	0%
635	0	0	0%	305	15	0	0%	305	15	0	0%
165	3	0	0%	165	3	0	0%	165	3	0	0%
0	8	0	0%	0	8	0	0%	0	8	0	0%
0	5	2	60%	0	5	2	60%	0	5	2	60%
0	5	1	20%	0	5	1	20%	0	5	1	20%
0	6	2	50%	0	6	2	50%	0	6	2	50%
0	7	3	43%	0	7	3	43%	0	7	3	43%
0	11	5	64%	0	11	5	64%	0	11	5	64%
0	10	6	60%	0	10	5	60%	0	10	6	60%
104	8	2	50%	104	8	4	50%	104	8	5	50%
0	20	8	45%	0	20	8	45%	0	20	8	45%
0	5	0	0%	0	5	0	0%	0	5	1	0%
0	12	5	58%	0	12	5	58%	0	12	5	58%
15	11	7	64%	15	11	7	64%	15	11	7	64%
0	15	9	60%	0	15	10	60%	0	15	10	60%
0	11	7	36%	0	11	5	36%	0	11	4	36%
0	4	0	100%	0	4	0	100%	0	4	1	100%
0	10	1	20%	0	10	1	20%	0	10	7	20%
0	9	0	0%	0	9	0	0%	0	9	0	0%
0	14	6	36%	0	14	6	36%	0	14	6	36%
0	16	9	63%	0	16	10	63%	0	16	9	63%
0	13	3	31%	0	13	4	31%	0	13	4	31%
0	13	3	23%	0	13	3	23%	0	13	3	23%
0	14	2	14%	0	14	4	14%	0	14	2	14%
0	16	5	25%	0	16	5	25%	0	16	4	25%
0	8	3	50%	0	8	4	50%	0	8	2	50%
0	16	8	50%	0	16	8	50%	0	16	11	50%
0	6	2	33%	0	6	2	33%	0	6	3	33%
0	9	3	56%	0	9	4	56%	0	9	5	56%
0	8	2	25%	0	8	2	25%	0	8	3	25%
0	13	4	38%	0	13	4	38%	0	13	5	38%
0	14	1	14%	0	14	0	14%	0	14	1	14%
0	5	0	0%	0	5	0	0%	0	5	1	0%
0	13	5	38%	0	13	5	38%	0	13	6	38%
0	14	2	36%	0	14	4	36%	0	14	6	36%
0	14	3	29%	0	14	3	29%	0	14	2	29%
0	8	3	25%	0	8	2	25%	0	8	2	25%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	12	2	8%	0	12	2	8%	0	12	1	8%
0	14	0	0%	0	14	0	0%	0	14	0	0%
0	6	0	0%	0	6	0	0%	0	6	0	0%
0	3	2	33%	0	3	2	33%	0	3	1	33%
0	29	1	0%	0	29	1	0%	0	29	0	0%
0	23	11	22%	0	23	11	22%	0	23	4	22%
35	15	3	20%	35	15	4	20%	35	15	3	20%
0	17	5	29%	0	17	4	29%	0	17	5	29%
---	171	37	16%	---	171	40	16%	---	171	40	16%
---	21	1	0%	---	21	0	0%	---	21	1	0%
---	9	6	0%	---	9	6	0%	---	9	5	0%
---	12	2	8%	---	12	2	8%	---	12	2	8%
170	0	2	100%	170	0	2	100%	170	0	2	100%
165	0	2	100%	165	0	2	100%	165	0	2	100%
	564	160	28%		603	159	26%		603	160	27%
	404		72%		444		74%		443		73%
	213	44	21%		213	46	22%		213	46	22%
	156	25	16%		156	25	16%		156	18	12%
	410	107	26%		425	106	25%		425	99	23%
		53				53				61	

9:00 PM				10:00 PM			
Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy	Curbside Parking Restriction	Functional Parking Space	Occupancy	% Occupancy
260	0	0	0%	260	0	0	0%
320	0	0	0%	320	0	0	0%
180	11	0	9%	180	11	0	9%
195	17	0	0%	195	17	0	0%
0	13	0	0%	0	13	0	0%
130	3	0	0%	130	3	0	0%
0	17	1	12%	0	17	0	12%
45	17	1	12%	45	17	0	12%
175	0	0	0%	175	0	0	0%
125	3	0	0%	125	3	0	0%
130	0	0	0%	130	0	0	0%
190	0	0	0%	190	0	0	0%
170	0	0	0%	170	0	0	0%
305	15	0	0%	305	15	0	0%
165	3	0	0%	165	3	0	0%
0	8	0	0%	0	8	0	0%
0	5	3	60%	0	5	3	60%
0	5	1	20%	0	5	1	20%
0	6	2	50%	0	6	3	50%
0	7	3	43%	0	7	3	43%
0	11	5	64%	0	11	5	64%
0	10	6	60%	0	10	5	60%
104	8	4	50%	104	8	4	50%
0	20	8	45%	0	20	8	45%
0	5	1	0%	0	5	1	0%
0	12	5	58%	0	12	5	58%
15	11	8	64%	15	11	7	64%
0	15	10	60%	0	15	10	60%
0	11	7	36%	0	11	8	36%
0	4	0	100%	0	4	0	100%
0	10	1	20%	0	10	7	20%
0	9	1	0%	0	9	1	0%
0	14	6	36%	0	14	6	36%
0	16	9	63%	0	16	9	63%
0	13	4	31%	0	13	4	31%
0	13	3	23%	0	13	3	23%
0	14	2	14%	0	14	2	14%
0	16	4	25%	0	16	4	25%
0	8	2	50%	0	8	2	50%
0	16	8	50%	0	16	9	50%
0	6	3	33%	0	6	3	33%
0	9	4	56%	0	9	4	56%
0	8	3	25%	0	8	3	25%
0	13	5	38%	0	13	6	38%
0	14	1	14%	0	14	1	14%
0	5	1	0%	0	5	0	0%
0	13	6	38%	0	13	6	38%
0	14	6	36%	0	14	6	36%
0	14	2	29%	0	14	2	29%
0	8	2	25%	0	8	2	25%
0	14	0	0%	0	14	0	0%
0	12	1	8%	0	12	1	8%
0	14	0	0%	0	14	0	0%
0	6	0	0%	0	6	0	0%
0	3	1	33%	0	3	1	33%
0	29	0	0%	0	29	0	0%
0	23	5	22%	0	23	6	22%
35	15	3	20%	35	15	3	20%
0	17	5	29%	0	17	5	29%
---	171	28	16%	---	171	23	16%
---	21	1	0%	---	21	0	0%
---	9	0	0%	---	9	0	0%
---	12	2	8%	---	12	1	8%
170	0	2	100%	170	0	1	100%
165	0	2	100%	165	0	1	100%
	603	157	26%		603	161	27%
	446		74%		442		73%
	213	29	14%		213	23	11%
	156	19	12%		156	19	12%
	425	101	24%		425	99	23%
		56				62	

C. Detailed Trip Generation and Mode Split Information

Mode Split Assumptions

Residential Component

Pertinent Mode Split data from other sources:

Information Source	Mode							
	SOV	Carpool	Rideshare	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (Average of Census Tracts 8.03, 9.03, 10.02, 10.03, 10.04)	38%	5%	---	20%	3%	9%	23%	2%
State of the Commute 2016 (of District residents)	35%	4%	---	42%	16%		3%	
AU 2021 Campus Plan - student commute to campus	14%	2%	4%	50%	28%		---	2%
WMATA Ridership Survey Table 9 (Residential Mode Share for All Trips by Concentric Location Typology)	39%		---	48%	13%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	20%	50%	5%	25%	---

Notes: Mode split based primarily on census data and mode split for AU students commuting to campus, adjusted for the project site being located on campus.

ITE 12th Edition Trip Generation, LUC 226

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Apartments	226	569 br	18 veh/hr	22 veh/hr	40 veh/hr	56 veh/hr	63 veh/hr	119 veh/hr	1462 veh
		Calculation Details:	*46%*	*54%*	*=0.07X*	*47%*	*53%*	*=0.21X*	*=2.57X*

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Apartments	1.18 ppl/veh	21 ppl/hr	26 ppl/hr	47 ppl/hr	66 ppl/hr	74 ppl/hr	140 ppl/hr	1725 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Apartments	Auto	20%	4 ppl/hr	5 ppl/hr	9 ppl/hr	13 ppl/hr	15 ppl/hr	28 ppl/hr	345 ppl
Apartments	Transit	50%	11 ppl/hr	13 ppl/hr	24 ppl/hr	33 ppl/hr	37 ppl/hr	70 ppl/hr	863 ppl
Apartments	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr	86 ppl
Apartments	Walk	25%	5 ppl/hr	7 ppl/hr	12 ppl/hr	17 ppl/hr	18 ppl/hr	35 ppl/hr	431 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Apartments	1.18 ppl/veh	3 veh/hr	5 veh/hr	8 veh/hr	11 veh/hr	13 veh/hr	24 veh/hr	292 veh

Trip Gen Summary for Residential

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Auto	3 veh/hr	5 veh/hr	8 veh/hr	11 veh/hr	13 veh/hr	24 veh/hr	292 veh
Transit	11 ppl/hr	13 ppl/hr	24 ppl/hr	33 ppl/hr	37 ppl/hr	70 ppl/hr	863 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr	86 ppl
Walk	5 ppl/hr	7 ppl/hr	12 ppl/hr	17 ppl/hr	18 ppl/hr	35 ppl/hr	431 ppl

D. 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: 9/26/2025
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant:
Date Scoping Form Finalized: **10/17/25**

Project Overview	**Proposed Development Program**
Project Name: Wesley Theological Seminary Further Processing (ZC Case No. 23-08A)	**Use(s)** Student Housing
Case Type & No. (ZC, BZA, PSC, etc.): ZC Case No. 23-08A	**Residential (dwelling units):** 215 dwelling units, 569 net new beds
Applicant/Developer Name: Wesley Theological Seminary	**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: Greenstein DeLorme & Luchs, P.C. , 801 17th Street NW, Suite 1000, Washington, DC 20006 John Patrick Brown, Jr., Esq., JPB@gdllaw.com	**Hotel (rooms):** N/A

Site Street Address: Wesley Theological Seminary (WTS) campus, 4500 Massachusetts Avenue, NW Washington, DC	**Other:** N/A
Site Square & Lot: Site Square 1600 Lot 818, 819, 7, 8, 9	**# of Vehicle Parking Spaces:** Existing: 174 surface parking spaces Proposed: 31 surface parking spaces + 264 parking garage spaces (295 total spaces, with 108 spaces reserved for WTS and 187 spaces available for non-WTS residents) 70 spaces required by ZR16
Current Zoning and/or Overlay District: RA-1	**# of Carshare spaces:** N/A
Estimated Date of Hearing: November 24, 2025	**# of Electric Vehicle Stations:** 6 stations
ANC/SMD No. & SMD Commissioner Name: ANC 3E, SMD 3E07 & 3E08, Elizabeth Graff 3D02	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** Long-Term: 62 proposed spaces, 61 required by ZR16 Short-Term: 12 proposed spaces, 11 required by ZR16
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	**Loading Berths/Spaces:** One (1) existing loading berth, 1 required by ZR16 One (1) existing service/delivery space, 1 required by ZR16

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☒ **CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The project, referred to as Wesley Theological Seminary Further Processing, includes the redevelopment of a portion of the site which is currently occupied by a surface parking lot and two (2) student housing and administration buildings. The proposed project includes removing the surface parking lot and existing buildings, replacing them with a new student housing building containing approximately 215 dwelling units and 264 below-grade parking spaces. The subject site location is within the Wesley Theological Seminary (WTS) campus, which is generally bounded by University Avenue NW to the west, Massachusetts Avenue NW to the north, and the American University (AU) campus to the east and south. The site is located in the RA-1 Zone District, which provides for areas predominantly developed with low- to moderate-density development, including detached dwellings, rowhouses, and low-rise apartments. RA-1 zoning also permits the construction of those institutional and semi-public buildings that would be compatible with adjoining residential uses and that are excluded from the more restrictive residential zones.

This application for Further Processing is consistent with the Wesley Theological Seminary Campus Plan for 2022-2032 (Z.C. Case No. 23-08(1)) which was approved by the District of Columbia Zoning Commission in 2025

The location of existing curb cuts is intended to be maintained as compared to existing conditions. One (1) existing curb cut along Massachusetts Avenue NW serves as the primary access to the property and one (1) existing curb cut along University Avenue NW which is closed for all in and outgoing vehicular traffic, except limited service, delivery and emergency vehicles. Both accesses serve the entire site including the proposed students housing. The proposed loading facilities are anticipated to accommodate all loading activity and delivery demand for the proposed project, maintain loading and trash collection activity within private property, and provide loading circulation that ensures head-in/head-out truck movements are performed from the public roadway network.

As previously mentioned, vehicle access to and from the site will continue to be through the existing curb cuts on Massachusetts Avenue NW. Pedestrian access is provided via the primary property entrance on Massachusetts Avenue NW. The project will meet or exceed zoning requirements by providing at least 62 long-term bicycle parking spaces inside the garage and at least 12 short-term bicycle parking spaces on exterior racks within the site.

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.*

A Campus Plan for 2022-2032 (Z.C. Case No. 23-08(1)) was approved by the District of Columbia Zoning Commission in 2025.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Site access points for vehicles, pedestrians, and cyclists will be highlighted in the CTR. All access to the campus will remain unchanged from the existing condition. One (1) existing curb cut along Massachusetts Avenue NW serves as the primary access to the property and one (1) existing curb cut along University Avenue NW which is closed for all in and outgoing vehicular traffic, except limited service, delivery and emergency vehicles. Vehicles exiting the Campus can only turn right onto Massachusetts Avenue. Both accesses serve the entire site including the proposed student housing. The proposed loading facilities are anticipated to accommodate all loading activity and delivery demand for the proposed project, maintain loading and trash collection activity within private property, and provide loading circulation that ensures head-in/head-out truck movements are performed from the public roadway network. Pedestrian access is provided via the primary property entrance on Massachusetts Avenue NW. Short-term bicycle parking spaces will be located within the perimeter of the site. Long-term bicycle parking spaces can be accessed via the existing curb cuts to the below-grade parking garage within the site. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. *See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.*	Loading and deliveries will occur in an internal loading area accessed from the existing WTS campus driveway. The loading area will include one (1) 30' x 12' loading berth and one (1) 20' x 10' service/delivery space, satisfying ZR16 regulations. These berths are accessed via head-in/head-out maneuvers in public space using the two (2) existing curb cuts on Massachusetts Avenue NW and University Avenue NW. These operations fulfill all requirements set by DDOT and Subtitle C § 901, which requires that for all residential buildings with more than 50 dwelling units, one (1) loading berth & loading platform and one (1) service/delivery space be provided. ☐ *Scoping Graphic: Location of loading area with internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

Vehicle Parking

Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking.

See Section 1.3 of the CTR Guidelines for more detailed guidance.

Under ZR16, the project is required to have a minimum of 70 vehicle parking spaces. The WTS site is currently served by 174 surface parking spaces. The proposed development will displace 143 of the existing surface parking spaces and will include 264 parking spaces within the below-grade garage. As a result, the site will provide 108 parking spaces (31 surface spaces and 77 spaces located in the garage) for WTS and 187 spaces for non-WTS residents for 295 parking spaces in total, consistent with the Campus Master Plan approvals.
Based on information provided by the Applicant, 108 parking spaces are sufficient for WTS general use. Per Subtitle C § 701.5, college/university land uses should provide parking as set forth in the approved Campus Plan.
It should also be noted that because the proposed residential building is for WTS and AU students only, its parking supply will function primarily as long-term vehicle storage and is not expected to generate significant peak hour vehicle trips, as is typical of more traditional residential parking facilities.

The ZR16 requirements are outlined in the table below.

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

Land Use	Proposed Size	Unit	ZR16 Requirement	ZR16 Required Parking	DDOT-Preferred Rates	ZR16 Mitigation Threshold	Proposed Parking Spots
Residential							
Student Housing	215	du	0.33/unit (in excess of 4 units)	70 spaces	0.25/du (54 spaces)	210 spaces	295 spaces (108 WTS spaces, 187 non-WTS spaces)

DDOT 10/17/25: Concur.

GS 10/22/25: Noted.

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

The project will exceed ZR16 bicycle parking requirements by providing at least one (1) short-term bicycle parking space for each 20 dwelling units and by providing more than one (1) long-term space for each 3 dwelling units. The ZR16 requirements and proposed bicycle parking spaces are outlined in the table below.

The project plans to place all bicycle parking in easily accessible locations consistent with DDOT CTR guidelines found in sections 1.4.1 and 1.4.2, as well as DDOT's Bike Parking Guide. A bike room and bike repair station will be located on level P1 of the garage and will provide long-term bike parking, at least 50% of which (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). At least 12 short-term bike parking spaces will be provided within the site.

Land Use	Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Proposed Long-Term	Proposed Short-Term
			Long-Term	Short-Term				
Residential								
Student Housing	215	du	1/3 units*	1/20 units	61 spaces	11 spaces	62	12
Total					**62 spaces**	**12 spaces**	**62**	**12**

* Per DCMR 18-1214.4, all new residential buildings with eight (8) or more units shall have at least one (1) secure bicycle parking space for each three (3) residential units. This calculation provides accommodation for the 50% reduction after 50 spaces afforded in ZR16 Subtitle C § 802.2.

☒ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms*

DDOT 10/17/25: Based on the number of new beds proposed, consider increasing the amount of long-term bicycle parking in the building.

GS 10/22/25: 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. *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).*	The study will evaluate whether pedestrian facilities along the site's WTS driveway frontage meet DDOT and ADA standards. ☐ *Scoping Graphic: Preliminary Public Space Concept*	**DDOT 10/17/25:** Concur. GS 10/22/25: 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 parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	The Applicant will meet EV parking standards set forth by the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027. Based on DDOT's recommendation, at least 6 EV charging stations will be provided (one for every 50 parking spaces).	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees.	The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted by this work.	**DDOT 10/17/25:** See attached UFD memo. GS 10/22/25: Noted.

See Section 1.7 of the CTR Guidelines for more detailed guidance.		

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.*	Mode split assumptions are shown below and are primarily based on census data and mode split for AU students commuting to campus, adjusted for the project site being located on campus. These mode splits are consistent with those used in the approved CMP. ☒ *Scoping Table: Mode Split Assumptions by Land Use*	**DDOT 10/17/25:** Mode splits (20 % drive, 50 % transit, 5 % bike, 25 % walk) are adopted primarily from AU student data. However, the site's geographic position, distance from Metro, and constrained bus frequency may yield a higher auto mode share. Validate mode splits with more recent applicable data, not just AU 2021 plan. Also, see notes below requesting additional information on pedestrian and bike connections between WTS and AU campuses. GS 10/22/25: The mode splits are consistent with the CTR that was approved as part of the 2025 Wesley Theological Seminary Campus Plan. Unlike typical commuters, individuals living on or in close proximity to the campus where they work or take classes will not need to drive to their place of work or to class. Rather, these "commuter" trips are likely walking or biking trips and are

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	20%	50%	5%	25%

intended to be captured internally within the adjoining campuses. A 20% mode split for SOVs during commuter peak hours is conservative.

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 multi-modal trip generation for the proposed use was calculated using ITE 12th Edition rates for the ITE land use 226 (Off-Campus Student Apartment, Mid-Rise, Adjacent to Campus). This differs from the previously approved CMP CTR, which used the ITE 11th Edition curve for the ITE land use 225 (Off-Campus Student Apartment, Low-Rise, Adjacent to Campus), because the ITE 12th Edition has since been published as of August 2025, and the ITE land use 226 (Off-Campus Student Apartment, Mid-Rise, Adjacent to Campus) is a more appropriate description of the proposed building, which has seven (7) floors of housing. The table below compares the previously approved ITE 11th Edition LUC 225 trips, what the trips would be under the ITE 12th Edition LUC 225, and the recommended ITE 12th Edition LUC 226 trips. As shown below, the ITE 12th Edition LUC 226 produces the fewest number of trips compared to the other trip generation alternatives.

Under future conditions, the site will include 215 student housing units with 569 net-new student beds. As can be seen in the table below, the trip generation for the total vehicular site trips are expected to be minimal and are not anticipated to have a detrimental impact on the surrounding transportation network with the proposed site design elements, robust Transportation Demand Management plan, and annual Performance Monitoring Plan.

Mode	Mode Split	ITE 12th Edition, Land Use 226						ITE 12th Edition, Land Use 225						ITE 11th Edition, Land Use 225					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto (veh/hr)	20%	3	5	8	11	13	24	5	9	14	14	13	27	5	8	13	14	14	28
Transit (ppl/hr)	50%	11	13	24	33	37	70	16	24	40	40	41	81	15	22	37	42	40	82
Bike (ppl/hr)	5%	1	1	2	3	4	7	2	2	4	4	4	8	2	2	4	4	4	8
Walk (ppl/hr)	25%	5	7	12	17	18	35	8	12	20	20	21	41	8	10	18	21	20	41

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

DDOT 10/17/25: The use of ITE 12th Edition LUC 226 (Mid-Rise) is appropriate; however, the justification that it "produces the fewest trips" may be insufficient. Please explain why 226 is functionally closer to the proposed building's characteristics (number of floors, adjacency to campus, student tenancy) and not simply advantageous due to lower trip rates.

GS 10/22/25: The justification for LUC 226 (Mid-Rise) is that the description more appropriately fits the proposed development, which has seven (7) floors of housing. While it is true that LUC 226 produces fewer trips than LUC 225, this is merely a consequence of the refined trip generation methodology, not a justification for the choice.

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	The CTR 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	**DDOT 10/17/25:** Include the WTS Campus Plan and AU Campus Plan, since the site is intended to serve AU students as well. GS 10/22/25: Noted. Additional information will be added to the CTR.
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,	The CTR will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT's CTR guidelines. ☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 10/17/25:** Also include discussion on existing and proposed pedestrian connections to abutting AU campus, as the site is intended to serve AU students. GS 10/22/25: Noted. Additional information will be added to the CTR.

and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*		
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	The study will include a high-level assessment of the project's bicycle accommodations and facilities within a half mile of the site, including the amount of bicycle parking planned for the development, and the locations of bicycle parking within the building and on the streetscape. The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 10/17/25:** Also include discussion on existing and proposed bicycle connections to abutting AU campus, as the site is intended to serve AU students. GS 10/22/25: Noted. Additional information will be added to the CTR.
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	The study will include a high-level assessment of transit within 1 mile of the site, including the bus routes that are in close proximity to the site as well as any Metrorail stations that will serve the site. The review of these transit facilities will follow DDOT's CTR guidelines found in section 3.4. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
Safety Analysis	The study will include a qualitative safety review within the study area following the guidance set forth in section 3.5 of DDOT's CTR guidelines.	**DDOT 10/17/25**: The scoping graphics

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. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*		detailing the trip distributions indicate 70% of inbound site trips making a left turn from northwest-bound Massachusetts Avenue into the WTS driveway. Please review the history of left-turn crashes in this area in safety analysis and identify if there is a concern with the number of unprotected left turns being made here. GS 10/22/25: 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, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	The application does not propose changes to existing curbside management. An exhibit showing curbside designations within 2 blocks of the campus will be provided as part of the CTR. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares	A pick-up/drop-off plan is not necessary. The intensity of the development program is not expected to have significant pick-up and drop-off operations.	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

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. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*		
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	The CTR will include a parking study that evaluates the utilization of on-site parking lots and on-street curbside parking within a two-block walkshed. This study will be done on a typical weekday and will include parking occupancy data collected at the top of each hour for the time period from 7 AM to 10 PM to demonstrate patterns and changes throughout the day, as well as interactions between residential and WTS parking demand. ☒ *Scoping Graphic: Study Area and Block Faces*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets.	Because access to the below-grade parking garage is not accessed directly off of Massachusetts Avenue NW or University Avenue NW, a parking garage queuing analysis is not necessary.	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

See Section 1.3.4 of CTR Guidelines for more detailed guidance.		
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	No material motorcoach activity is anticipated.	**DDOT 10/17/25:** Concur. GS 10/22/25: 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	The study area will include intersections where site impacts are most likely to occur, including: 1. All site access points 2. Adjacent streets/intersections as the boundary of the site 3. The nearest intersection(s) with an arterial street Weekday TMCs will be collected at seven (7) proposed study intersections shown below, as well as in and out driveway counts at all existing curb cuts for the site. TMCs will be conducted on a typical weekday from 6:30 to 9:30 AM and 4:00 to 7:00 PM, including pedestrian and bicycle counts along with percentage of truck traffic. The TIA study area and data collection will comply with Sections 4.1 and 4.2 of DDOT's CTR guidelines. These intersections are the same as those that were studied as part of the CMP approvals. 1. Massachusetts Avenue & 46th Street/Tilden Street/Wesley Circle NW 2. University Avenue & Wesley Circle NW 3. Massachusetts Avenue & Wesley Circle NW 4. University Avenue & Sedgwick Street/WTS Driveway NW	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	5. Massachusetts Avenue & 45th Street NW 6. Massachusetts Avenue & WTS Driveway NW 7. Massachusetts Avenue & Glover Gate/Katzen Driveway NW ☒ *Scoping Graphic: Proposed Study Intersections* ☒ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	The following scenarios are proposed, following Section 4.3 of DDOT's CTR guidelines. • Existing Conditions (2025) • 2029 Future Conditions without the development (2029 Background Conditions) • 2029 Future Conditions with the development (2029 Total Future Conditions) • 2029 Future Conditions with the development and associated intersection mitigations (2029 Mitigated Total Future Conditions)	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *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.*	Capacity analyses will be performed using Highway Capacity Manual (HCM) methodologies with an industry recognized software package. Analysis is proposed to be done in Synchro 11, reporting the results in delay and LOS using HCM 2000 methodologies. Proposed analysis periods include morning and afternoon commuter peak hours, using the system peaks at all study area intersections. Synchro files will be obtained from DDOT for use in the vehicular capacity analysis. Signal timings for the study area intersections will be obtained from DDOT. The capacity analysis results will show the average delay and the resulting LOS for each approach and for the overall intersection (where available), as well as the queuing results obtained from Synchro 11 for the average and 95th percentile queue for each lane group. • All LOS E or LOS F conditions per intersection and approach will be highlighted. • Mitigation measures will be proposed at intersections or approaches that degrade to an LOS E or F as a result of the development, or intersections or approaches operating under LOS E or F under background conditions that observe an increase in delay of greater than five (5) percent, when compared to the background scenario. • All locations where the 95th percentile queue length exceeds the length of storage will be highlighted. Locations will be noted where the proposed project causes the 95th percentile queue length to exceed the available capacity of a lane group when it does not in the background scenario. • Mitigation measures will be proposed at intersections where the proposed project causes any 95th percentile queue lengths that exceed the available capacity to experience an increase in length of greater than 150 feet along any lane group. An assessment of feasibility given the existing ROW at each location will be given for each mitigation measure, as appropriate. ☒ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	**DDOT 10/17/25:** Concur. GS 10/22/25: 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	There are no known transportation network improvements that will be included in the CTR. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.

See Section 4.5 of the CTR Guidelines for more detailed guidance.

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.

See Section 4.6.1 of the CTR Guidelines for more detailed guidance.

The Ladybird development consisting of 214 residential units, a 13,000 square foot grocer, and five townhouses located 0.6 miles from the site will be included in the CTR.

☒ *Scoping Graphic: Background Development Projects Near Study Area*

☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*

DDOT 10/17/25: Concur.

GS 10/22/25: Noted.

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

Volumes contained in the MWCOG regional model are proposed for analysis to develop an average annual growth rate for study area roadways. This methodology is preferred for calculating growth rates as it considers all future projects and developments in the COG model and allows for District growth rates by direction and time of day. Growth rates for this study are based on the differences between the years 2025 and 2029 COG model scenarios to determine an annual growth rate for the study scenarios. Where the COG model showed negative or minimal growth, a conservative 0.1% per year minimum growth was assumed. A maximum growth rate of 2.0% was used for volumes moving in the non-peak direction, while a maximum growth rate of 0.5% was used for volumes moving in the peak direction. Based on this methodology, the following is a summary of the growth rates to be used:

Roadway	Dir.	Proposed Annual Growth Rate Between 2025 and 2029				Proposed Total Growth Between 2025 and 2029	
		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
		Calculated Growth Rate	Rounded Growth Rate [1]	Calculated Growth Rate	Rounded Growth Rate [1]	Rounded Growth Rate [1]	Rounded Growth Rate [1]
Massachusetts Ave NW	EB	2.24%	0.50%	-10.10%	0.10%	2.02%	0.40%
	WB	-5.60%	0.10%	6.82%	0.50%	0.40%	2.02%

DDOT 10/17/25: Concur.

GS 10/22/25: Noted.

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.

Sedgewick St NW [2]	EB	N/A	0.10%	N/A	0.10%	0.40%	0.40%
	WB	N/A	0.10%	N/A	0.10%	0.40%	0.40%
Tilden St NW [2]	EB	N/A	0.10%	N/A	0.10%	0.40%	0.40%
	WB	N/A	0.10%	N/A	0.10%	0.40%	0.40%
46th St NW	NB	2.35%	2.00%	-2.11%	0.10%	8.24%	0.40%
	SB	1.26%	0.50%	1.43%	1.43%	2.02%	5.83%
University Ave	NB	-6.44%	0.10%	0.96%	0.96%	0.40%	3.88%
	SB	-13.07%	0.96%	4.61%	0.50%	3.88%	2.02%
45th St NW	NB	6.67%	2.00%	3.92%	0.50%	8.24%	2.02%
	SB	-32.08%	0.10%	3.51%	2.00%	0.40%	8.24%
Campus Dr NW [2]	NB	N/A	0.10%	N/A	0.10%	0.40%	0.40%
	SB	N/A	0.10%	N/A	0.10%	0.40%	0.40%

[1] DDOT CTR Guidelines recommends maximum annual growth rates of 0.50% in the peak direction of traffic and 2.0% in the non-peak direction, as well as a minimum growth rate of 0.10% in situations where available data shows there has been zero or negative growth in recent years

[2] The MWCOG model does not have data along Sedgewick St NW, Tilden St NW, and Campus Dr NW, so annual growth rates of 0.10% were applied for every year between 2025 and 2029, totaling 0.40% for each direction.

☒ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*

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

Trip distribution for the site was determined based on (1) CTPP TAZ flow data, (2) CTPP Census Tract flow data, and (3) existing traffic volumes collected in 2021 and travel patterns in the study area. This data will be verified with data collected in 2025. The proposed trip distributions are illustrated in an attached graphic.

☒ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*

DDOT 10/17/25: Concur.

GS 10/22/25: Noted.

without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*		

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in-documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	**DDOT 10/17/25:** Concur. GS 10/22/25: 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	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*		
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 included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*	The study will summarize the previously proposed TDM. ☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase depending on the parking supply and other impacts identified in the study.*	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.
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	The study will summarize the previously approved PMP.	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	The study will include analysis of any proposed mitigation related to the development.	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	The Applicant will work closely with the ANC and other community stakeholders as the application proceeds.	**DDOT 10/17/25:** Concur. GS 10/22/25: Noted.

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 10/17/25:** Concur. GS 10/22/25: Noted.