TRANSPORTATION & PARKING

Five sections frame the transportation analysis and proposed mitigation.

01 Site Transportation Context

02 Trip Generation

03 Parking Analysis

04 Gravel Road Access

05 Transportation Mitigation

Board of Zoning Adjustment
District of Columbia
CASE NO. 21510
EXHIBIT NO.214100

SECTION 01

SITE TRANSPORTATION CONTEXT

Transit, bike and walking access around 2325 Porter Street NW



Metrorail



Metrobus

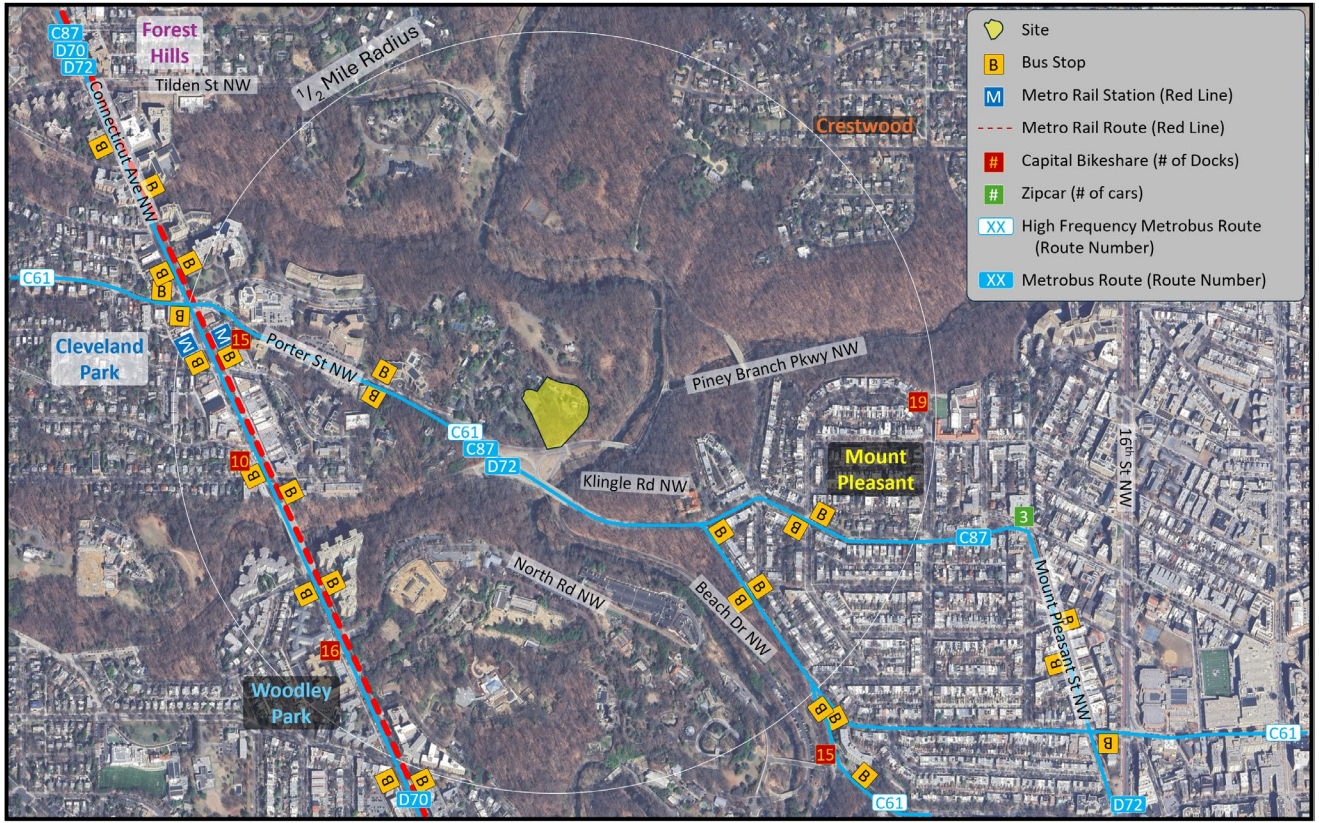


Bicycling

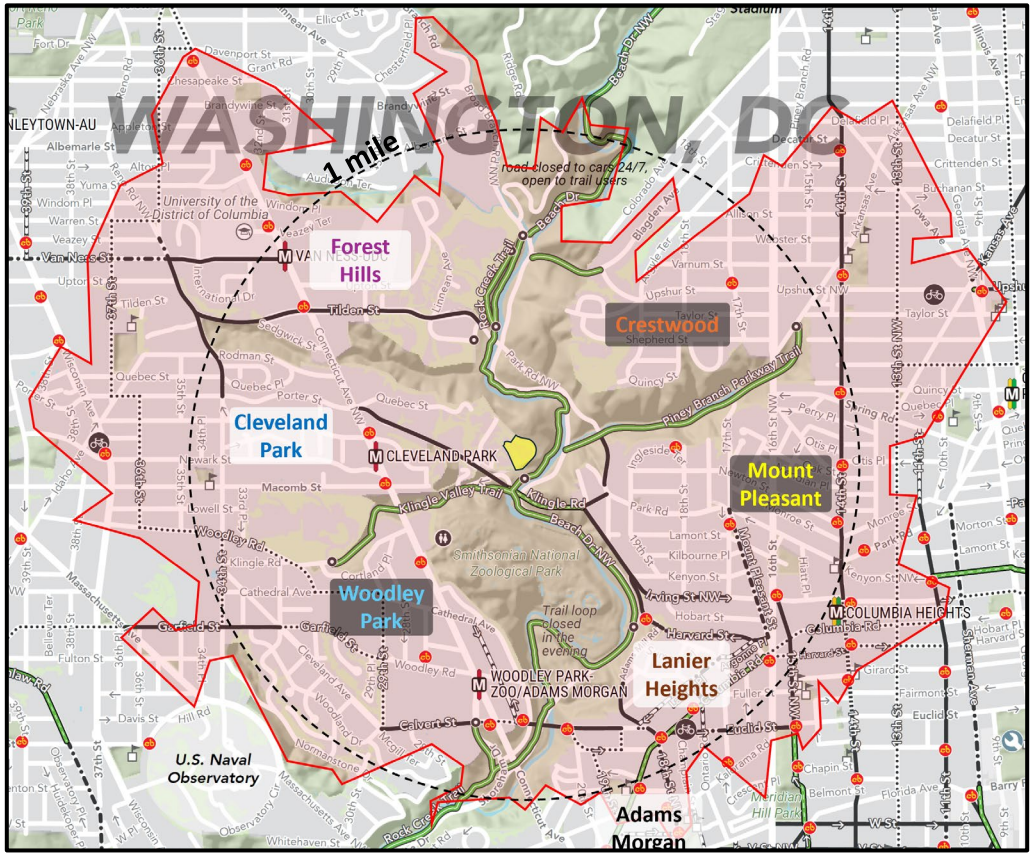


Walking

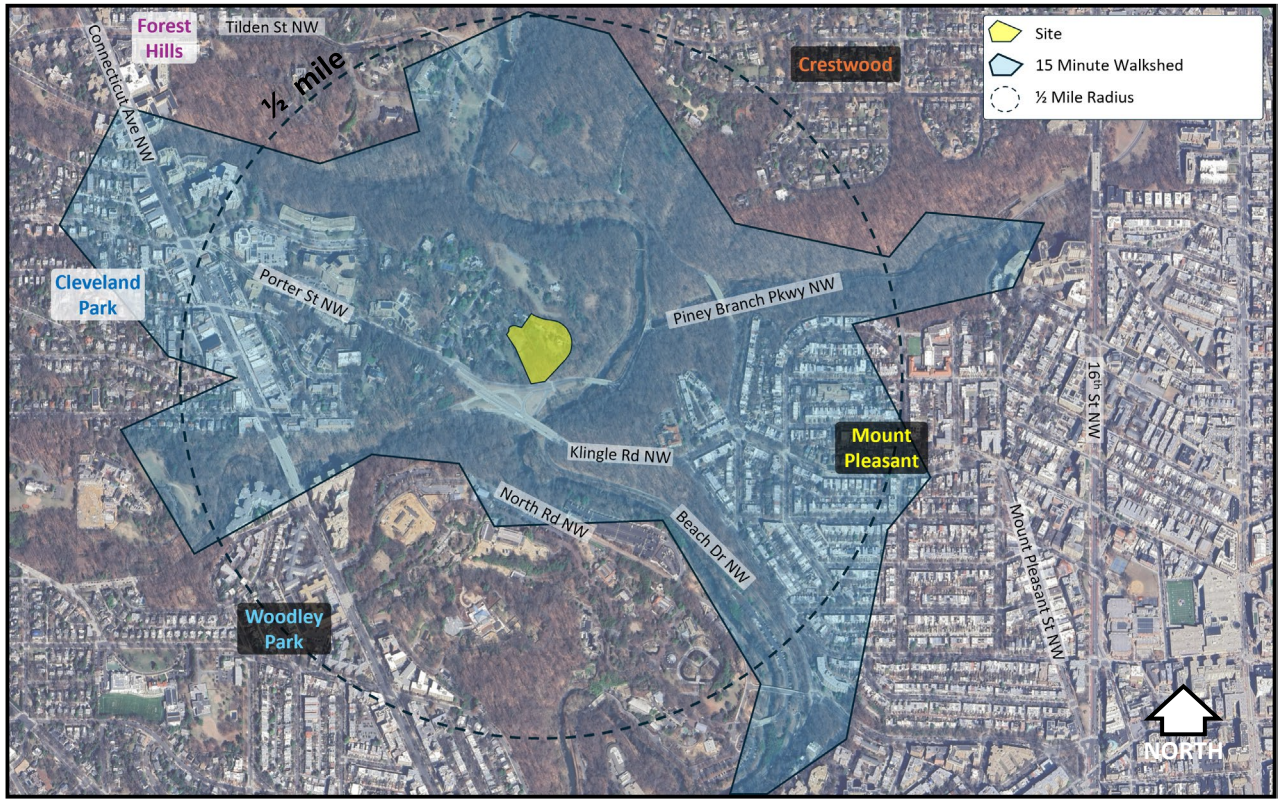
TRANSPORTATION OPTIONS



10-MINUTE BIKESHED



15-MINUTE WALKSHED



SECTION 02

TRIP GENERATION

Expected person-trips, mode split and vehicle trips for the Rock Creek Club



Methodology



Person-trips



Mode split

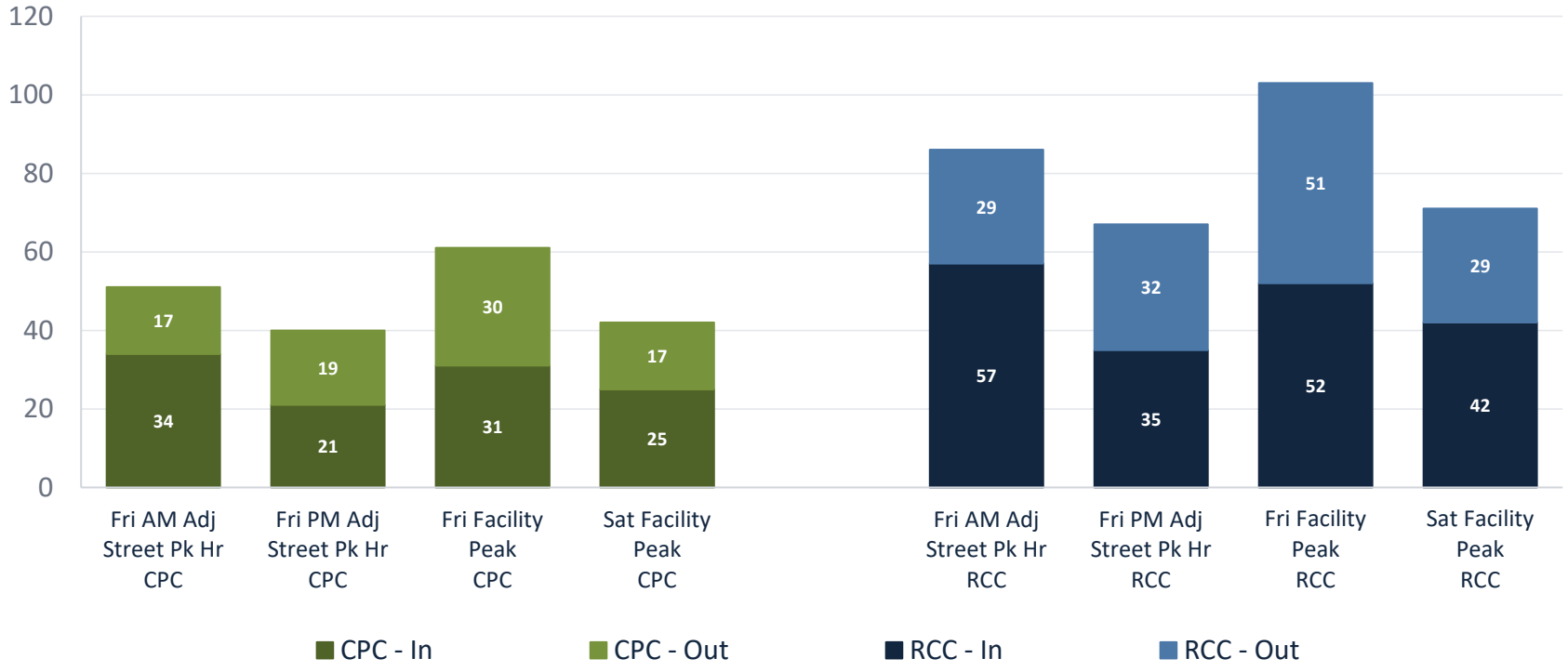


Vehicle trips

METHODOLOGY

- Several sources were considered in developing trip generation
  - **ITE Trip Generation Manual** – uses were not directly applicable to RCC's characteristics, supporting data was collected throughout the US and Canada (not locally), and was collected as far back as the 1990s.
  - **Other community/recreation centers in DC** – traffic studies were limited; where available, trip generation assumptions lacked supporting documentation
- Trip rates were based on observed count data at the **Cleveland Park Club**
  - **CPC** is a similar neighborhood-based community club
  - **CPC** holds fitness classes, regularly hosts potluck dinners, teen parties and movie nights, house parties and social gatherings for adults, seasonal events, and summer camp for children
  - **CPC** is located nearby
  - Counts were conducted on a Friday and Saturday in July with favorable weather conditions (sunny, mid-80s)
  - Trip rates were calculated based on the number of trips entering and exiting the facility and the number of voting member households
  - Trip rates reflect peak summer use and peak days of the week
  - Rates were applied to proposed Rock Creek Club membership (270 household members)

ANTICIPATED PERSON-TRIPS

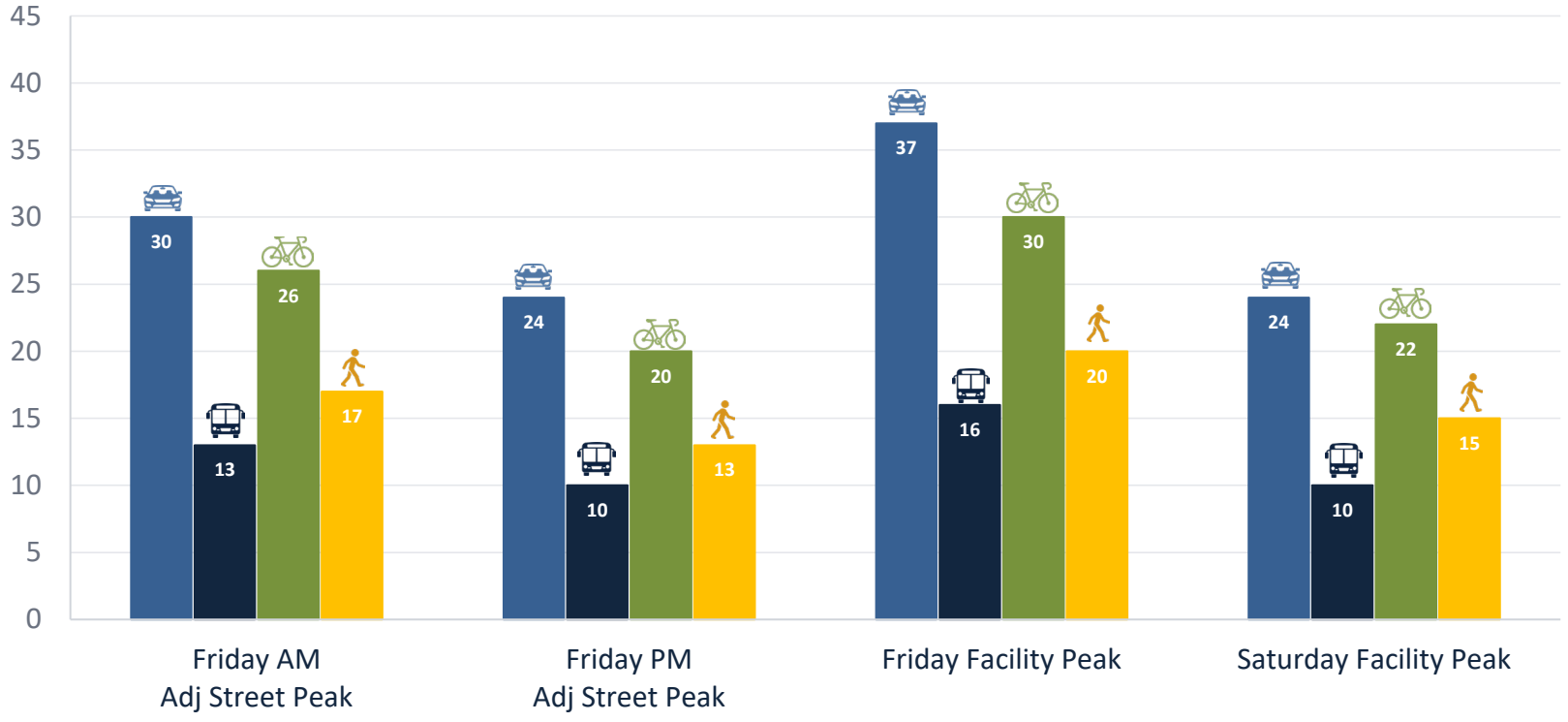


MODE SPLITS

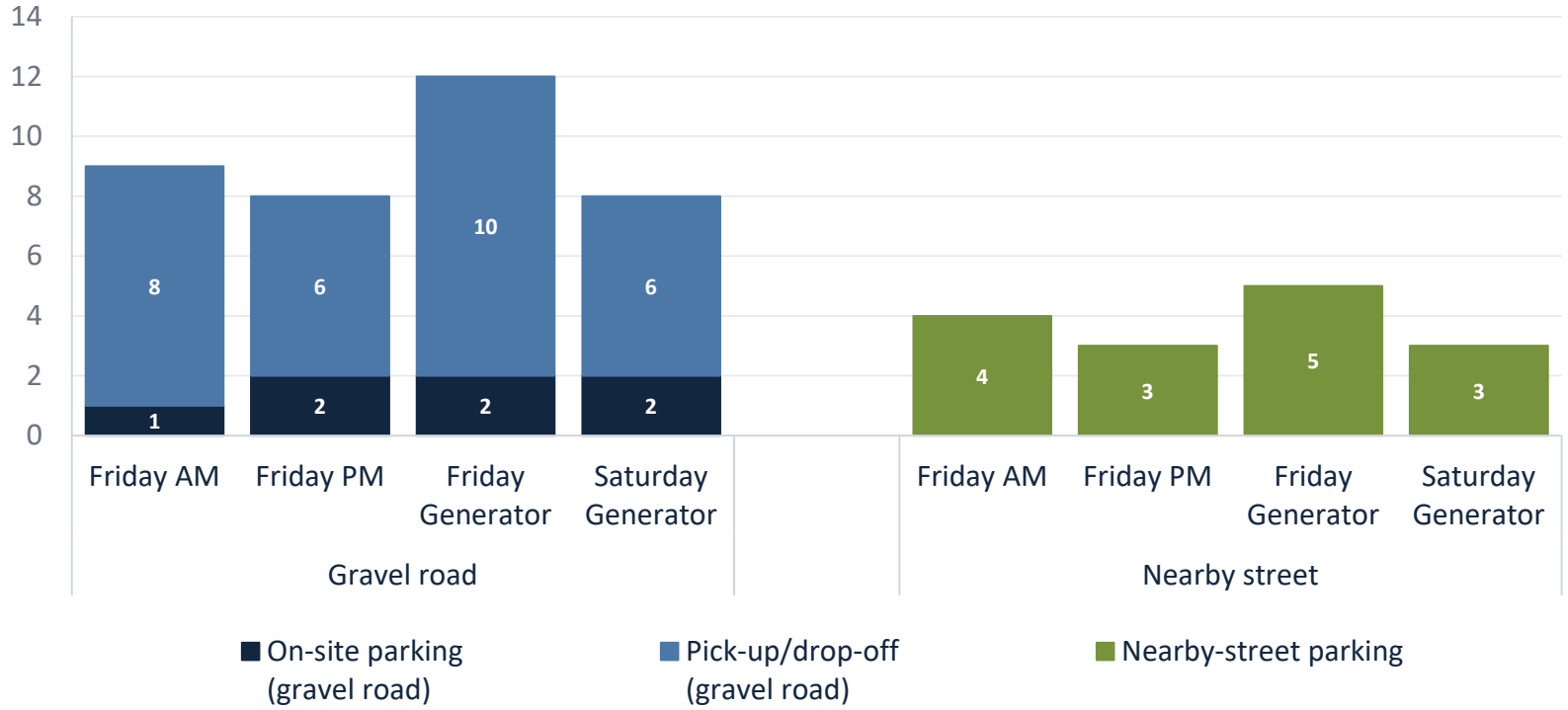
Mode	Peak Hour Mode Split
Ridehail/PUDO	**15%**
Drive – Park at site	**5%**
Drive – Park on-street nearby	**15%**
Transit	**15%**
Bike/Scooter	**30%**
Walk/Jog	**20%**

- **Data Sources:** Reviewed available Census data and park travel behavior research from NRPA's *How Are People Getting to Their Local Park?* (2023 survey) and *2025 Engagement with Parks Report*.
- **Project-Specific Adjustments:** Initial mode split assumptions were adjusted to reflect the Rock Creek Club's urban context and limited on-site vehicle parking.
- **Additional DDOT-Recommended Research:** Reviewed research on ride-hailing vs. public transportation in Washington, DC and APTA's *Travel Like a Local* Summer Travel Survey.

ANTICIPATED TRIPS BY MODE



ANTICIPATED VEHICLE TRIPS



SECTION 03

PARKING ANALYSIS

On-street parking availability and on-site parking supply for the Rock Creek Club



On-site supply



Study area

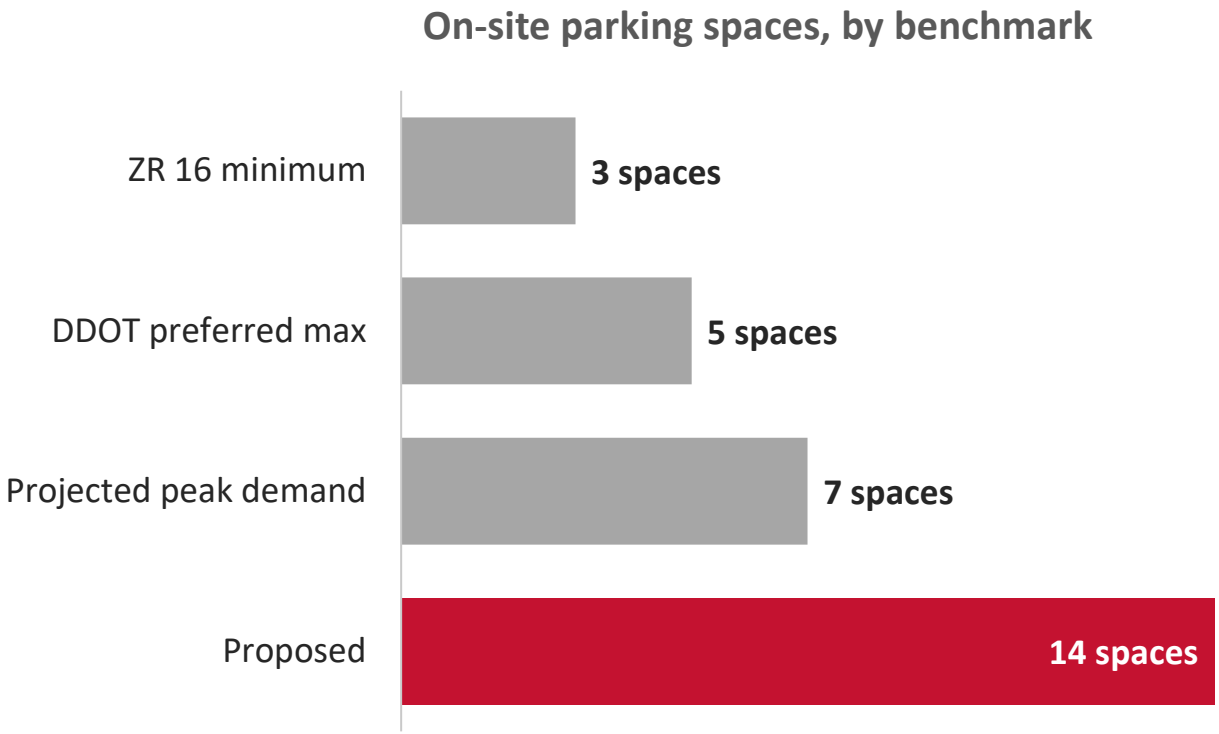


Weekday counts



Saturday counts

ON-SITE PARKING ANALYSIS



ON-STREET PARKING ANALYSIS

Study area and surveyed parking



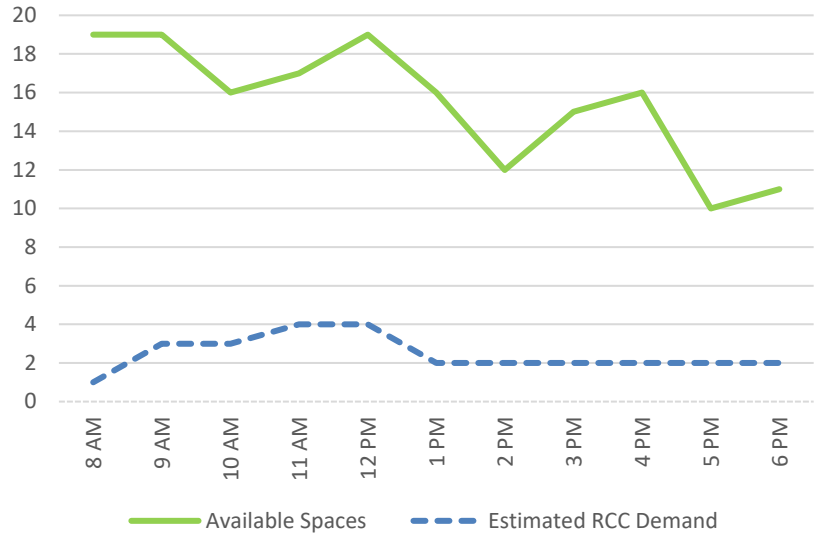
Weekday parking occupancy counts were conducted on Tuesday, 9/1.

Saturday parking occupancy counts were conducted on 9/12 when Adas Israel Congregation held overlapping Rosh Hashana services between 8:15 AM and 2:00 PM.

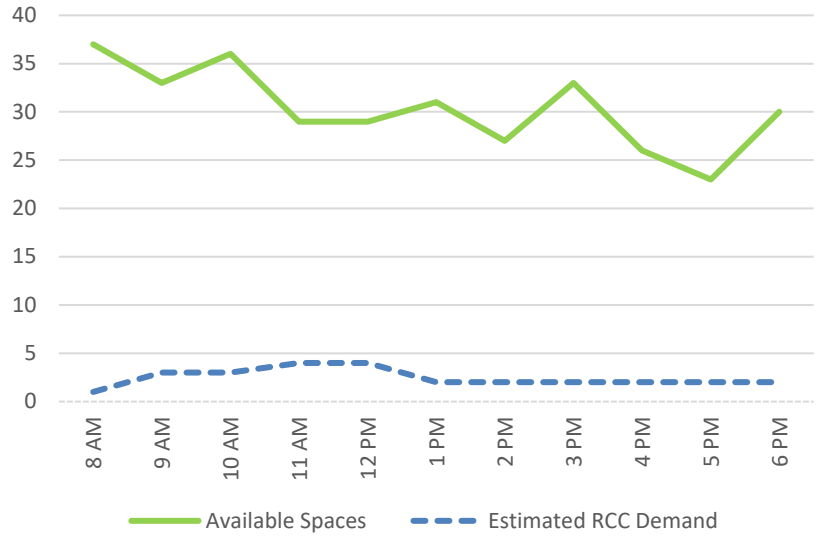
Saturday parking occupancy counts were repeated on 10/24 to represent a more typical Saturday.

ON-STREET PARKING ANALYSIS

Porter Street (⅓-mile)
Weekday Available Spaces vs. Estimated RCC Demand

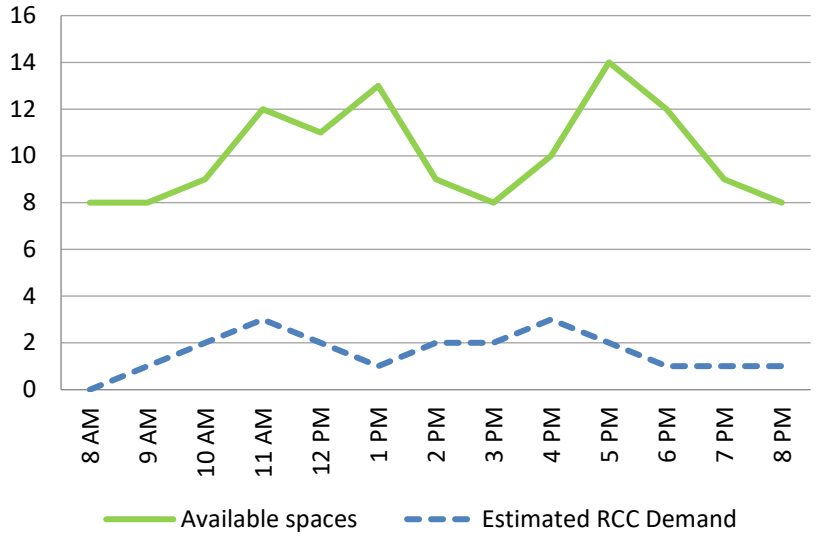


Porter Street (Site to Connecticut Avenue)
Weekday Available Spaces vs. Estimated RCC Demand

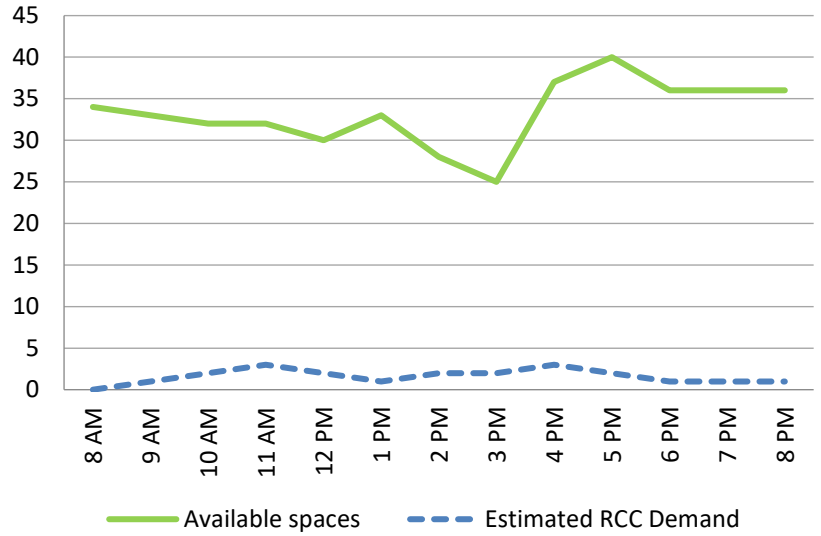


ON-STREET PARKING ANALYSIS

Porter Street (⅓-mile)
Saturday Available Spaces vs. Estimated RCC Demand



Porter Street (Site to Connecticut Avenue)
Saturday Available Spaces vs. Estimated RCC Demand



SECTION 04

SITE ACCESS VIA THE GRAVEL ROAD

How the gravel road's width and pull-off areas let two-way traffic pass, like other DC streets



Road Layout



Road Widths



Pull-off Areas



Other DC Streets

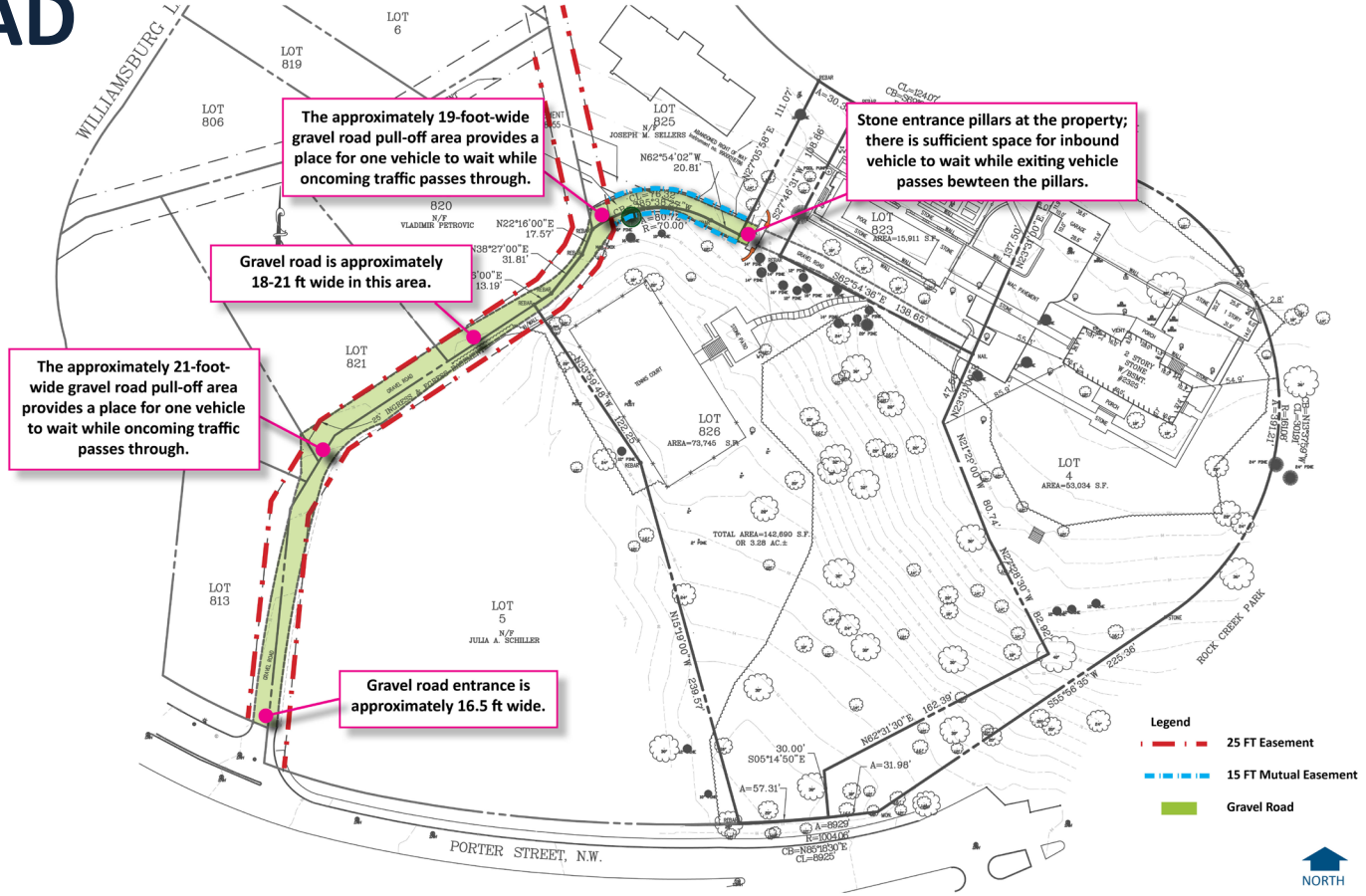
GRAVEL ROAD

Anticipated additional gravel road traffic

68 veh/day
Daily trip cap

12 trips/hr
Peak hour volume

~3 trips/hr
Average hourly volume



2325 Porter Street NW
Washington, DC

GRAVEL ROAD


LOT 806
LOT 825
JOSEPH M. SELLERS
LOT 820
VLADIMIR PETROVIC
LOT 821
LOT 817
LOT 826
AREA=73,745 S.F.
LOT 823
AREA=15,911 S.F.
LOT 813
LOT 5
JULIA A. SCHILLER
TOTAL AREA=142,690 S.F.
OR 3.28 AC.±
10' WATER SERVICE EASEMENT
INSTRUMENT NO. 9900028655
15' DRIVEWAY EASEMENT
INSTRUMENT NO. 9900020684
20' INGRESS & EGRESS EASEMENT
N62°54'02"W
20.81'
N22°16'00"E
17.57'
N38°27'00"E
31.81'
N56°36'00"E
13.19'
N15°19'00"W
239.57'
30.00'
S05°14'50"E
A=57.31'
PORTER STREET, N.W.
A


1


2


3

GRAVEL ROAD


LOT 806
LOT 820
N/F VLADIMIR PETROVIC
LOT 825
JOSEPH M. SELLERS
LOT 823
LOT 826
AREA=73,745 S.F.
LOT 827
LOT 821
LOT 813
LOT 5
N/F JULIA A. SCHILLER
10' WATER SERVICE EASEMENT INSTRUMENT NO. 9900020655
15' DRIVEWAY EASEMENT INSTRUMENT NO. 9900020684
20' INGRESS & EGRESS EASEMENT
N62°54'02"W 20.81'
N22°16'00"E 17.57'
N38°27'00"E 31.81'
N56°36'00"E 13.19'
R=70.00'
N15°19'00"W 239.57'
TOTAL AREA=142,690 S.F. OR 3.28 AC.±
30.00'
S05°14'50"E
A=31.98'
A=57.31'
A=89.29
R=100.00'
CB=N65°18'30"E
CL=89.29'
PORTER STREET, N.W.
B


4a


4b


5

GRAVEL ROAD

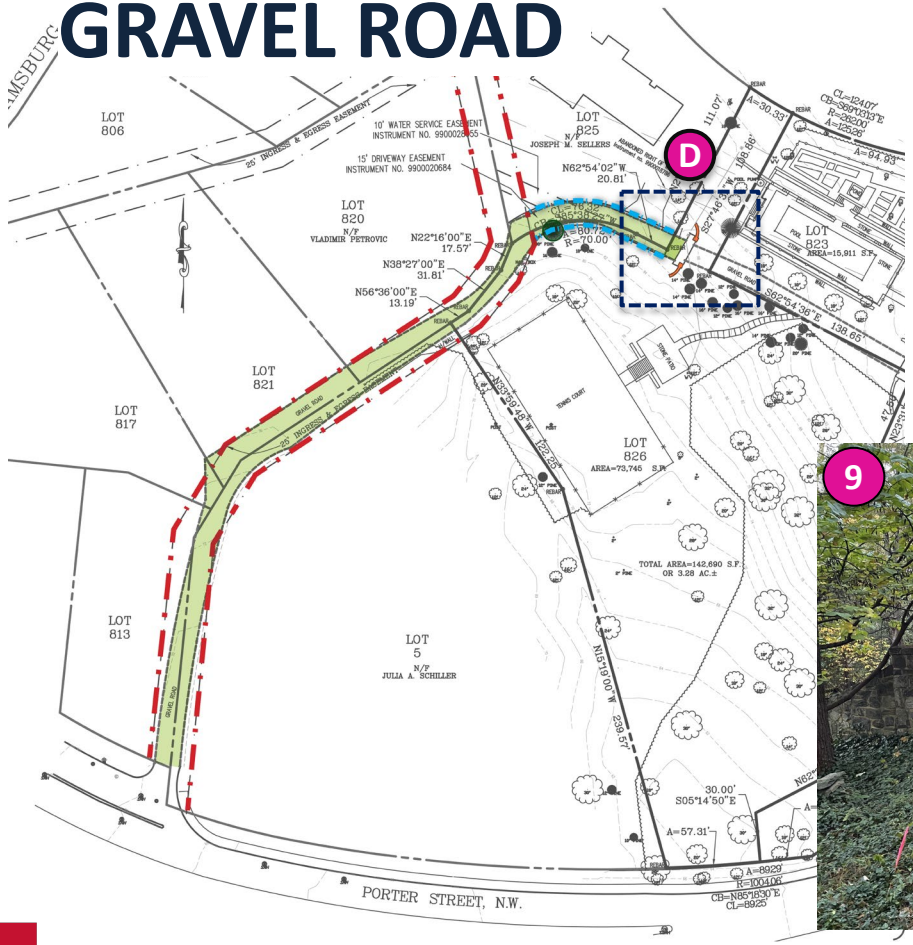

C
LOT 806
LOT 825
JOSEPH M. SELLERS
LOT 820
VLADIMIR PETROVIC
LOT 823
AREA=15,911 S.F.
LOT 821
LOT 817
LOT 826
AREA=73,745 S.F.
TOTAL AREA=142,690 S.F.
OR 3.28 AC.±
LOT 813
LOT 5
JULIA A. SCHILLER
PORTER STREET, N.W.


6


7

SITE ACCESS

GRAVEL ROAD







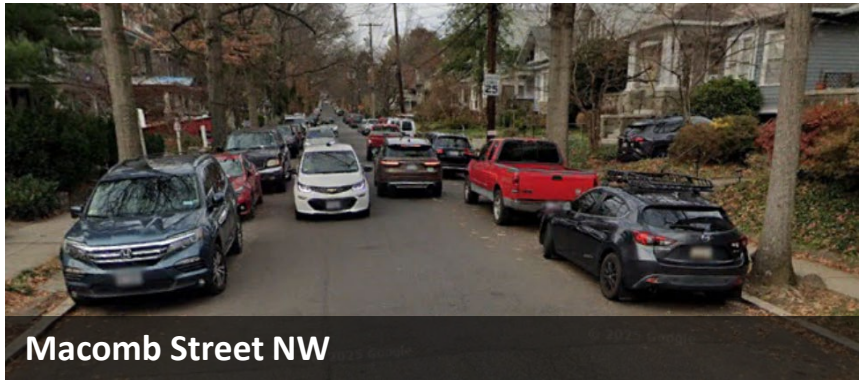


OTHER DISTRICT ROADWAYS









Source: Google Maps

SECTION 05

TRANSPORTATION MITIGATION

How the club will encourage non-auto travel and manage parking



Travel info



Shared Road



Parking rules



Monitoring

TRANSPORTATION MANAGEMENT PLAN

1 Demand Management Plan

Strategies and incentives to encourage non-auto modes of transportation

Sets a trip cap of 68 vehicle trips/day on the gravel road

Per DDOT's request, the RCC will designate a Transportation Coordinator and will hold a transportation event for members and employees every two years

2 Parking Management Plan

Strategies to manage on-site parking and minimize impact on neighbors

3 Event Management Plan

Strategies and measures to manage traffic at events, including hiring at least two traffic monitors for Special Events

4 Monitoring Plan

Requires the gravel road to be monitored a minimum of five years

- Three counts per year
- Drops to one count per year after two years meeting the threshold
- May end after three more years of meeting requirements
- Any exceedance requires a corrective action plan

DDOT CONDITIONS

Covered Bike Parking	The Applicant will cover all bike parking, subject to CFA/HPO approval.
Porter Street Connection (NPS)	The Applicant will explore a striped crosswalk or other tactical improvements to address the gap in the accessible network between the new pedestrian/bike entrance on Porter Street and the crosswalk across Porter Street, subject to NPS and DDOT approval.
Gravel Road ADA Ramp	The Applicant will improve ADA accessibility by installing an ADA ramp on the west side of the gravel road where one does not currently exist.
Micro Mobility Corral	The Applicant will install a micromobility corral for six or more bikes/scooters (6 inverted u-racks) near the Main Entrance, behind the existing or improved sidewalk either in public space or on the Property
Additional TDM Recommendations	The Applicant will designate a Transportation Coordinator, conduct an annual transportation survey of members for five years, and hold a transportation event for members and employees every two years

CONCLUSION

The proposed Rock Creek Club is not expected to have an adverse impact on the surrounding roadway network.

Minimal vehicular traffic

The gravel road is expected to carry about 12 trips in the peak hour and about 3 trips per hour on average.

Transportation Management Plan

The Applicant commits to a TMP that includes a daily trip cap of 68 vehicles on the gravel roadway.

Monitoring plan

The Applicant will monitor gravel road trips and must implement remedial strategies if the daily trip cap is exceeded.

Pedestrian improvements

New ADA-compliant curb ramp on the west side of the gravel road, plus striping or tactile improvements linking the Porter Street sidewalk terminus to the Porter Street crosswalk.