Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: KB Kelsey Bridges
Associate Director, Planning and Sustainability Division

DATE: October 23, 2026

SUBJECT: BZA Case No. 21510 – 2325 Porter Street NW

APPLICATION

Rock Creek Club (the "Applicant"), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the community center uses of Subtitle U § 203.1(d), to convert a principal dwelling into a community center. The site is in the R-1A Zone at 2325 Porter Street NW (Square 2224, Lots 4, 823, and 826) and is not served by a public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, including the October 5, 2026, Transportation Statement (Exhibit 21C in the case record), DDOT finds:

- The site is within 1/2 mile of the nearest Metro Rail station;
- The property currently has access to a shared gravel driveway with a curb cut on Porter Street NW,
- The shared gravel driveway is noted to have segments that do not meet zoning standard for two-way travel (18 feet);
- The shared gravel driveway provides access to the surface parking lot and the Pick-up/Drop-off (PUDO) area located on site, facilitated by a circular turnaround;
- Zoning does not require a loading berth nor service/delivery space;
- Trash is proposed to be stored on site and picked up from the Porter Street frontage;

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- Zoning does not require any bicycle parking but the Applicant is proposing 40 short-term bicycle parking spaces on site;
- Zoning does not require any bicycle showers or lockers but the Applicant is proposing five (5) showers and 100 lockers;
- Zoning requires three (3) off-street vehicle parking spaces. The Applicant is proposing 14 spaces;
- DDOT requires the Applicant commit to additional measures than required in a baseline Transportation Demand Management (TDM) Plan as the site exceeds the parking requirement by over 25%;
- The Applicant anticipates half of all trips to the site will be made by walking and bicycling;
- There are gaps in the pedestrian network along Porter Street including insufficient ADA accessibility and a lack of sidewalk east of the site's main pedestrian and bike entrance;
- The Applicant and DDOT collaborated on a TDM Plan, Exhibit 120 in the case record, (see Recommendation section below) to support non-automotive travel to and from the site; and
- Given the Applicant's proposed TDM Plan, with recommended revisions by DDOT, to achieve a 50% walking and bicycling mode share and monitor travel behavior, the impacts on the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of the requested relief with the following conditions:

- The Applicant shall incorporate the following elements into their TDM Plan for the life of the project, unless otherwise noted:
    - Identify a Transportation Coordinator and connect them with goDCgo using info@godcgo.com.
        - The Transportation Coordinator shall act as ongoing point of contact with DDOT/goDCgo.
        - The Transportation Coordinator will schedule and receive TDM training from goDCgo to learn about the transportation conditions for this project and options for implementing TDM strategies.
    - Conduct an annual transportation survey of members every year for five years (five surveys) and report survey results to DDOT's Planning and Sustainability Division. Survey questions must include transportation modes and usage frequency (templates and survey guidance can be found on goDCgo.com). Include Zoning Order #, address, Transportation Coordinator name, number surveyed, date(s) of survey distribution, and response rate.
    - Hold a transportation event for members and employees every other year for the life of the project. Examples include walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, Travel Trainings etc.

- All 40 bicycle parking spaces on site will be provided as covered, subject to Commission of Fine Arts (CFA) and Historic Preservation Office (HPO) approval. This will encourage more regular use by protecting bicycles and scooters from rain and snow.
- The Applicant shall make the following public space improvements on surrounding rights-of-way, subject to DDOT and NPS approval, as applicable, to support safe and comfortable multimodal travel to and from the site:
    - Improve the sidewalk network surrounding the site by upgrading the gravel driveway curb cut to DDOT standard (or install ADA compliant ramps);
    - Coordinate with DDOT to design and approve improved pedestrian access along the National Parks Service (NPS) section of Porter Street at the layby, connecting the proposed main pedestrian and bike entrance to the striped crosswalk at Porter Street; and
    - Install a micromobility corral for six (6) or more bikes/scooters (six inverted U-racks) near the main pedestrian and bicycle entrance, behind the existing or improved sidewalk.

TRANSPORTATION ANALYSIS

Vehicle Parking

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

Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, Subtitle C § 701.5 and § 702.1a requires a minimum of three (3) off-street parking spaces must be provided, after taking the 50% reduction for being within ½ mile of the Cleveland Park Metro Rail Station. Per the Applicant's Transportation Statement, the Applicant is providing 14 off-street parking spaces, the same number that presently exist on site. All 14 spaces are already provided on the property with slight realignment expected to accommodate a circular turnaround on the property. The proposed 14 parking spaces exceed the parking requirements by over 25% and DDOT therefore requires a more comprehensive TDM Plan that includes measures to support multi-modal travel to and from the site.

The parking spaces are accessed through a shared private gravel road west of the property, that is noted to have segments that do not meet the zoning standard for two-way travel (18 feet wide, per Subtitle C § 711), despite a 25-foot ingress and egress easement shown on the site survey (Exhibit 3). DDOT did not request the Applicant evaluate the design or operations of the shared private gravel driveway.

Bicycle Parking

The project is required by Zoning to provide two (2) long- and eight (8) short-term bicycle parking spaces. However, historic resources are not required to provide additional bicycle parking spaces for a change in use when the gross floor area of the building is not expanded, per Subtitle C, §802.4. The Applicant is exceeding these requirements by providing 40 short-term bicycle parking spaces. DDOT expects the Applicant to provide these spaces as covered bicycle parking, subject to CFA and HPO

approval, to encourage regular use to achieve the site's mode share goals. Per Figure 6 in the Transportation Statement, the spaces are proposed along the main path accessed from Porter Street and just northwest of the main building. Due to the property's designation as a historic resource, showers and lockers are also not required by Zoning. However, the Applicant is providing five (5) showers and 100 lockers.

The Applicant should refer to the most recent DDOT *Bike Parking Guide* for best practices on design of short-term bicycle parking spaces.

Loading

DDOT's practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C, §901.5(c), historic resources are not required to provide additional loading for a change in use when no expansion is proposed. Additionally, for non-historic buildings, institutional uses with less than 30,000 square feet of gross floor area are not subject to loading requirements. As such, access for delivery and service vehicles is planned to be provided through the private gravel road. Trash must be stored entirely on private property and out of the view of the sidewalk. Without alley access, trash is proposed to be collected along the Porter Street frontage by a private waste management company on Tuesdays and Fridays during non-peak periods between 10:00 a.m. and 4:00 p.m.

Pick-up/Drop-off

The Applicant is proposing pick-up and drop-off (PUDO) to occur on site, facilitated by a circular turnaround accessed from the gravel driveway connecting to Porter Street.

Mode Split and Trip Generation

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

Mode split assumptions used in the analysis were informed by review of available Census data for the area surrounding the project site, as well as national research on travel behavior to parks from the National Recreation and Park Association (NRPA). As shown in Figure 1 below, the mode splits assumed were 35% automotive (ridehail and driving) and 15% by transit, with the remaining 50% of trips anticipated to be made by walking and bicycling/scooter.

Figure 1 | Summary of Mode Split Assumptions

Mode	Percent
Ridehail/PUDO	15%
Drive – Park at site	5%
Drive – Park on-street nearby	15%
Transit	15%
Bike/Scooter	30%
Walk/Jog	20%

Source: Wells and Associates 10/05/26 Transportation Statement, Table 3

The study provided trip generation estimates developed from observed count data collected at a comparable facility, the Cleveland Park Club, a private membership community center serving 160 member households. The counts were performed on Friday, July 24, 2026, from 7:00 a.m. to 8:00 p.m. and Saturday, July 25, 2026, from 8:00 a.m. to 8:00 p.m. capturing the weekday and weekend peak hour activity periods for this use. As the Rock Creek Club is proposing a limit of 270 member families, a ratio of 1.69 was applied to the observed person trips to estimate person trip generation. DDOT finds these methods appropriate. As shown below in Figure 2, the projected person and vehicle trips met DDOT's thresholds in the 2024 Guidance for *Comprehensive Transportation Review* for further analysis (100 total person trips) but did not require a traffic impact analysis (fewer than 25 inbound or outbound vehicle trips during any one of study periods).

Figure 2 | Multi-Modal Trip Generation Summary

Land Use	Friday - AM Peak Hour of Adjacent Street			Friday - PM Peak Hour of Adjacent Street			Friday - Peak Hour of Generator			Saturday - Peak Hour of Generator		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Rock Creek Club Person Trips (270 HH Memberships)	57	29	86	35	32	67	52	51	103	42	29	71
Auto-Park at Site	*3*	*1*	*4*	*2*	*2*	*4*	*3*	*2*	*5*	*2*	*2*	*4*
Auto-Park on Street	*9*	*4*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*
Auto-Ride hailing/PUDO	*9*	*4*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*
Transit	*8*	*5*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*
Bike	*17*	*9*	*26*	*11*	*9*	*20*	*15*	*15*	*30*	*13*	*9*	*22*
Pedestrian	*11*	*6*	*17*	*7*	*6*	*13*	*10*	*10*	*20*	*9*	*6*	*15*
Vehicle Trips[1, 2]	**8**	**5**	**13**	**6**	**5**	**11**	**8**	**9**	**17**	**6**	**5**	**11**
On-site Parking Trips on gravel road	*1*	*0*	*1*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*
Pick-up/Drop-off Trips on gravel road[2]	*4*	*4*	*8*	*3*	*3*	*6*	*5*	*5*	*10*	*3*	*3*	*6*
Trips Anticipated to Park on Nearby Street	*3*	*1*	*4*	*2*	*1*	*3*	*2*	*3*	*5*	*2*	*1*	*3*

Notes:

1 Vehicle trips calculated by applying an AVO of 3.0, reflecting the family membership structure of the club, where members are expected to arrive in household groups averaging 3.0 to 3.5 persons per vehicle.

2 Pick-up/drop-off trips were adjusted to reflect the fact that an arriving PUDO vehicle enters with a passenger and exits without a passenger. Likewise, and exiting PUDO vehicle enters without a passenger and exits with a passenger. The numbers presented herein are conservative in that they do not assume any vehicle dropping off a passenger (such as an Uber trip) would also pick up a passenger in the same trip.

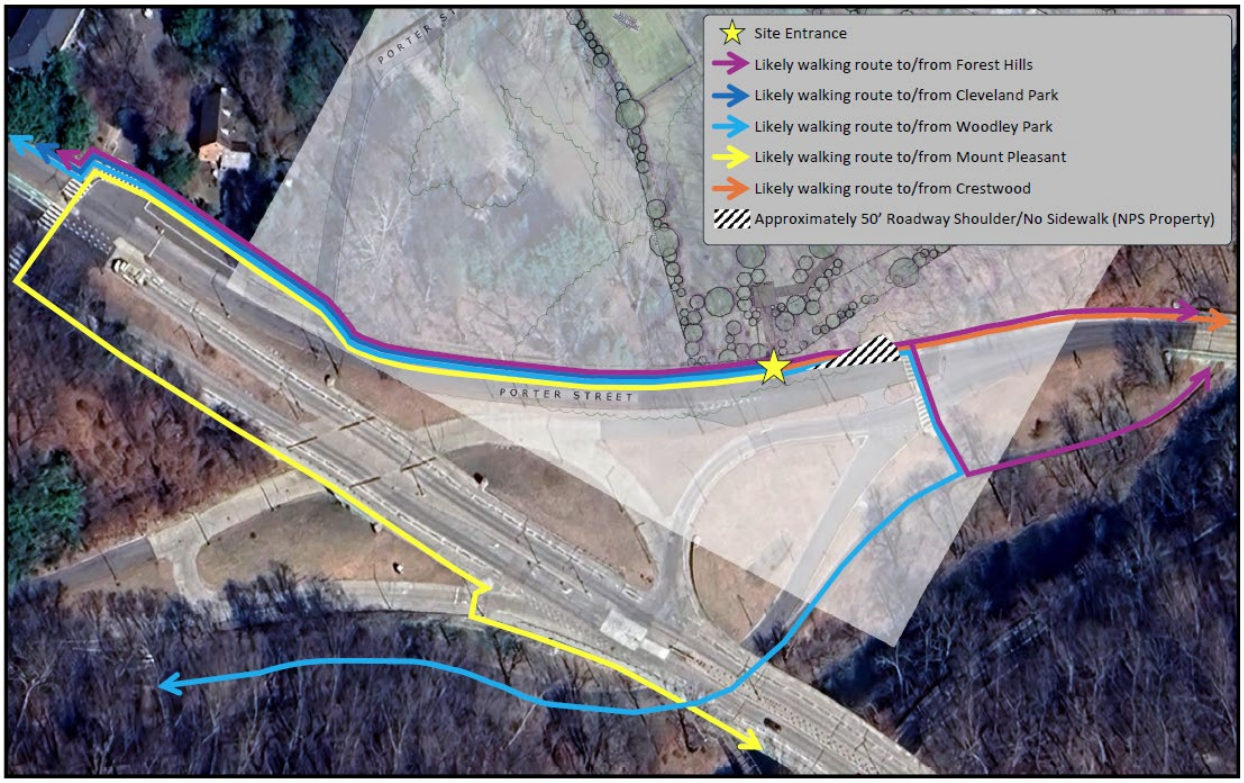
Source: Wells and Associates 10/05/26 Transportation Statement, Table 4B

Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this project. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Transportation Statement's pedestrian circulation analysis, as shown in Figure 3 below, includes missing sidewalk segments along primary walking routes from the site to neighborhoods to the west, accessed via Klingle Valley Trail. There is also a missing ADA ramp at the gravel driveway entrance on Porter Street.

Figure 3 | Primary Pedestrian Routes to and from the Site

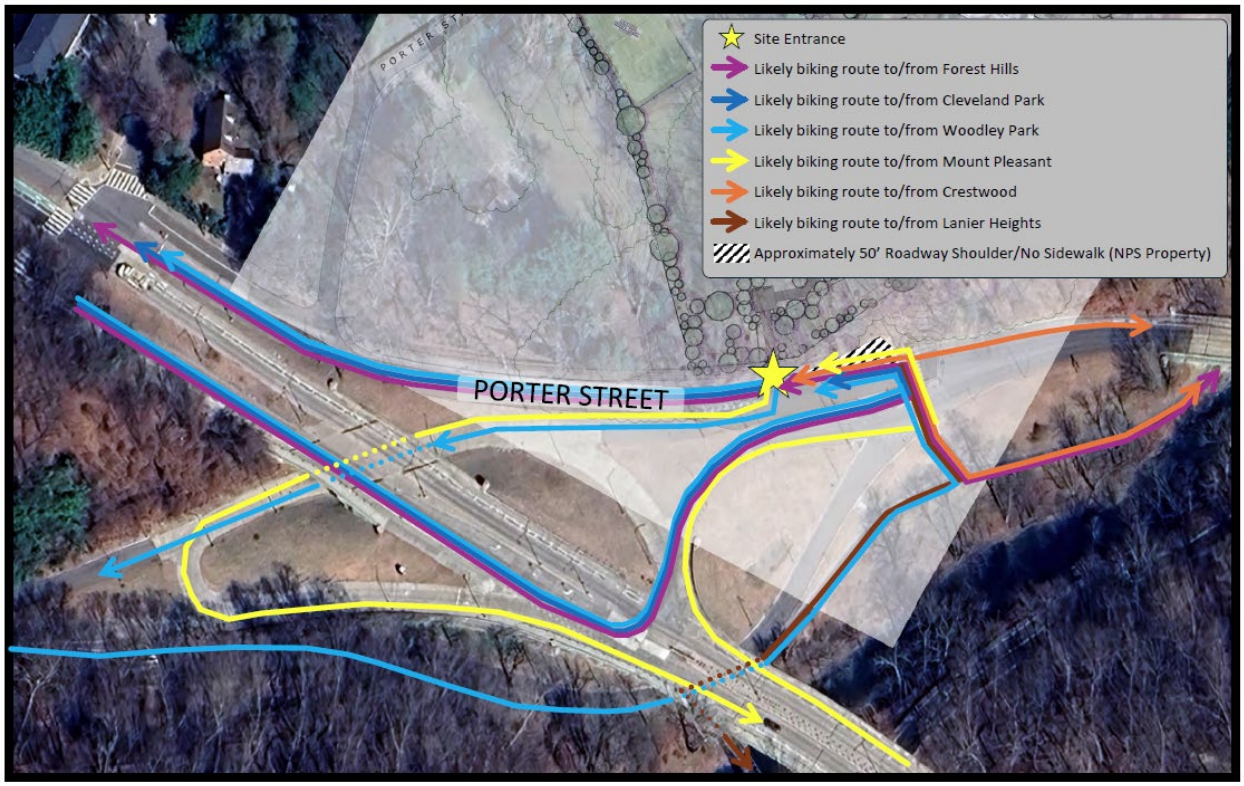


Source: Wells and Associates 10/05/26 Transportation Statement, Figure 4B

Bicycle Network and Multimodal Access

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this project. Bicycle access from nearby neighborhoods, shown below in Figure 4, is expected to occur on off-street trails, protected on-street bicycle lanes, and some street segments with no bicycle lanes. There are no Capital Bikeshare stations in the vicinity of the site. As part of enhancing bicycle network connectivity and multimodal access, DDOT expects the Applicant to install a micromobility corral near the main pedestrian and bicycle entrance, to ensure there is adequate and safe space for these devices that do not block public sidewalks.

Figure 4 | Primary Bicycle Routes to and from the Site



Source: Wells and Associates 10/05/26 Transportation Statement, Figure 4C

Transportation Demand Management (TDM) and Performance Monitoring

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

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

The Applicant proposed an updated Transportation Management Plan (Exhibit 120 in the case record) on October 20, 2026, comprising a TDM Plan, an Event Management Plan, and a Monitoring Plan. With some revisions, DDOT finds the TDM component of the Transportation Management Plan to be sufficiently robust to encourage alternatives to auto travel provided.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. All elements of the project proposed within District-owned right-of-way such as ADA upgrades, sidewalk rehabilitation, and micromobility corral installation, require the Applicant to pursue a public space construction permit. The following items in public space will need to be installed by the Applicant during permitting:

- Upgrade the gravel driveway curb cut on Porter Street to DDOT standard (or install ADA compliant ramps);
- Coordinate with DDOT to design and approve improved pedestrian access along the National Parks Service (NPS) section of Porter Street at the layby, connecting the proposed main pedestrian and bike entrance to the striped crosswalk at Porter Street; and
- Install a micromobility corral for six (6) or more bikes/scooters (six inverted U-racks) near the main pedestrian and bicycle entrance, behind the existing or improved sidewalk.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the *DCMR*, the most recent version of DDOT's *Design and Engineering Manual*, and the *Public Realm Design Manual* for public space regulations and design guidance. A permit application can be filed through the DDOT Transportation Online Permitting System (TOPS) website. The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss public space if additional guidance is desired.

HERITAGE AND SPECIAL TREES

According to the District's Tree Size Estimator map, the property has five (5) Heritage and 18 Special trees. DDOT expects the Applicant to coordinate with the Ward 3 Arborist regarding the preservation and protection of existing Heritage and Special trees.

A tree survey, written assessment, and accompanying spreadsheet detailing species, size, health, and recommended actions should be prepared prior to beginning any work. If the proposed work will impact 25 percent or more of a tree's critical root zone, or any portion of the structural root zone of a tree on the project site or adjacent properties, it is recommended that a consulting arborist be contacted.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees.

Special Trees are between 40 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

KB:ms