TRANSPORTATION REVIEW

Rock Creek Club

Key Transportation Concerns and Recommended Operating Conditions

BZA Case No. 21510 | 2325 Porter Street NW

Presented by: Nicole White, P.E., PTOE

November 4, 2026

Board of Zoning Adjustment
District of Columbia
CASE NO. 21510
EXHIBIT NO. 143

symmetra design

SUMMARY

Principal transportation issues

A. Transportation demand and programming

B. Shared gravel road and site access

C. On-site parking and PUDO

D. Off-site parking and Porter Street operations

E. Special events

F. Deliveries and trash collection

G. Performance monitoring

DDOT's Review – Shared Gravel Road and Access Improvements

DDOT Findings:

- 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.
- Pedestrian access improvements are needed along Porter Street.

DDOT Recommended Improvements:

- Upgrade the gravel driveway curb cut on Porter Street to DDOT standard (or install ADA compliant ramps).
    - DDOT does not acknowledge that abutting property to curb cut is not owned by the Applicant.

Subtitle U § 203.1(d)
Community Center

(3) The use shall not likely become objectionable in a R zone because of noise or traffic

Programming Represented in Applicant's Trip Generation Case Study

Trip Generation Assumptions

- Cleveland Park Club is the sole comparison facility.

Programming & Amenities	Activity present during the day of the Applicant's trip generation case study at the Cleveland Park Club	Typical and recurring activities proposed at the Rock Creek Club**
Café with food & beverage service	✗	✓
Swimming lessons/clinics	?	?
Tennis/padel lessons/clinics	✗	✓
Camps*	✓	?
Childcare	?	?
Organized social activities	?	✓
100-person dinner	✗	✓

* Cleveland Park Club reportedly had a camp for up to 40 campers and 10 counselors, but the actual attendance on the count day was not established.

** Updated Conditions of Approval in Exhibit 135A states activities (organized class, clinic, camp, or other similar activity) up to 25 attendees and three activities at one time; not limit on number of activities per day.

Case Study Does Not Represent Proposed 100-Person Dinners

Trip Generation Assumptions

- 100-person dinner/social activity with 9 employees is not represented in the raw data.
- 75-person activities not represented in the raw data.

TIME	Peds		Bikes		Scooters		Strollers		E Scooters		Total		Total	Hourly Totals
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	25
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	51
2:45 PM	1	2	0	0	0	0	0	0	0	0	1	2	3	61
3:00 PM	11	3	0	0	0	0	0	0	0	0	11	3	14	60
3:15 PM	14	15	0	1	0	0	0	0	0	0	14	16	30	56
3:30 PM	5	8	0	0	0	0	0	0	0	1	5	9	14	30
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	23
4:00 PM	6	4	0	0	0	0	0	0	0	0	6	4	10	31
4:15 PM	4	0	0	0	0	0	0	0	0	0	4	0	4	40
4:30 PM	1	6	0	0	0	0	0	0	0	0	1	6	7	40
4:45 PM	6	4	0	0	0	0	0	0	0	0	6	4	10	35
5:00 PM	11	7	0	0	0	1	0	0	0	0	11	8	19	40
5:15 PM	4	0	0	0	0	0	0	0	0	0	4	0	4	24
5:30 PM	2	0	0	0	0	0	0	0	0	0	2	0	2	29
5:45 PM	4	11	0	0	0	0	0	0	0	0	4	11	15	29
6:00 PM	2	1	0	0	0	0	0	0	0	0	2	1	3	21
6:15 PM	6	3	0	0	0	0	0	0	0	0	6	3	9	20
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	14
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	7	7	14
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	15
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	3	3	
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	8	8	
Totals	163	159	5	5	1	3	1	1	2	2	172	170	342	

29 total inbound during dinner time

Hourly Max = 61
AM Commuter Peak Hour = 51
PM Commuter Peak Hour = 40

Transportation demand and programming assumptions

Trip Generation Assumptions

- Assumed 30% bicycle/ scooter mode share is not substantiated by the case-study observations.
- Assumed vehicle occupancy of 3.0 is not supported by observed data.
- DDOT CTR suggests using a vehicle occupancy of 2.1 for recreational uses.

TIME	Peds		Bikes		Scooters		Strollers		E Scooters		Total		Total	Hourly Totals
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	25
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	51
2:45 PM	1	2	0	0	0	0	0	0	0	0	1	2	3	61
3:00 PM	11	3	0	0	0	0	0	0	0	0	11	3	14	60
3:15 PM	14	15	0	1	0	0	0	0	0	0	14	16	30	56
3:30 PM	5	8	0	0	0	0	0	0	0	1	5	9	14	30
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	23
4:00 PM	6	4	0	0	0	0	0	0	0	0	6	4	10	31
4:15 PM	4	0	0	0	0	0	0	0	0	0	4	0	4	40
4:30 PM	1	6	0	0	0	0	0	0	0	0	1	6	7	40
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5:00 PM	11	7	0	0	0	1	0	0	0	0	11	8	19	40
5:15 PM	4	0	0	0	0	0	0	0	0	0	4	0	4	24
5:30 PM	2	0	0	0	0	0	0	0	0	0	2	0	2	29
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6:00 PM	2	1	0	0	0	0	0	0	0	0	2	1	3	21
6:15 PM	6	3	0	0	0	0	0	0	0	0	6	3	9	20
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	14
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	7	7	14
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	15
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	3	3	
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	2	
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Hourly Max = 61
AM Commuter Peak Hour = 51
PM Commuter Peak Hour = 40

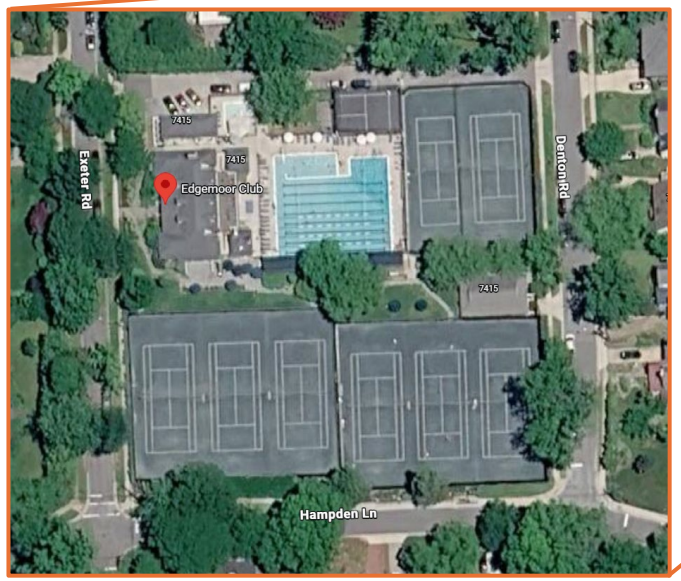
Friday 2:45-3:45 PM: **3.3%** bike/scooter

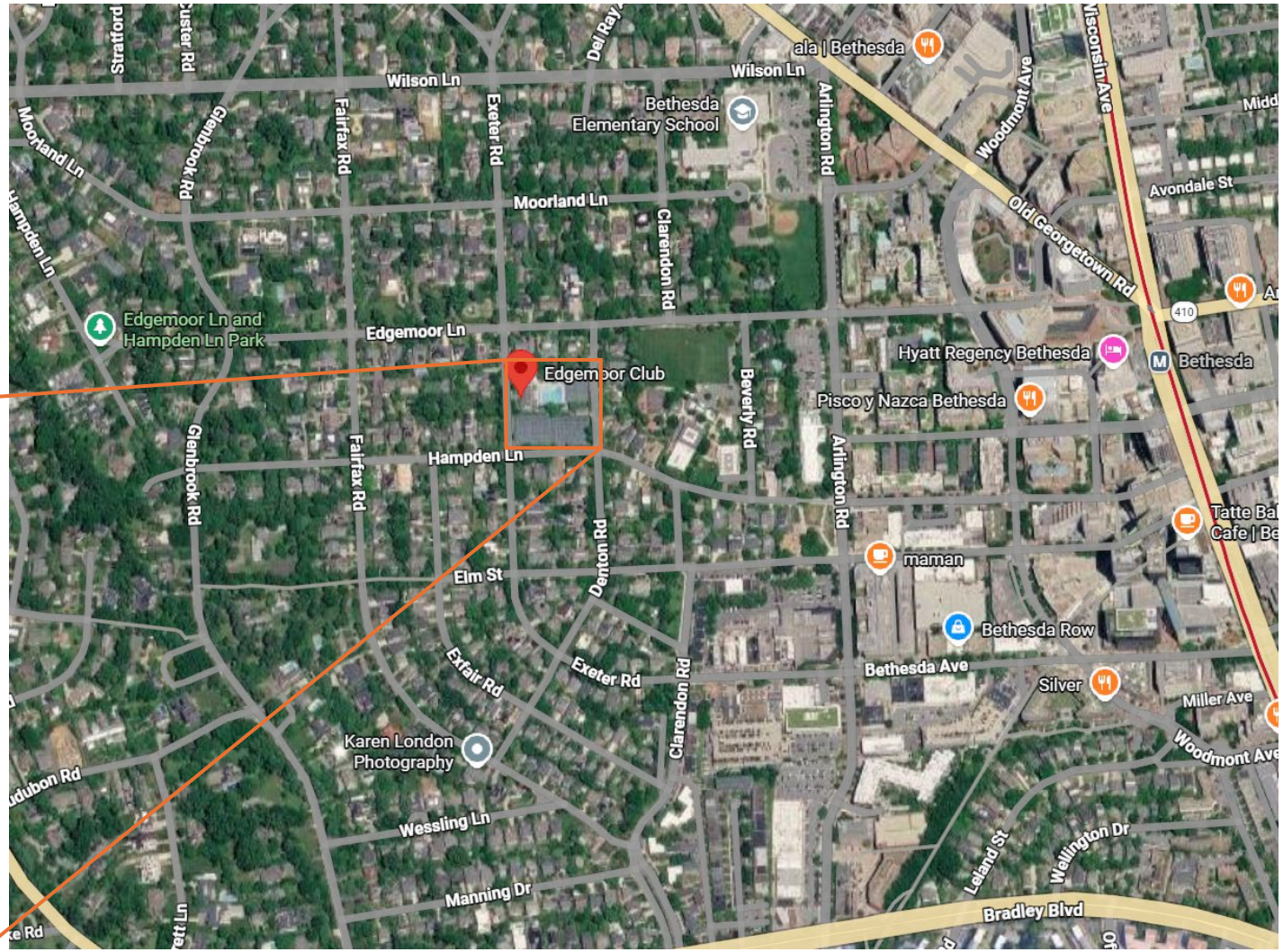
Friday 5:00-6:00 PM: **2.5%** bike/scooter

Potential Comparable Facilities for Person Trip Generation

Edgemoor Club

- 7415 Exeter Road, Bethesda, MD 20814
- Private club that serves both as a neighborhood tennis and swim club as well as a social hub for the members, most of whom live in the surrounding neighborhood.



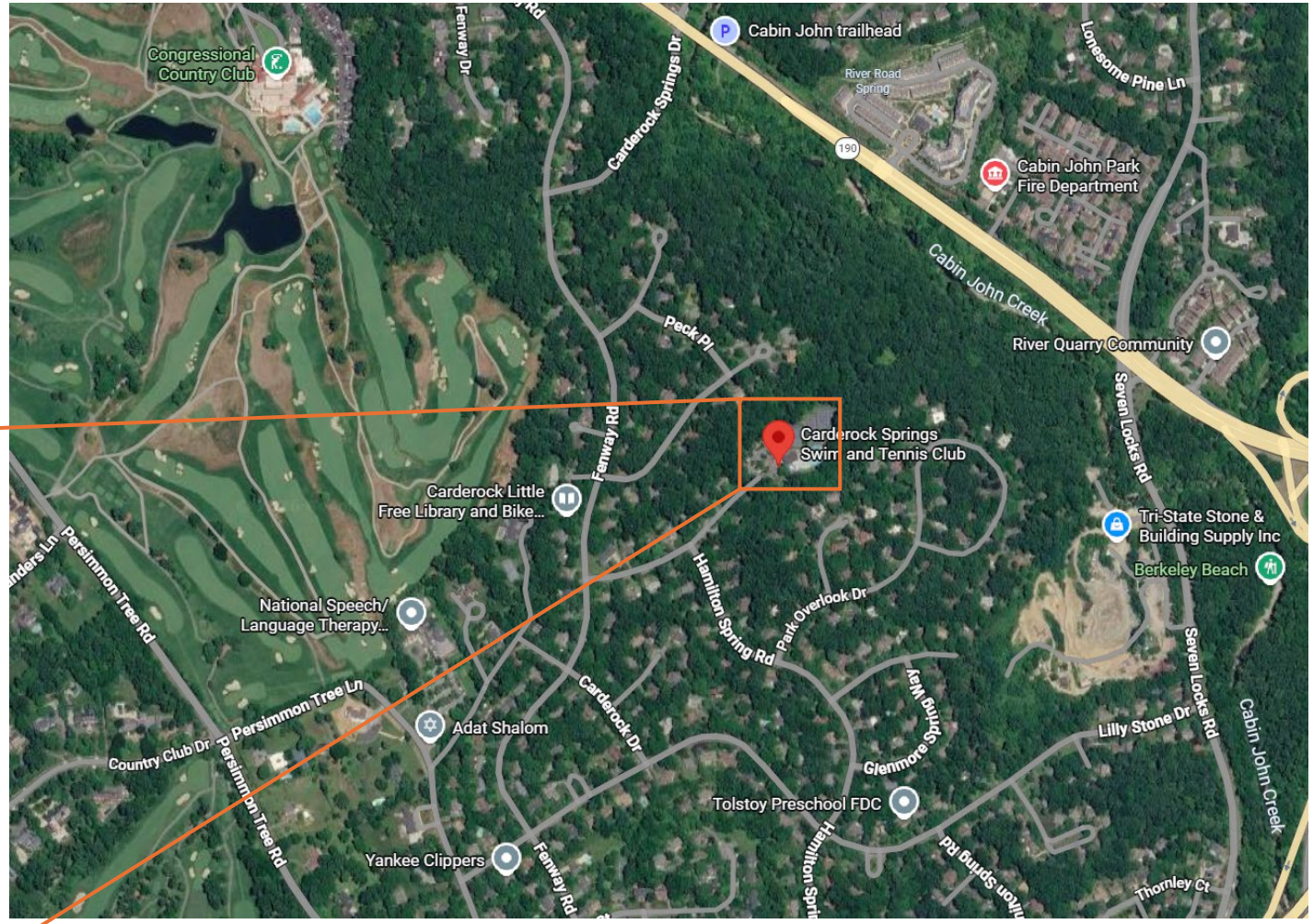


Potential Comparable Facilities for Person Trip Generation

Carderock Springs Swim and Tennis Club

- 8200 Hamilton Spring Court Bethesda, Maryland 20817
- Activities include tennis and swimming lessons, aerobics classes, youth programs, and social events.





Transportation demand and programming assumptions

Trip Generation Assumptions

- Cleveland Park Club is the sole comparison facility.
- Assumed 30% bicycle/scooter mode share is not adequately substantiated.
- Assumed vehicle occupancy of 3.0 is not supported by observed data.

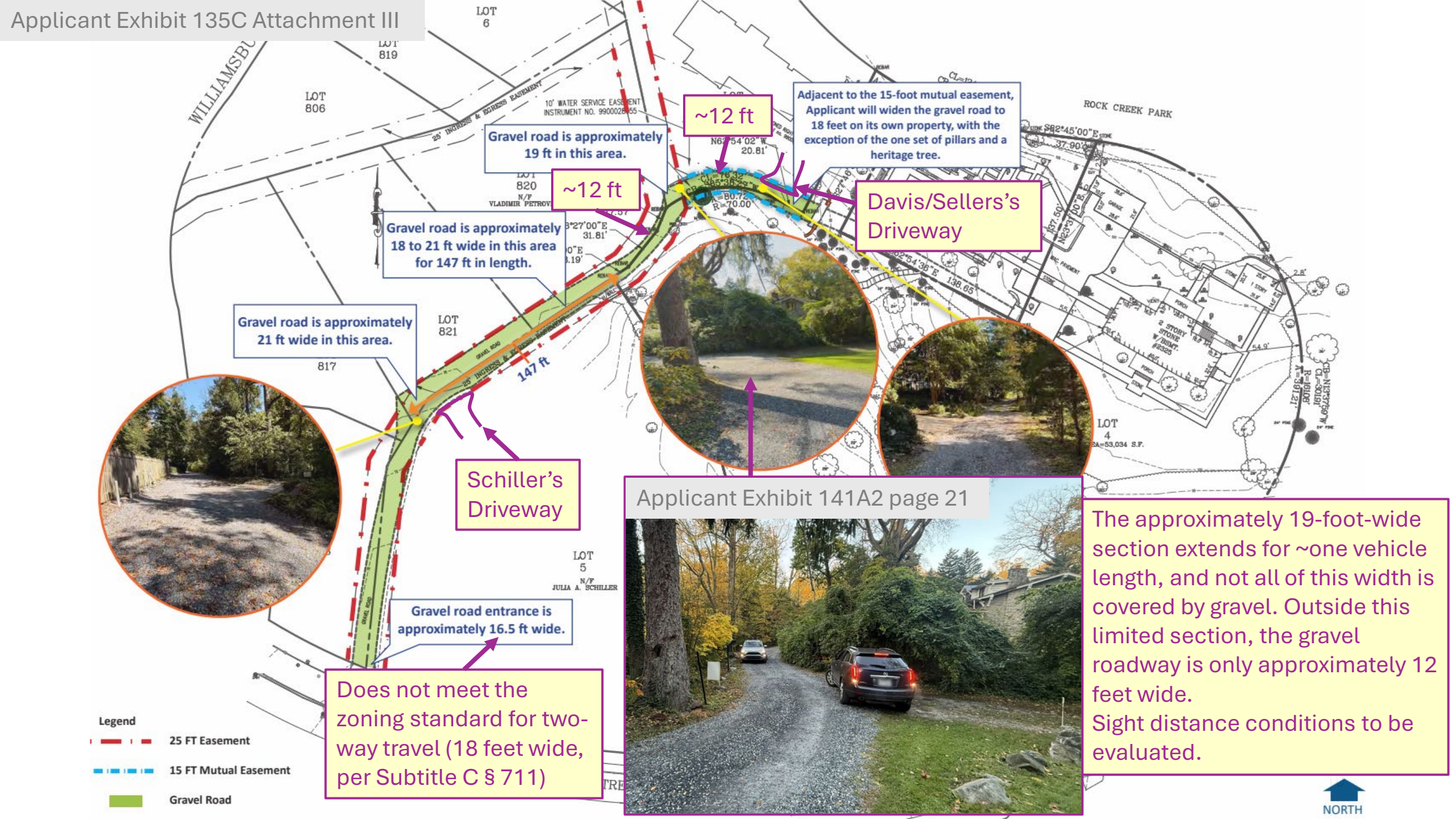
Proposed Programming Not Adequately Accounted For

- Tennis/padel clinics and lessons
- Swimming lessons and fitness classes
- Camps and childcare
- Group dinners once/twice a week (up to 100 members)
- Organized social activities (up to 49 persons)
- Special events (up to six annually)

Recommended condition 1

Prohibit programming: To be consistent with the CPC count, no lessons, classes, Activities, Dinners or Special Events shall be permitted during initial term of Club's use to wait until actual numbers are obtained.

Applicant Exhibit 135C Attachment III



Applicant Exhibit 141A2 page 21

The approximately 19-foot-wide section extends for ~one vehicle length, and not all of this width is covered by gravel. Outside this limited section, the gravel roadway is only approximately 12 feet wide.
Sight distance conditions to be evaluated.

Entrance constraints vary by approach direction and vehicle position



Right-turn entry provides a more favorable approach angle and additional maneuvering space.

Outbound vehicle positioned beyond entrance pillars, providing additional passing clearance.



Both images from Applicant's Exhibit 137C page 19

Symmetra Exhibit 135C Appendix B, Figures B-2 and B-3

Left-turn entry: opposing vehicles encounter constrained clearance at entrance pillars.



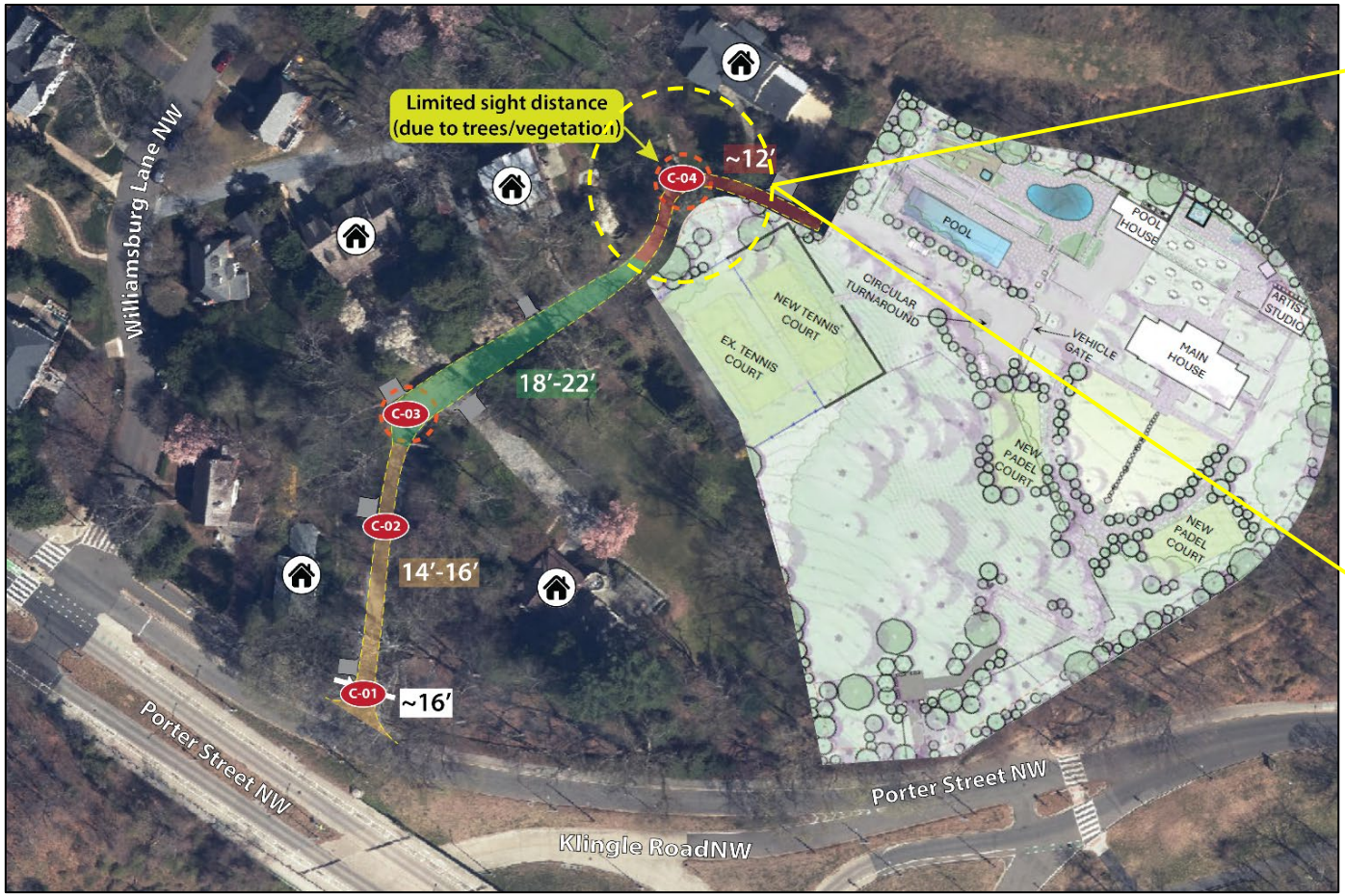
Left-turn entry requires repositioning and a reversing maneuver to negotiate opposing traffic.

Symmetra Exhibit 135C Appendix B, Figure B-4



Vehicle waiting to enter shared gravel road while residential garage is in use.

Existing roadway constraints: C-04



Symmetra Exhibit 135C Appendix B, Figures B-1 and B-7



C-04 | passing area with narrow approaches (inbound view)



C-04 | passing area with narrow approaches (outbound view)

Require a roadway access and operations assessment

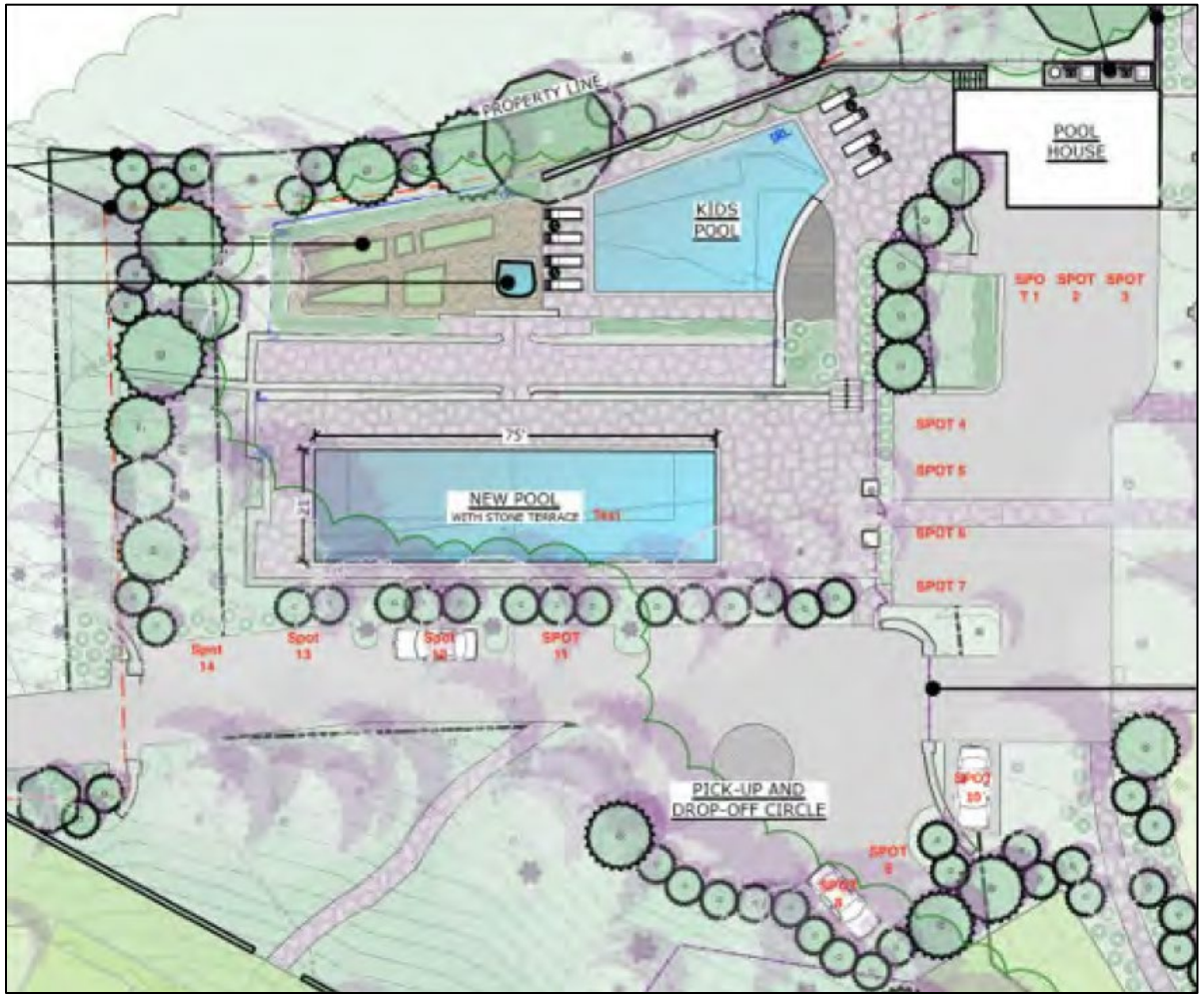


Applicant Exhibit 141A2 page 21

Recommended conditions 2 & 3

2. Roadway Access Assessment: Require an assessment demonstrating that proposed Community Center traffic can be safely accommodated, including opposing vehicles, passing areas, sight distance, potential reversing movements, and pedestrian safety.
3. Residential Access Protection: Prohibit unauthorized use of neighboring private driveways for maneuvering and require procedures to manage opposing traffic without obstructing residential access.

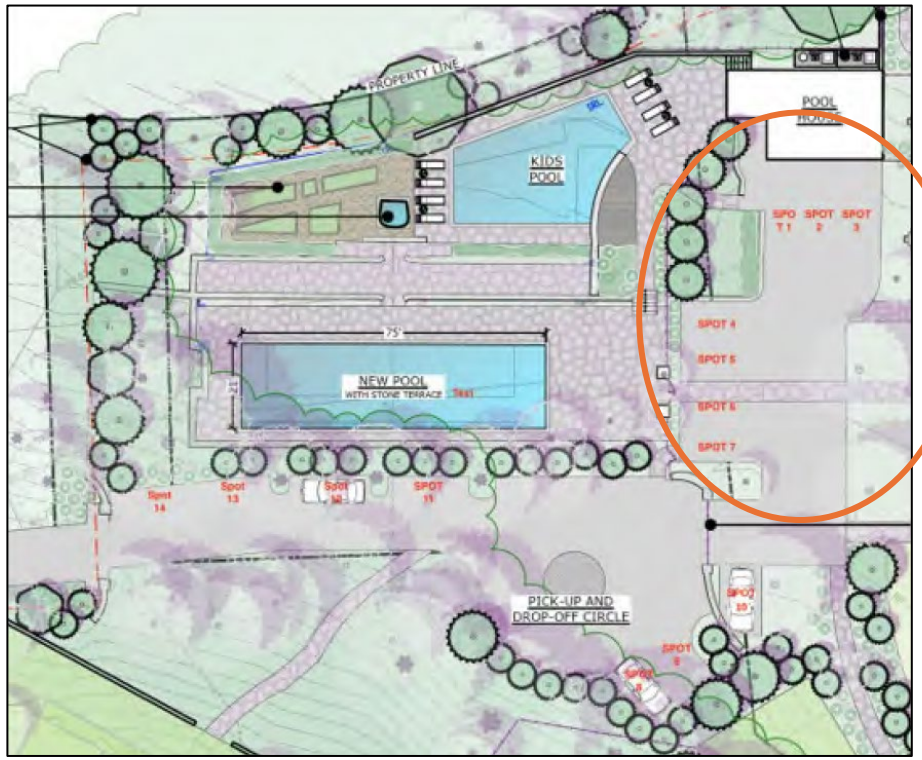
On-site parking



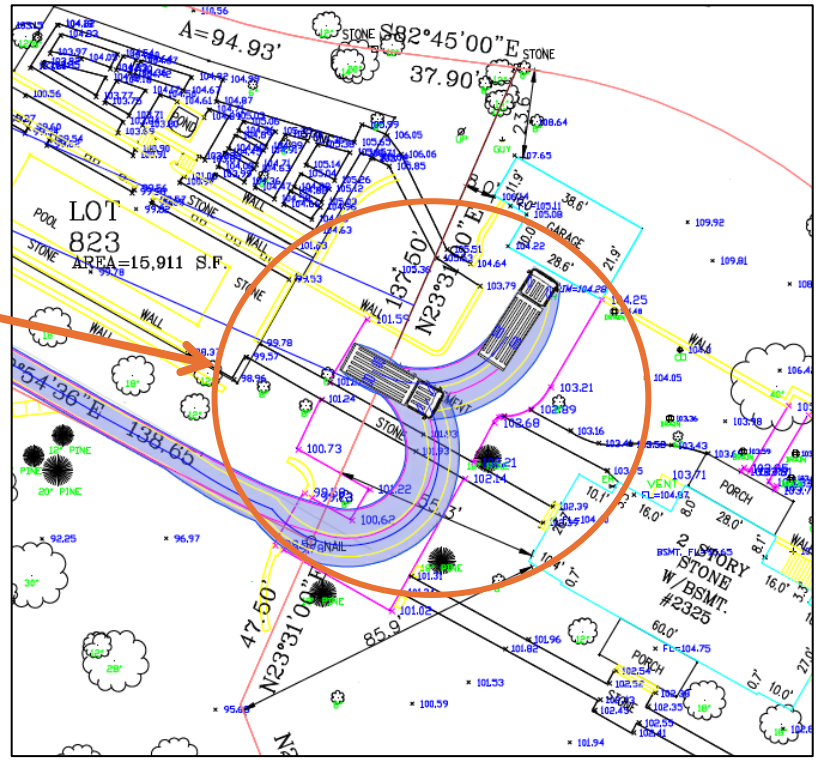
Applicant Exhibit 135C page 12

- Number of staff spaces not specified.
- Number of owners with access to spaces not specified.
- Accessible spaces not detailed.
- Parking allocation and demand assumptions have not been adequately documented.

On-site delivery maneuvering



Applicant Exhibit 135C page 12



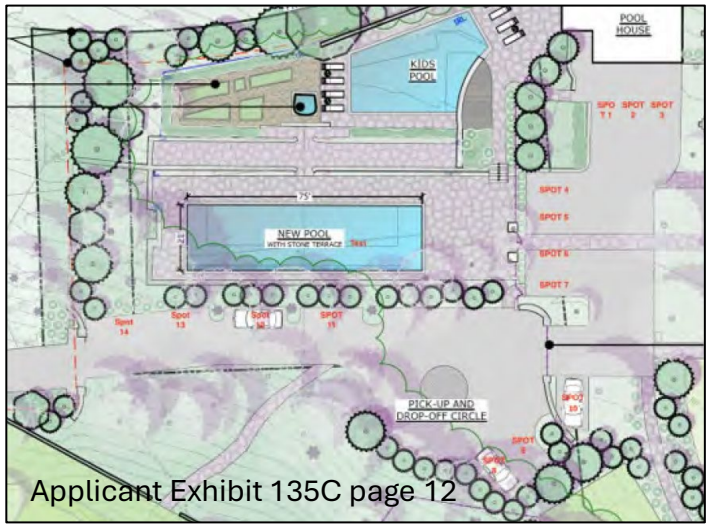
Applicant Exhibit 135C page 47

- Applicant assumes Tuesday-only deliveries while the Club is closed; feasibility of this schedule has not been established
  - Is one delivery/ week sufficient for the café and 100-person dinners?
- Delivery truck maneuvering occupies parking spaces and may conflict with parked vehicles if deliveries occur during Club operations.

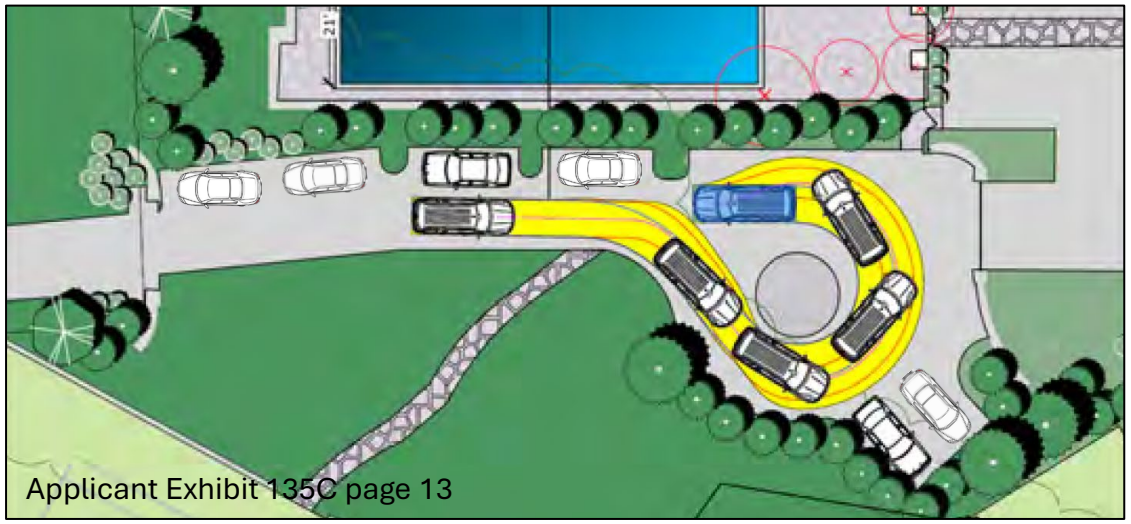
Recommended condition 4

4. Circulation and Parking Plan: Provide a dimensioned plan, parking management plan and plan for parked service/delivery vehicles plus maneuvers.

On-site circulation, parking and pickup/drop-off



Applicant Exhibit 135C page 12


Applicant Exhibit 135C page 13

- One-lane circulation creates potential opposing vehicle conflicts and reversing maneuvers.
- PUDO activity may obstruct access to eight parking spaces on the eastern side of the site.
- Extended dwell times, particularly for passengers loading/unloading children, could block circulation through the turnaround.
- Queues or reversing movements could extend toward the shared gravel road and affect residential driveway access.

Recommended condition 5

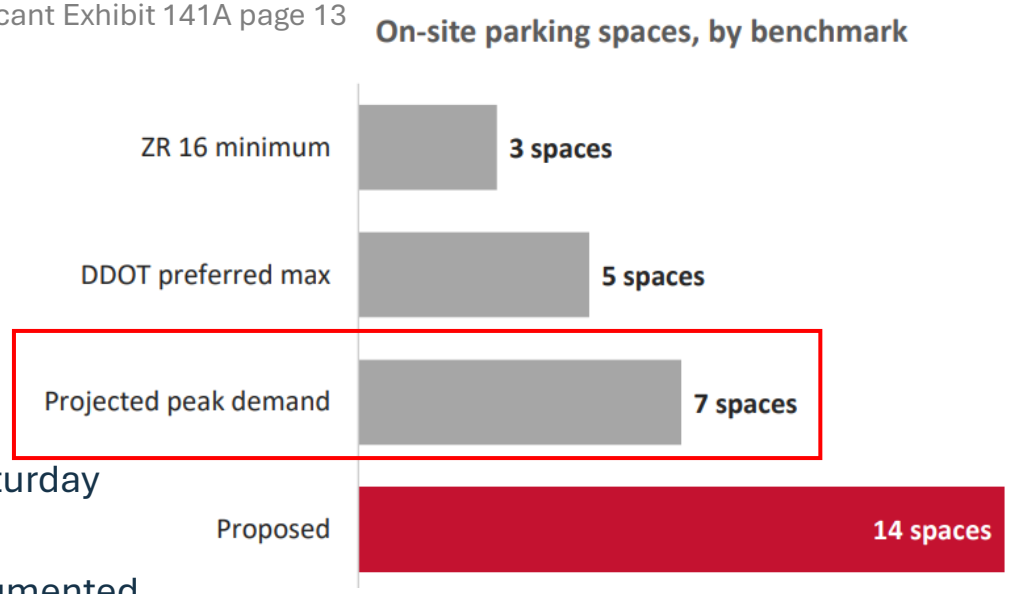
5. Limit On-Site PUDO: On-site PUDO shall be limited to number of vehicle movements that can be accommodated within the turnaround, accounting for passenger dwell times and parking maneuvers, without obstructing circulation, creating queues on the gravel road, or interfering with residential access.

Applicant's parking analysis does not demonstrate cumulative parking demand

Applicant Exhibit 141A page 9

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%

Applicant Exhibit 141A page 13



- Applicant projects max on-street parking demand of only 3 vehicles on Saturday and 4 vehicles on Friday.
- Parking accumulation methodology is unclear; duration of stay is not documented.
- Parking projections appear inconsistent: 7 on-site spaces (5% mode share) versus 3 - 4 on-street spaces(15% mode share).

Recommended condition 6

6. On-Street Parking Assessment: Provide on-street parking assessment accounting for duration of stay. Compare demand with available supply. If demand exceeds parking supply, the Applicant shall reduce activities, programming, and/or membership accordingly.

Porter Street curbside PUDO

- Exhibit 135C page 10 W+A response conflicts with language on page 28 (TMP)
- Porter Street PUDO procedures must be reconciled and evaluated before implementation.

Applicant Exhibit 135C page 10 - Applicant response: Club will not direct or encourage Porter Street PUDO

W+A Response: The Applicant is providing a pick-up/drop-off location on private property to address concerns related to such activity on Porter Street. RCC will not direct or encourage its members pick-up or drop-off passengers on Porter Street near the pedestrian and bicycle entrance. That said, there are no signs prohibiting stopping or standing along Porter Street. As shown in the picture below, there is sufficient space for a vehicle to bypass a vehicle momentarily stopped on the curb.

Applicant Exhibit 135C page 28 - Transportation Management Plan: Porter Street identified for special-event PUDO

- The attendants will turn away unauthorized vehicles. Vehicles dropping off or picking up passengers will be directed to do so on Porter Street. Vehicles wishing to park will be directed to find a nearby space on Porter Street.

Recommended condition 7

7. Evaluate Porter Street PUDO: Confirm use of Porter Street for PUDO, especially for special events. If Porter Street is to be used for PUDO, evaluate PUDO plan per DDOT CTR scoping comment.

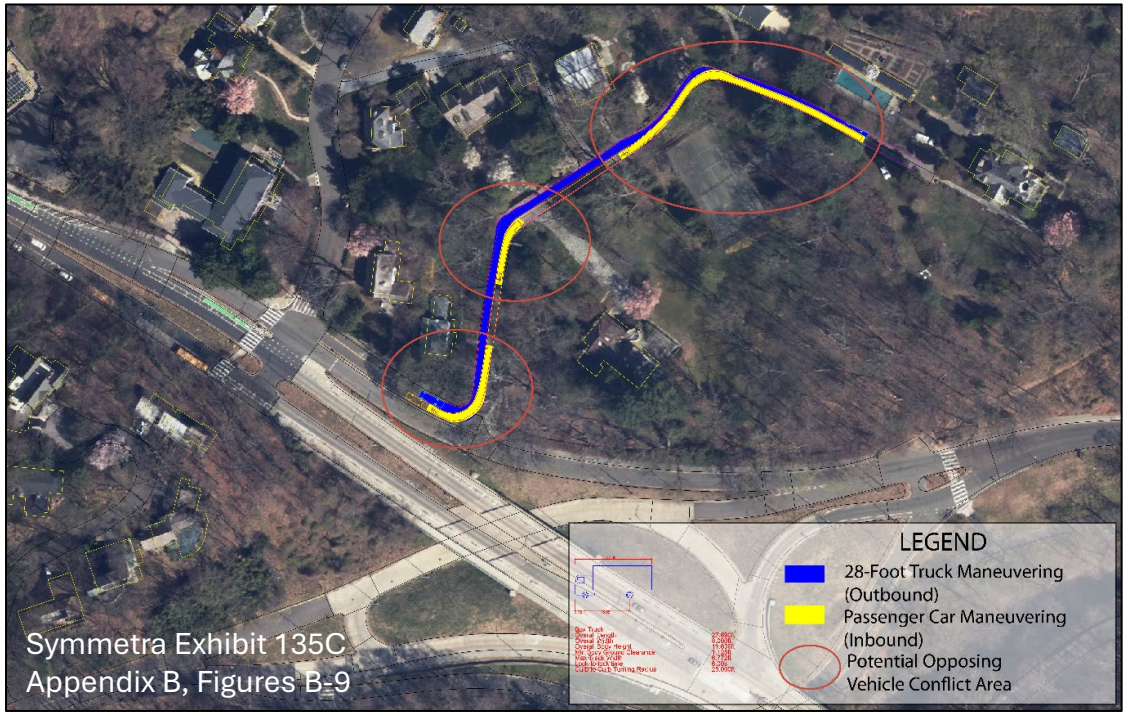
Events and deliveries

Six annual special events	Maximum attendance of 299 identified; associated transportation demand and operating procedures have not been adequately evaluated.
Recurring dinners & social activity	Concentrated arrivals, departures and parking/PUDO have not been evaluated.
Delivery operations	No delivery demand projected; Truck turning paths have not been evaluated within the usable roadway limits.

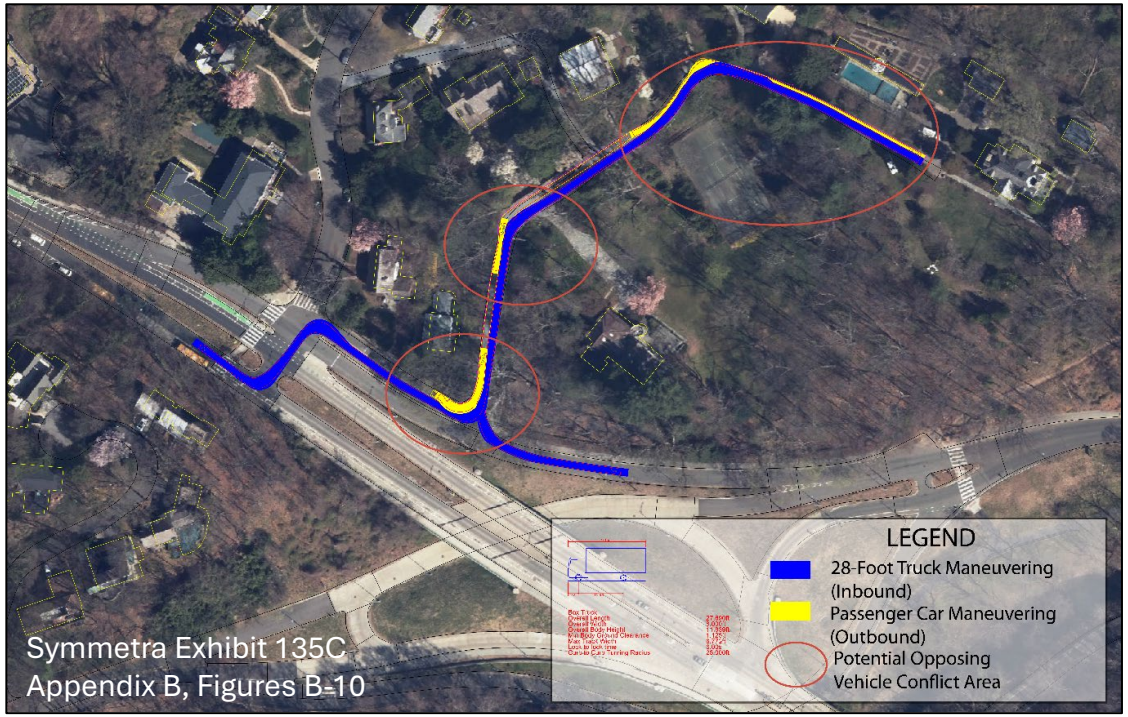
Recommended conditions 8-9

8. Special Events: Exclude special events from initial approval until transportation impacts and a detailed event transportation management plan have been evaluated and approved.
9. Recurring Dinners and Social Events: Require transportation management measures for recurring dinners and social events, including overlapping activities and concentrated arrivals and departures.

Passenger vehicle and delivery-truck conflicts



Inbound Passenger Vehicle and Outbound 28-Foot Truck Maneuvering and Potential Opposing Conflict Areas



Outbound Passenger Vehicle and Inbound 28-Foot Truck Maneuvering and Potential Opposing Conflict Areas

Passenger vehicle and opposing 28-foot delivery truck scenarios

Trash collection

Applicant Exhibit 135C page 23: eight trash/ recycling containers (96-gallon toters) picked up twice a week



Recommended condition 10

10. Service and Trash Operations: The Applicant shall demonstrate loading procedures can be accommodated within the actual physical constraints. The trash arrangements along Porter Street shall be demonstrated without impacting pedestrian access or roadway operations. Any movement of trash containers along the shared gravel road shall be manual.

Performance monitoring

- Daily trip limits do not adequately address concentrated peak-period traffic.
- Monitoring should evaluate directional movements and operating conditions at 15-minute intervals.
- Corrective-action triggers, implementation requirements, and reporting must be enforceable

Recommended conditions 11-13

11. Enforceable Trip Limits: Establish enforceable daily and peak-hour Community Center vehicle-trip limits, with 15-minute traffic monitoring by direction and activity type.
12. Corrective Actions: Require defined corrective-action measures, implementation deadlines, and documented reporting when trip limits are exceeded or access and circulation problems occur.
13. Limited Approval Term: Establish an initial approval term of 1 to 3 years, with monitoring and corrective-action results reviewed before renewal or extension.

1. Restrict organized programming, including classes, recurring dinners and social events, pending transportation evaluation.

2. Require gravel roadway assessment, including passing areas and reversing maneuvers.

3. Prohibit unauthorized use of residential driveways for vehicle maneuvering.

4. Require dimensioned site plan and parking management plan, including evaluation of on-site circulation, one-lane impacts, and maneuvering conflicts.

5. Demonstrate that on-site PUDO can operate without obstructing the gravel road or residential access.

6. Require a parking accumulation analysis accounting for duration of stay. Reduce programming and/or membership if demand exceeds available parking.

7. Require an operational assessment and curbside management plan for PUDO on Porter Street.
8. Exclude six annual special events until transportation impacts are evaluated and a detailed event plan are approved.
9. Require transportation management measures for recurring group dinners and organized social activities, including overlapping programming.
10. Demonstrate feasible delivery and trash operations. Movement of trash containers along the gravel road shall be manual.
11. Establish enforceable daily and peak hour vehicle trip limits, with directional monitoring.
12. Require corrective-action measures, implementation deadlines, and monitoring reports.
13. Establish a limited term approval of 1-3 years, with operational performance reviewed before renewal.

TRANSPORTATION REVIEW

Rock Creek Club

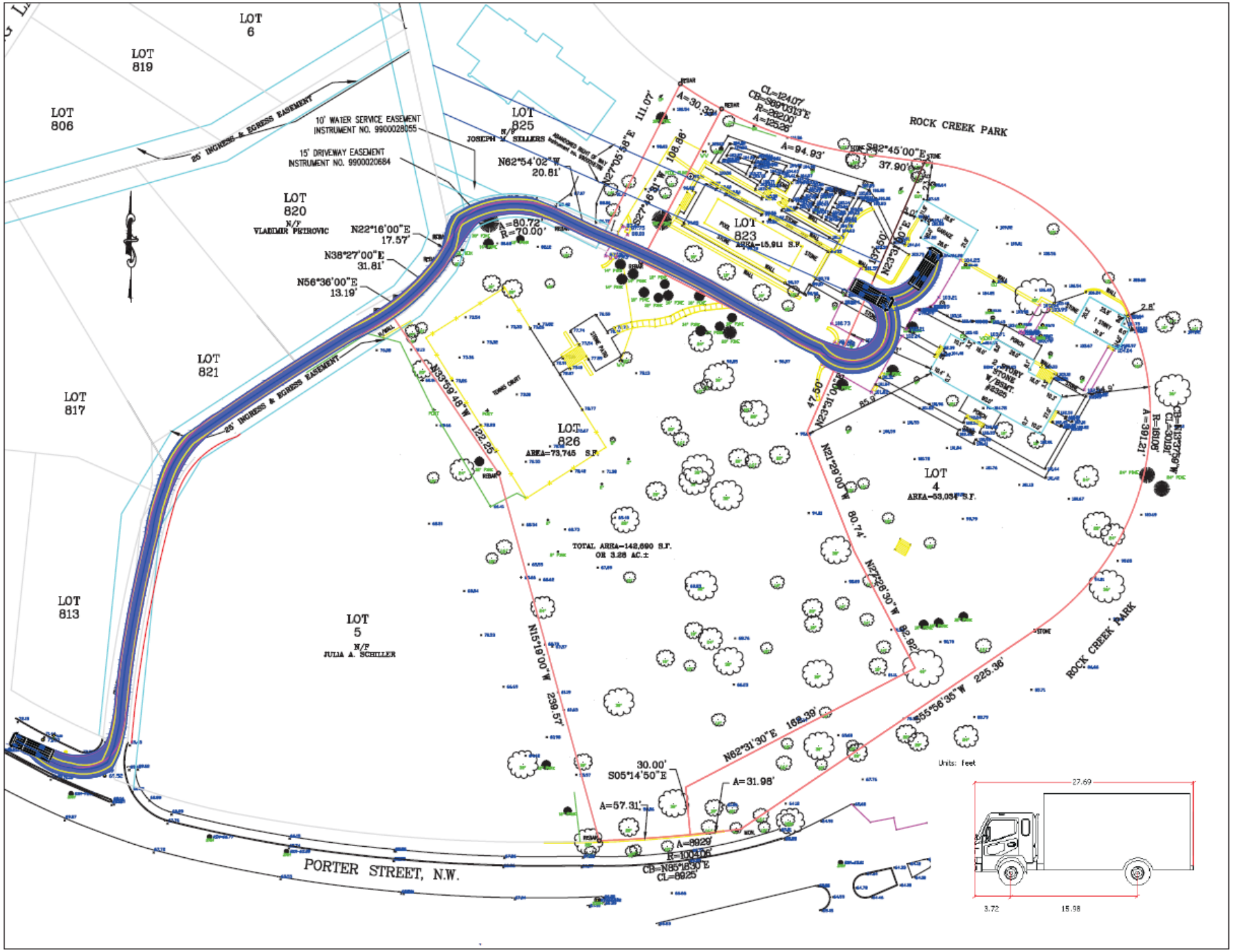
Key Transportation Concerns and Recommended Operating Conditions

BZA Case No. 21510 | 2325 Porter Street NW

Presented by: Nicole White, Principal of Symmetra Design

November 4, 2026

symmetra design



AutoTurn - 28' Box Truck Outbound

DDOT COMMENTS

DDOT 8/31/2026: Under "Existing Site and Description of Action", the PUDO zone will be up to approximately 40 feet. Please reconcile the proposed PUDO length throughout the Scoping Form and figures. The project states that vehicular access will be limited to founding members, members with special access needs, staff, vendors, and emergency vehicles.

W+A Response: After further consideration, the Applicant now proposes PUDO on their property which will be accessed via the gravel road, as noted to the left. A figure showing the PUDO zone is included as Figure 2.

DDOT 9/22/2026: Concur.

Please clearly define the operational controls that will prevent unauthorized/general member vehicle traffic from using the gravel road.

W+A Response: A gate will be installed at the entrance to the subject property that will preclude unauthorized vehicles from entering the property. Additionally, a circular turnaround will be constructed on the property in advance of the gate to allow unauthorized vehicles to turnaround. The circular roadway also will accommodate pick-off/ drop-off traffic. The turnaround area and gate are shown on Figure 2.

DDOT 9/22/2026: Concur.

Please clarify how the proposed pick-up and drop-off operations will be accommodated in the Transportation Statement. In addition, please confirm whether Porter Street NW is a public street and whether it is intended to serve this function.

If reserving curb space along Porter Street is not possible please provide an alternative proposal.

W+A Response: As stated above, following further consideration, the Applicant now proposes to provide PUDO activity on its property, with access to the PUDO area via the gravel road. The Transportation Statement will include a detailed evaluation of the PUDO operation.

DDOT 9/22/2026: Concur.

If the proposed passenger loading area is understood correctly (first screenshot below), the existing width of Porter Street is only 17 ft and it is immediately prior to the roadway diverging. This seems to be too constrained for the addition of a curbside lane along with a travel lane, especially when placed so close to a divergence. If the roadway is too constrained would you propose to widen it?

W+A Response: As stated above, following further consideration, the Applicant now proposes to provide PUDO activity on its property, with access to the PUDO area via the gravel road.

DDOT 9/22/2026: Concur.

Additionally, there is a disconnected sidewalk nearby on Porter Street that crosses what appears to be a disused NPS access road. This is also currently a formally signed hiking trail for Rock Creek Park. How will continued safe pedestrian access be maintained if this becomes a loading area?

W+A Response: Please see the above responses.

DDOT 9/22/2026: Concur.