ATTACHMENT A
APPROVED SCOPING DOCUMENT

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 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: 9/26/25
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: 11/03/25
Date Scoping Form Finalized: 11/04/25

Project Overview	**Proposed Development Program**
Project Name: 2001 Pennsylvania Avenue NW – PUD Modification	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): PUD Modification with Hearing (ZC Case No. 87-23A)	**Residential (dwelling units):** 0
Applicant/Developer Name: The George Washington University	**Retail (square feet):** existing = 6,800 SF, proposed = 2,658 SF
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	**Office (square feet):** existing =144,800 SF, proposed = 148,942 sf
Land Use Counsel and Contact Info: Goulston & Storrs – Lee Templin; ltemplin@goulstonstorrs.com	**Hotel (rooms):** 0
Site Street Address: 2001 Pennsylvania Avenue NW	**Other:** Education, college/university: Proposed 148,942 sf (as alternative to Office)
Site Square & Lot: Square 78, Lot 0853	**# of Vehicle Parking Spaces:** 84 existing spaces; 82 proposed
Current Zoning and/or Overlay District: D-5	**# of Carshare spaces:** 0
Estimated Date of Hearing: Q4 2025	**# of Electric Vehicle Stations:** 2 existing EV spaces

ANC/SMD No. & SMD Commissioner Name: 2A08 (Jim Malec); 2C02 (Nancy Groth)	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** LT=40; ST = 36
DDOT Livability Study (if applicable): The project site lies within the Near Northwest I Livability Study; however, the study is not posted on DDOT's Livability Study website.	**Showers / Lockers (non-residential):** NA
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes – The site is located within ¼ mile of the Farragut West Metro Station and within ½ Mile of the Farragut North and Foggy Bottom-GWU Metrorail stations. The site also is located within ¼ mile of Routes D20 and D80, which are part of WMATA's High Frequency Network.	**Loading Berths/Spaces:** 2 – 12'x30' loading berths and 1 – 10'x20' service berth

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).*

2001 Pennsylvania Avenue is an 11-story mixed-use building with approximately 144,800 SF of office space office and 6,800 SF of ground-floor retail space. As shown on Figure 1, the site is bounded by I Street on the south, 20th Street on the east, an 8-story building immediately to the west currently occupied by Pepperdine University, and an existing 12-story office building to the north. Two historic structures are located further west on I Street, known as the Monroe House and the Macfeely House, currently occupied by the Arts Club of Washington.

The University bought the property in 2024 and is seeking a use modification and signage modification. The University plans to convert the building to provide university uses on the first floor, retaining the existing coffee shop, while the upper floors will be used for primarily University office spaces. Specifically, the ~2,700 SF retail space on the first floor currently occupied by a coffee shop will be retained, the remaining ~4,100 SF of ground floor space will be converted to University Use, and the existing office space on Floors 2 through 11 will be converted from commercial office space to university administrative offices. The occupied office space will gradually be transitioned to university office space based on lease obligations.

The current PUD predates current expectations for signage as an element of design and did not include a signage plan. Over the years, signage has been added to the buildings within the PUD site without further approval. Out of an abundance of caution, the University is requesting modification to the approved plans to accommodate the University's proposed building identification signage, which will include an upper-story backlit sign as well as signage on the lower base on the building on both I Street and 20th Street. The parking garage sign on 20th Street also will be replaced.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

The Property is located within the boundaries of a previously approved PUD (Z.C. Order No. 563), which allowed for the construction of the 11-story building by transferring density from other lots in the PUD to the subject property. The approved plan included approximately 144,800 SF of office, approximately 6,800 SF of retail spaces, and approximately 83 parking spaces.

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.*	Existing vehicular access to the below-grade parking is provided via 20th Street. Loading access is from the existing public alley which is accessed via 21st Street. No changes to access are proposed. The site circulation is shown on Figure 2. ☒ *Scoping Graphic: Project Location Map – Figure 1* ☒ *Scoping Graphic: Site Circulation Plan – Figure 2* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS) - Figure 3*	**DDOT 11/03/25:** Concur.
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.*	The approved PUD for the site provided 2 loading berths and 1 service/delivery space. The loading facilities are located in the northwest corner of the building and are accessed from the public alley located midblock on 21st Street. No change in loading is proposed. Per Subtitle C, §901.5 of ZR16, when a property changes or adds a use category, "additional loading berths, loading platforms and service/delivery spaces shall be required only when the minimum number of loading spaces required for the new use category exceeds the number of spaces required for the prior use category that occupied the same floor area." Further, "when determining the amount of additional required loading, it shall be assumed that the previous use provided the minimum number of spaces require." The loading requirements for education uses per ZR16, Subtitle C, §901.1 are shown in the table below. **Component** / **Required under ZR16** / **Existing** / **Proposed** Education (148,942 SF) — More than 100,000 SF; 2 loading berths; 1 S/D space — 2 loading berths; 1 S/D space — 2 loading berths; 1 S/D space Retail (2,658 SF) — No Loading Required/ Use has not changed Total — 2 loading berths; 1 S/D space ☒ *Scoping Graphic: Location of loading area with internal building routing (see Figure 2)* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 11/03/25:** Concur.

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.

The site includes a total of 84 parking spaces. Access to the parking garage is from 20th Street. In order to accommodate a bike room on the first level of the garage, the number of parking spaces will be reduced to 82 spaces.

Per ZR16, Subtitle C, §705.1, for a change of use, "Additional parking shall be required only when the minimum number of parking spaces required for the new use exceeds the number of spaces required for the prior use that occupied the same gross floor area."

Although the site is located in a "D" zone, because it is west of 20th Street, a minimum number of parking spaces is required. As shown in the Table below, the parking required under the existing uses is lower than that required under the proposed uses. Therefore, no additional parking would be required.

Component	ZR16
Existing Uses	
Office (144,800 SF)	0.5 spaces/kSF in excess of 3 kSF =0.5*(144.8-3) =70.9 space Apply 50% reduction from §702.1(a) = 35 spaces
Retail (6,800 SF)	1.33 spaces/kSF in excess of 3 kSF =1.33*3.8 = 5.1 spaces Apply 50% reduction from §702.1(a) = 3 spaces
Total	38 spaces
Proposed Uses	
Office (148,942 SF) **-or-** Education, college/university	0.5 spaces/kSF in excess of 3 kSF =0.5*(148.9-3) =72.95 space Apply 50% reduction from §702.1(a) = 36 spaces **-or-** 2 spaces/3 teachers + either 1 space/10 classroom seats or 1/12 stadium seats, whichever is greater. = 0 spaces†
Retail (2,658 SF)	1.33 spaces/kSF in excess of 3 kSF =1.33*(2.7-3) = 0 spaces Apply 50% reduction from §702.1(a) = 0 spaces
Total	38 spaces -or- 0 spaces
† There will be no classroom and, therefore, no teachers in the building. The building will primarily be used for administrative offices, with a career center, or similar function on the ground floor.	

DDOT's Preferred Maximum Parking Ratios are summarized in the table below. Although the proposed use is university use, the DDOT preferred maximum ratio chart does not include educational uses. Rather than use the "Other" category, the office category was used for purposes of calculating the preferred maximum parking since the space mainly will function as university office space.

Component	Preferred Maximum (Less than ¼ mi of Metrorail	Existing	Proposed
Office (148,942 SF) **-or-** Education, college/university	≤ 0.4 spaces/kSF ≤ (0.4) * 148.9 ≤ 60 spaces	84 spaces	82 spaces
Retail (2,658 SF)	≤ 1.0 spaces/kSF ≤ 1.0 * 2.7 ≤ 3 spaces		
Total	≤ 63 spaces	84 spaces	82 spaces

DDOT 11/03/25: Concur – confirm parking calculation for existing retail.

W+A Response: The typo in the calculation for the existing retail parking has been corrected. Specifically, the existing square footage of existing retail minus the allowable 3,000 SF deduction is 3,800 SF, not 6.800 SF. The correct number was used in the calculation, so the results did not change.

DDOT 11/04/25: Concur

☒ *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) See Figure 2*

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.

22 long-term bicycle spaces are provided in a bike room on the lower level of the building; although, they do not currently meet DDOT's standards since more than 50% of the spaces are vertical.

Per ZR16, Subtitle C, §802.4, "When a property changes use categories or adds a use category, the property shall add any bicycle parking spaces necessary to meet the requirements for the new use." Since the majority of the building will be converted to university use, bike parking will be required for the change in use. Bicycle parking requirements for the new use, under ZR16, Subtitle C, §802.1 are summarized in the table below.

Component	Required		Existing/Proposed	
	Long-term	Short-term	Long-term	Short-term
Office (148,942 SF) **-or-** Education, College/university (148,942 SF)	NA[1] **-or-** 1 space/7,500 SF =148,900/7,500 = 20 spaces	1 space/40,000 SF = 148,900/40,000 = 4 spaces **-or-** 1 space/2,000 SF = 148,900/2,000 = 74 space 50 + (74-50)/2 = 62 spaces[2]	22 existing/ 40 proposed	6 existing/ 36 proposed
Retail (2,658 SF)	NA[3]	NA[3]		

Notes:

[1] Per §802.4, changes in use only require additional bike parking to meet the requirements for the new use. The existing bicycle parking predates the bicycle parking requirements and is vested at existing amounts; therefore, the long-term bicycle parking requirement remains 22 spaces until such time that the university converts the building to university use.

[2] Per §802.2, after the first 50 spaces are provided, additional spaces are required at half the specified ratio.

[3] Since the retail is less than 4,000 SF, no bicycle parking is required.

Because the current long-term bike parking does not meet current DDOT standards (more than half of the spaces are vertical), a second bike room will be added on the first level of the garage. The new bike room will provide 18 spaces (all horizontal).

The University will seek relief from the short-term bicycle parking requirements to allow some of the spaces to be located more than 120' from the door and to reduce the number of short-term spaces.

☐ *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 11/03/25: Concur.

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

No streetscape improvements are proposed.

☐ *Scoping Graphic: Preliminary Public Space Concept*

DDOT 11/03/25: New bike racks proposed in public space will require a public space permit.

W+A Response: Noted.

requiring a DCRA code modification or PSC approval. *See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*		
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	There are 2 EV ports, operated by AmpUp, located in the parking garage at 2001 Pennsylvania Avenue.	**DDOT 11/03/25:** Concur.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	No heritage or special trees are located in public space along site frontages on I street and 20th Street, or on the site. See Figure 4 for the Urban Forestry Division's Street Tree Map.	**DDOT 11/03/25:** Concur.

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	Office[1]	Retail[2]
Auto	45%	5%
Transit	41%	15%
Bike	3%	5%
Pedestrian	9%	75%
Work from home	2%	0%

[1] CTPP data were used to determine mode splits for the office. The 207-2021 Workplace dataset was used. https://ctppdata.transportation.org/?utm_source=dlvr.it#/index

[2] Retail mode splits were assumed based on the fact that the ground floor retail is not destination retail and the majority trips would result from passing foot traffic.

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

DDOT 11/03/25: Please provide mode split survey results in Transportation Statement.

W+A Response: The statement, "Mode split surveys have been conducted for the site as a requirement of the PUD was inadvertently carried over from another project. No mode split surveys are available for this PUD; therefore, we used data from CTPP, which are reflected in the table to the left.

DDOT 11/04/25: Concur

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

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

The estimated trip generation for the existing building (at full occupancy) is shown in the table below (details are attached). When fully occupied, all retail with the exception of the 2,700 SF existing coffee shop will be removed and the first floor will be occupied with university uses, such as a career center. In the near term, the university is planning to use the remainder of the space in the building to house administrative offices, which would function similar to the existing commercial office use in terms of trip generation. The existing commercial office space will transition to university office space as leases naturally expire. To provide a conservative analysis, the ground floor space, with the exception of the coffee shop, was included in the office category for trip generation purposes.

				AM Peak Hour			PM Peak Hour			Daily		
Land Use	ITE Code	Size	Units	In	Out	Total	In	Out	Total	In	Out	Total
Existing												
Baseline Trips				338	155	493	102	252	354	1,681	1,680	3,361
Person Trips				24	16	486	264	750	162	338	500	2,547
Auto	*5%*			121	26	147	26	106	132	505	505	1,010
Transit	*15%*			134	48	182	37	107	144	628	627	1,255
Bike	*5%*			20	12	32	7	13	20	108	108	216
Pedestrian	*75%*			206	177	383	91	108	199	1,287	1,286	2,573
Work from home	*0%*			5	1	6	1	4	5	19	19	38
Vehicle Trips				**99**	**19**	**118**	**20**	**88**	**108**	**545**	**545**	**1,090**
Proposed												
Baseline Trips				334	149	483	82	235	317	1,588	1,587	3,175
Person Trips				239	32	475	253	728	125	305	430	2,364
Auto	*45%*			122	26	148	25	106	131	506	506	1,012
Transit	*41%*			135	46	181	31	104	135	606	606	1,212
Bike	*3%*			19	12	31	5	11	16	99	99	198
Pedestrian	*9%*			194	168	362	63	79	142	1,134	1,134	2,268
Work from home	*2%*			5	1	6	1	5	6	19	19	38
Vehicle Trips				**100**	**19**	**119**	**20**	**88**	**108**	**552**	**552**	**1,104**

DDOT 11/03/25: Please correct existing Office size from 140.3 ksf to 144.8 ksf (highlighted in yellow). The existing trip generation calculations however reflect 144.8 ksf and are correct.

For existing/proposed retail, why wasn't the coffee shop portion separated out? Coffee shops will have significant trip generation in the morning peak period compared to a strip retail land use.

Please show proposed trip generation breakdown for documentation purposes and to confirm TIA is not needed.

W+A Response: The existing retail square footage has been updated in the attached. Also, we have updated the existing trip gen calculations to utilize ITE Land Use Code 936 – Coffee/Donut Shop without Drive-Through Window for the portion of the retail space that is currently occupied by the coffee shop. We have also included the proposed trip generation. Since the University will be using the space primarily as administrative office space, the proposed trip

Net Change (Proposed – Existing)									
Baseline Trips	-4	-6	-10	-20	-17	-37	-93	-93	-186
Person Trips	-11	-11	-22	-37	-33	-70	-183	-181	-364
Auto	1	0	1	-1	0	-1	1	1	2
Transit	1	-2	-1	-6	-3	-9	-22	-21	-43
Bike	-1	0	-1	-2	-2	-4	-9	-9	-18
Pedestrian	-12	-9	-21	-28	-29	-57	-153	-152	-305
Work from home	0	0	0	0	1	1	0	0	0
Vehicle Trips	**1**	**0**	**1**	**0**	**0**	**0**	**7**	**7**	**14**

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

generation includes office use and the coffee shop use, which will remain. The breakdown of both the existing and proposed trip generation is attached. The table to the left has been updated to show the total existing trip gen vs. the total proposed trip gen and the net change in trip generation as a result of the project (proposed – existing).

As shown in the summary to the left, the proposed uses would generate just one additional AM vehicle trip. The PM peak hour trip generation is expected to remain unchanged.

DDOT 11/04/25: Concur.

Section 3: MULTI-MODAL NETWORK EVALUATION

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

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

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	The following documents will be reviewed and any relevant recommendations from each will be included in the Transportation Statement: • Move DC • DDOT Vision Zero Action Plan • DC Comprehensive Plan • Capital Bikeshare Development Plan	**DDOT 11/03/25:** Concur.
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	Figure 5 shows the ¼ walkshed with likely walking routes to nearby transit stops. ☐ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 11/03/25:** Concur.

Metrorail, transit stops, schools, and activity centers, 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 to 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.*	11 Capital Bikeshare stations are located within an approximate ¼ mile radius of the site, including one station immediately adjacent to the subject building. 23 CaBi bike docks are located adjacent to the building on 20th Street. The preliminary ½ mile bike shed is shown on Figure 6. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails – Figure 6*	**DDOT 11/03/25:** Concur.
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 site is well served by public transportation. It is located within ¼ mile of the Farragut West Metro Station, which provides access to Metro's Orange, Blue, and Silver Lines. The Foggy Bottom/GWU Metro Station, which also provides access to Metro's Blue, Orange and Silver Lines, is located just outside the ¼ mile radius. The site also is located within ½ mile of the Farragut North Metro Station, which provides access to the Red Line. Metrobus Routes A58, C85, D80, D82, Fairfax Connector Bus 699, all have stops located within ¼ mile of the site. Additionally, Metrobus Routes D10, D20, D74, D94, D96, the Loudoun Commuter Bus, and the OmniRide Express Bus have stops located within ½ mile of the site. Of these routes, A58, D10, D74, and D82 are medium frequency routes that operate with headways of 20 minutes or better, and routes D20 and D80 are high frequency routes that operate with headways of every 12 minutes or better. Public Transportation options are shown on Figure 7. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations – Figure 7* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12) – See Figure 8*	**DDOT 11/03/25:** Concur.
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*	No physical changes are being made as result of the PUD Modification. Therefore, a safety analysis will not be conducted.	**DDOT 11/03/25:** Concur.
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	No changes to the curbside uses or designations are proposed in conjunction with the project. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 11/03/25:** Concur.

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.*		
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*	Not applicable.	**DDOT 11/03/25:** Concur.
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.*	Not applicable. ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 11/03/25:** Concur.
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. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	Not applicable – the garage contains fewer than 150 parking spaces.	**DDOT 11/03/25:** Concur.
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	Not applicable.	**DDOT 11/03/25:** Concur.

uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*		

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	**DDOT 11/03/25:** Concur.
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.*	Not applicable. The proposed project would not meet the threshold required for a TIA.	**DDOT 11/03/25:** Concur.
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.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *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 11/03/25:** Concur.
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 11/03/25:** Concur.

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.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 11/03/25:** Concur.
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 11/03/25:** Concur.
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	Not applicable. The proposed project would not meet the threshold required for a TIA. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 11/03/25:** Concur.

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 11/03/25:** Concur.
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**DDOT 11/03/25:** Concur.
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 include at least a Baseline TDM Plan.* As a university-owned building, it will be subject to the University's TDM Plan, which will be documented in the Transportation Statement.	**DDOT 11/03/25:** Concur.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*	Not applicable.	**DDOT 11/03/25:** Concur.
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.*	Not applicable.	**DDOT 11/03/25:** Concur.
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.	Initial outreach with ANC commissioners and neighboring properties has begun. The Applicant presented the application to ANC 2A on July 16, 2025 and to ANC 2C on June 10, 2025. In response to those discussions, the University has agreed to retain the retail space occupied by the coffee shop. The University will continue discussions with the ANC, and the community, throughout the PUD process.	**DDOT 11/03/25:** Concur.
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?	NA	**DDOT 11/03/25:** Concur.

ATTACHMENT B
TRANSPORTATION DEMAND MANAGEMENT PLAN

Student Strategies

- Partnership with Capital Bikeshare provides discounted annual membership.
- UPass Student Transit program provides full-time students with unlimited use of Metrorail and Metrobus for a discounted, flat fee.
- Micro-Mobility Support provides nearly 700 short- and long-term bike parking spaces around the Foggy Bottom Campus plus an additional 40 long-term and 36 short-term spaces proposed in conjunction with the proposed PUD modification.
- GW operates two shuttle routes on the Foggy Bottom Campus. The VEX shuttle transports students between the Mount Vernon Campus and the Foggy Bottom Campus 24 hours per day, seven days per week. The VSTC shuttle transports students between the Foggy Bottom Campus and the Virginia Science and Technology Campus Monday through Friday between 7:00 AM and 7:00 PM.
- GW provides a transportation webpage (https://transportation.gwu.edu/) where it is easy to find information regarding transportation options available to students, including shuttle service, Metrobus routes that service the campus, Capital Bikeshare membership info and station locations, and the UPass program.

Employee Strategies

- Discounted shower-only Health & Wellness memberships are offered for faculty and staff who bike, walk, or jog to work.
- All GW employees (including full-time, part-time, student and temporary staff) are eligible for pre-tax commuter benefits via WMATA SmartBenefits, which can also be transferred to select non-Metro providers.
- GW operates two shuttle routes on the Foggy Bottom Campus. The VEX shuttle transports faculty and staff between the Mount Vernon Campus and the Foggy Bottom Campus 24 hours per day, seven days per week. The VSTC shuttle transports faculty and staff between the Foggy Bottom Campus and the Virginia Science and Technology Campus Monday through Friday between 7:00 AM and 7:00 PM.
- GW offers flexible work arrangements for its employees, including:
    - Compressed Work Week, which allows employees (exempt and non-exempt) to work 40 hours in fewer than five working days,
    - Compressed Two Week Work Period, which allows employes (exempt only) to work an 80 hour two week work period in nine days with the 10th day off.

- Adjusted Meal Periods allow regular full-time employees (exempt or non-exempt) to extend their meal break up to two hours for personal needs, while still completing a full workday.
- Flex Time enables full-time staff member (exempt or non-exempt) to coordinate alternative start and end times with their manager. Employees must still work during core hours as defined by their department.