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MEMORANDUM

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TO: Erkin Ozberk, District Department of Transportation
Madeline Sanders, District Department of Transportation

FROM: Jami L Milanovich, PE
Pejman Bahramipour, AICP

COPY: Adam Vitarello, Rock Creek Club
David Avitabile, Goulston & Storrs

RE: Rock Creek Club (2325 Porter Street NW)
BZA – Case #21510

DATE: October 5, 2026

INTRODUCTION

The Applicant, Rock Creek Club, has filed an application with the District of Columbia Board of Zoning Adjustment (BZA) to convert the property at 2325 Porter Street NW to a private, non-profit community center. The property is located in Square 2224, Lots 0004, 0823, and 0826, and is zoned R-1A. The property is also a designated historic landmark. The site location map is shown on Figure 1.

The proposed Rock Creek Club will be limited to 270 household memberships, all of whom must live in the District, and with at least 85 percent of memberships reserved for families that live within one mile of the property. The main house will be reconfigured to accommodate community center uses, including changing rooms, showers, lockers, a sauna, a treatment room, laundry and mechanical space, a lounge, a small café/bar, a library, a conference room, and open/work space. The guest house/ADU will be converted to a multi-purpose area, and the detached garage will be converted to a pool house. Other on-site improvements include adding racket courts; reconfiguring the existing pool and pool terrace to accommodate a lap pool; and incorporating accessory aquatic amenities such as a children's pool, cold plunge, and/or hot tub. The site plan is shown on Figure 2.

Vehicular access to the site is provided via a gravel road. The gravel road provides vehicular access to 2323, 2325, 2327, 2329, and 2331 Porter Street NW. The project will retain the existing 14 vehicle parking spaces on-site, though some will be reconfigured to accommodate an on-site turnaround, which will serve pick-up/drop-off operations and provide a designated area for vehicles to turn around. On-site parking will be limited to members with special access needs, staff, vendors, emergency response vehicles, and owners of the property. One electric vehicle (EV) charging station will be provided in the parking lot.

The project also proposes a new main pedestrian/bicycle entrance from Porter Street NW, along the southern edge of the property, to direct pedestrian and bicycle traffic away from the gravel road. The majority of members are expected to arrive by bicycle, on foot, and by public transit, using this new pedestrian/bicycle entrance. To accommodate the expected number of bicyclists, 40 short-term bicycle spaces will be provided on-site.

Board of Zoning Adjustment
District of Columbia
CASE NO. 21510
EXHIBIT NO. 21C

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, loading and curbside operations. This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

TRANSPORTATION NETWORK

The site is well situated for multimodal travel, with access to Metrorail, Metrobus, bicycle facilities, regional trails, and an existing sidewalk network. The proposed pedestrian and bicycle entrance on Porter Street will provide a direct connection between the community center and the surrounding multimodal network, while limiting routine member access via the gravel road.

Existing Public Transit Services/Facilities

The site is located within ½ mile of the Cleveland Park Metrorail Station on the Red Line. The station entrances are located on Connecticut Avenue NW between Ordway Street NW and Porter Street NW. The site is also located within approximately ¼ mile of Metrobus Routes C61, C87, and D72. Route C61 is identified as a high-frequency route.

The multi-modal transportation network is shown on Figure 3.

Bicycle Network

The site has strong connectivity to the surrounding bicycle and regional trail network. Bicycle lanes are present along Porter Street NW and Klingle Road NW. The site also connects to the Rock Creek Trail and Western Ridge Trail along Beach Drive NW, the Piney Branch Parkway Trail, and the Klingle Valley Trail. The Klingle Valley Trail is a 0.7-mile multi-use path linking Cortland Place NW to Porter Street NW near Klingle Road NW. Figure 4A shows an approximate 10-minute bicycling catchment area, which covers nearly all of the one-mile radius around the site. Since at least 85 percent of the center's membership must live within one mile of the site, at least 85 percent of the members will live within an approximate 10-minute bike ride of the center. Figure 4B illustrates the connections to the Crestwood, Mount Pleasant, Woodley Park, Cleveland Park, and Forest Hill Neighborhoods. Figure 4C provides a more detailed view of the immediate connections between the subject site and the adjacent bicycle network.

DDOT has identified Porter Street NW west of Connecticut Avenue NW and Park Road NW east of Klingle Road NW as part of its Bicycle Priority Network, with future on-street bicycle lanes planned (but not yet funded) along these corridors.

Pedestrian Network

The subject site is located within a generally connected pedestrian network that facilitates walking to nearby bus stops, Metrorail stations, and surrounding neighborhoods. Although some sidewalk gaps are present in the vicinity of the site, the overall network provides continuous and accessible routes to key pedestrian destinations and transit facilities. Figure 5A shows a 15-minute pedestrian walkshed with the

primary routes to the Crestwood, Mount Pleasant, Woodley Park, Cleveland Park, and Forest Hills neighborhoods highlighted. Figure 5A also shows the pedestrian connections to the nearby Metrobus stops on Porter Street and the Cleveland Park Metro station. Figure 5B provides a more detailed view of the connections between the subject site and the adjacent pedestrian network. Of note, although an approximate 50-foot section of sidewalk is missing on Porter Street, along the National Park Service property frontage immediately east of the subject site, a paved shoulder exists, which allows pedestrians to traverse the sidewalk gap without walking in the travel way.

Safety Evaluation

According to *Vision Zero DC*, the number of crashes involving fatalities and major injuries declined city-wide between 2017 and 2020. After a spike in crashes in 2021, the number of crashes involving fatalities and major injuries again declined with 2025 experiencing the lowest number over the nine-year period. However, the number of fatal and major injury crashes thus far in 2026 exceeds the year-to-date number from 2025.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero 2022 Update* focuses on a Safe System approach to reducing crashes. The Safe System approach includes focus on safe streets, safe people, safe speeds, safe vehicles, and post-crash care. Each component of the Safe System approach is described below:

- The Safe Streets initiative includes the design, construction, operation, and maintenance of the District's roadways.
- The Safe Speeds initiative includes self-enforcing streets, which are streets where the design of the street results in appropriate speeds, automated traffic enforcement, context-sensitive speed limits, and in person speed enforcement.
- The Safe People initiative focuses on education and outreach, enforcement, and legislative rules to ensure all users are traveling safely.
- The Safe Vehicles initiative focuses on both the District's fleet of vehicles and private vehicle safety. The District requires inspections and registration of all District vehicles and has increased fees to register vehicles according to size and weight.
- The Post-Crash Care initiative seeks to enhance the ability for those involved in crashes to survive "through quick and efficient access to emergency medical care, while creating a safe work environment for those first responders."

Within the vicinity of the subject site, Connecticut Avenue is identified as a Tier 2 High Injury Network Corridor. Tier 2 corridors represent the highest priority corridors in each ward (Tier 1 represents the highest priority corridors city-wide). A review of crash data available through Vision Zero DC for the period from September 2023 through September 2026 within Advisory Neighborhood Commission (ANC) 3C, where the project site is located, identified the following fatal and major injury crashes:

- Two fatal-injury crashes: One involved a driver of a vehicle and one involved a motorcyclist. The motorcycle fatality occurred on Connecticut Avenue NW between Beach Drive NW and Cathedral Avenue NW, approximately 0.9 mile from the project site. The driver fatality occurred at 2600 Rock Creek Drive NW, approximately 1.0 mile from the project site.

- Fifteen major-injury crashes: Six involved pedestrians, two involved bicyclists, one involved a passenger of a motor vehicle, and six involved drivers of motor vehicles.

It should be noted that no fatal or major injury crashes have occurred within ¼ mile of the project site since January 1, 2020. Within approximately ¼ mile of the site, one vehicle crash and one pedestrian crash resulted in minor injuries.

Improvements and strategies proposed by the Applicant are expected to further the Vision Zero goals, as indicated below:

- Encouraging non-auto modes of transportation by providing limited vehicle parking, providing significant bicycle parking, and creating a new entrance exclusively for the use of pedestrians and bicyclists.
- Providing an on-site pick-up/drop-off area on the property.
- Accommodating delivery vehicles on site and limiting the size of vehicles to those that can turn around on-site thereby providing front-in/front-out access via the public roadway.

SITE CHARACTERISTICS

Site Access

The existing property is accessed from Porter Street via a gravel road that also provides access to 2323, 2327, 2329, and 2331 Porter Street NW. Under the proposed project, on-site parking will be limited to members with special access needs, staff, vendors, emergency response vehicles, and owners of the property. A circular turnaround roadway will be constructed on the property at the top of the gravel road, in advance of the vehicular gate.

The project will establish a new exclusive pedestrian/bicycle entrance directly from Porter Street NW along the southern edge of the property. The new entrance is intended to direct the majority of member pedestrian and bicycle traffic away from the gravel road. The site circulation is illustrated in Figure 6.

The community center's operating hours will be as follows:

- Monday, Wednesday, and Thursday: 7:00 AM to 9:00 PM,
- Friday: 7:00 AM to 10:00 PM,
- Saturday: 8:00 AM to 10:00 PM,
- Sunday: 8:00 AM to 9:00 PM.

The facility will be closed on Tuesdays for maintenance, deep cleaning, trash pickup, deliveries, and other operational upkeep. Trash and recycling are proposed to be stored outside of the Artist Studio. It is anticipated that trash will be picked up on Porter Street near the proposed pedestrian/bicycle entrance twice per week during off peak hours (between 10:00 AM and 4:00 PM). Most delivery and service vehicles will access the property on Tuesdays when the community center is closed.

Vehicular Parking

As indicated in the *District of Columbia Zoning Regulations of 2016* (ZR16), Subtitle C, §705.3, "A historic resource shall not be required to provide additional parking spaces for a change in use without expansion." Notwithstanding the provision above, the minimum vehicle parking requirements from §701.5 are presented below along with DDOT's Preferred Parking Maximum Ratios.

Table 1
Vehicle Parking Requirements

Component	Required		Proposed
	Minimum†	Maximum (¼ to ½ mi of Metro)	
Institutional (8.693 kSF of GFA)	1.67 spaces/kSF in excess of 5 kSF = 1.67 * (8.693-5) = 6 spaces * 0.5 (Metro Redux)† = 3 spaces	90% of § 701.5 = 0.9*6 = 5 spaces	14 spaces

† Per subtitle C, §702.1 (a) and (c), the minimum vehicle parking requirement shall be reduced by 50% for any site located within ½ mile of a Metro station or ¼ mile of a high frequency bus route.

The existing site contains 14 on-site vehicle parking spaces, and no change to the parking supply is proposed though a few spaces will be reconfigured to accommodate the proposed circular turnaround on the property.

Bicycle Parking

Per ZR16, Subtitle C, §802.4, historic resources are not required to provide additional bicycle parking spaces for a change in use where the gross floor area of the building is not expanded. The minimum bicycle parking requirement from §802.1 is nonetheless presented in Table 2 for reference.

Table 2
Bicycle Parking Requirements

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Institutional (8.693 kSF of GFA)	1 sp per 7.5 kSF 8.693 kSF/7.5 = 2 spaces†	1 sp per 2.5 kSF 8.693 kSF/2.5, but no less than 8 spaces = 8 spaces	---	40 spaces

† Per §802.3, all properties with a long-term bicycle parking requirement are required to provide at least 2 spaces.

Although bicycle parking is not required for the project because it is a historic resource, 40 short-term bicycle parking spaces will be provided, which significantly exceeds the number of spaces that would be required were the site not a historic resource. Locations of the proposed bicycle parking are shown on Figure 6.

Although showers and lockers are similarly not required for the project since it is a historic resource, approximately five showers and 100 lockers will be provided.

Loading

Per ZR16, Subtitle C, §901.5(c), "Historic resources shall not be required to provide additional loading for a change in use without expansion." Furthermore, even for a non-historic building, no loading is required for institutional use with less than 30,000 square feet of GFA.

Most delivery and service vehicles will access the property on Tuesdays when the community center is closed. Loading and delivery vehicles will use the gravel road and will be limited to parcel delivery vehicles (e.g., FedEx, UPS, and Amazon) and box trucks up to 28 feet in length. These vehicle types are consistent with the delivery vehicles that currently access the site and other residences along the existing gravel road. Delivery vehicles will access the subject site via the existing gravel road and will utilize the on-site parking area to turn around, allowing vehicles to enter and exit the site front-first without the need to back onto the gravel road. Based on the anticipated vehicle types and existing delivery activity in the area, the site is expected to accommodate delivery vehicles in a manner consistent with current truck access to the gravel road and subject site. AutoTURN vehicle tracking diagrams illustrating the ingress and egress of a 28-foot box truck and a typical delivery vehicle are provided in Attachment B.

Trash and recycling are proposed to be stored outside of the Artist Studio. Trash will be picked up along the Porter Street site frontage. Trash collection will be provided by a private waste management company on Tuesdays and Fridays during non-peak periods (e.g. between 10 AM and 4 PM). On collection days, trash containers will be wheeled to the pedestrian entrance for pickup and returned to the site following collection. No trash containers will be stored or left on public property.

TRIP GENERATION

Mode Split

The proposed mode splits for the Rock Creek Club were developed based on a 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 documented in NRPA's article, *How Are People Getting to Their Local Park?*, which is based on a 2023 survey, and NRPA's *2025 Engagement with Parks Report.* The initial mode split assumptions were subsequently adjusted to reflect the project's urban context and the limited amount of on-site vehicle parking proposed. At DDOT's recommendation, *Ride-hailing vs. Public Transport: Comparing Travel Time Perceptions Using Revealed Preference Data from Washington, DC* and the American Public Transportation Association's (APTA) *Travel Like a Local* Summer Travel Survey also were reviewed. Pertinent data and information from each source are summarized in Attachment C.

The derived mode splits are summarized in Table 3, which also provides additional detail within the automobile category to account for the different travel patterns anticipated for the project. Specifically, automobile trips are categorized as (1) ride-hailing and private-vehicle drop-off/pick-up trips, such as a

parent dropping off an older child; (2) trips made by individuals who drive and utilize the on-site parking supply; and (3) trips made by individuals who drive and may utilize available on-street parking in the vicinity of the site, including along Porter Street NW.

Table 3
Mode Split Summary

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

Person-Trip Generation

Person-trip generation for the proposed community center was developed from observed count data collected at a comparable facility, as no ITE land use category adequately represents a membership-limited private community center of this type.

Entrance counts were conducted at the Cleveland Park Club, a comparable private membership community center also located in ANC 3C on Friday, July 24, 2026 from 7:00 AM to 8:00 PM and Saturday, July 25, 2026 from 8:00 AM to 8:00 PM capturing the weekday and weekend peak hour activity periods for this use. Weather conditions on both days were favorable, with sunny skies and temperatures in the mid-80s, providing good conditions for data collection. Counts were collected at the club's two entrances, where every person entering and exiting the facility was observed and recorded. Count data is included in Attachment D.

The Cleveland Park Club serves 160 member households; the proposed Rock Creek Club is limited to 270 member households. Accordingly, a ratio of 1.69 was applied to the observed person trips to estimate person trip generation for the proposed Rock Creek Club. The person trip generation for both is shown on Table 4A.

Table 4A
Anticipated Person-Trip Generation

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
Cleveland Park Club Person Trips (160 HH[1] Memberships)[2]	34	17	51	21	19	40	31	30	61	25	17	42
Rock Creek Club Person Trips[3] (270 HH Memberships)	57	29	86	35	32	67	52	51	103	42	29	71

Notes:
1 HH = household.
2 Cleveland Park Club membership provided by the Club.
3 Person trips calculated by applying a factor of 1.69 (ratio of Rock Creek Club members to Cleveland Park Club members).

As shown in Table 4A, the proposed Rock Creek Club is expected to generate 86 person-trips during the weekday AM peak hour of the adjacent street, 67 person-trips during the weekday PM peak hour of the adjacent street, 103 person-trips during the weekday peak hour of the facility, and 71 person-trips during the Saturday peak hour of the facility.

Trip Generation by Mode

The mode splits summarized in Table 3 were applied to the anticipated person-trips for the Rock Creek Club, summarized in Table 4A, to determine the number of trips by mode. The resulting trip generation, by mode, for the proposed development is shown in Table 4B.

As shown in Table 4B, the proposed facility is expected to generate 13 vehicle-trips during the weekday AM peak hour of the adjacent street, 11 vehicle-trips during the PM peak hour of the adjacent street, 17 vehicles during the weekday peak hour of the facility, and 11 vehicle-trips during the Saturday peak hour of the facility. Importantly, not all of these vehicle trips would use the gravel road. Trips on the gravel road during the peak hour of the facility are expected to be just 12 vehicle trips (one trip every 5 minutes).

Table 4B
Anticipated Trip Generation by Mode

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.

Pick-up/Drop-off Evaluation

As identified in Table 4B, the number of vehicles picking up or dropping off passengers at the facility is expected to be low. The proposed on-site circular turnaround can accommodate three vehicles in a single lane. The maximum number of hourly vehicles picking up or dropping off passengers is five during the weekday peak hour of the facility. Assuming five vehicles arrive at random times within the peak hour and each stays for approximately five minutes, the probability of more than three vehicles being in the area at the same time is approximately one percent. Even under a conservative 10-minute dwell time, a fourth vehicle would be present only about six percent of the time. In that case, the brief wait would occur on the subject property, since four additional vehicles can be queued between the circle and the gate.

PARKING ANALYSIS ALONG PORTER STREET NW

Although a small proportion of trips are expected to be made by vehicles who will not have the ability to park on-site, an on-street parking study was undertaken to assess the availability of on-street parking along Porter Street NW. Parking occupancy and availability data were collected on Tuesday, September 1, 2026, representing a typical weekday, and Saturday, September 12, 2026, representing weekend conditions. Weekday parking observations were conducted hourly between 8:00 AM and 6:00 PM to capture AM and PM peak hour conditions as well as the anticipated peak hour of the facility. Saturday parking observations were conducted hourly from 1:00 PM to 6:00 PM to capture the Saturday peak hour of the facility. The parking count data are provided in Attachment E. As shown on Figure 7, the parking analysis was limited to Porter Street within approximately ⅓ mile of the site.

The graphics that follow summarize parking availability along Porter Street NW throughout the observation periods for both weekday and weekend conditions. It should be noted that multiple, overlapping Rosh Hashana services were held at the nearby Adas Israel Congregation (2850 Quebec Street NW) between 8:15 AM and 2:00 PM on Saturday, September 12th. Additionally, combined afternoon and evening prayer services were held from 6:00 to 7:00 PM. As a result, certain parking locations experienced higher parking demand than would typically be expected on a Saturday. Accordingly, the Saturday observations provide a conservative representation of parking conditions in the vicinity of the site during the observation period.

As shown in Exhibit 1, a total of 43 on-street parking spaces were observed along Porter Street NW within approximately ⅓ mile of the site. Throughout the weekday observation period, the number of occupied spaces ranged from approximately 24 to 33 spaces, while the number of available spaces ranged from approximately 10 to 19 spaces. The highest observed occupancy occurred at 5:00 PM, when 33 spaces were occupied and 10 spaces remained available.

Exhibit 1
Occupied vs Available Parking Spaces by Hour
(within 1/3 mile)

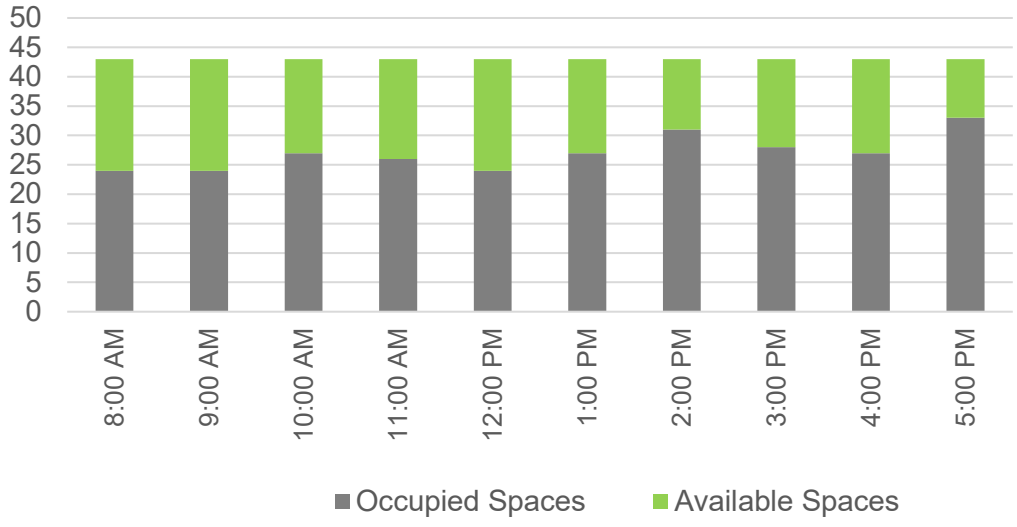
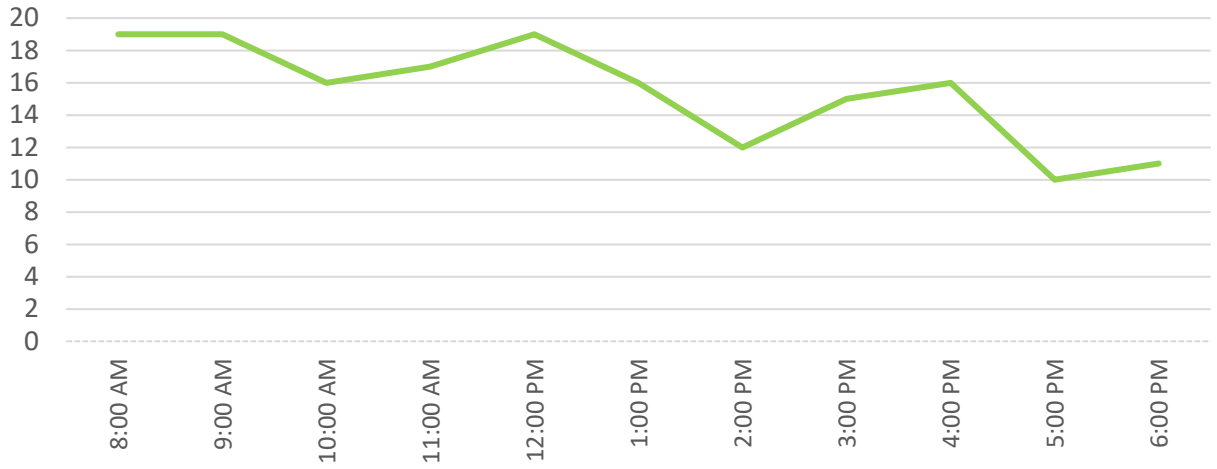


Exhibit 2 further illustrates that the number of available spaces varied throughout the day, with the greatest availability observed at 8:00 AM, 9:00 AM, and noon (19 spaces) and the lowest availability observed at 5:00 PM (10 spaces). Overall, the weekday observations indicate that on-street parking remained available along Porter Street NW throughout the 8:00 AM to 6:00 PM observation period, including during the period of highest observed parking occupancy.

Exhibit 2
Total Available Spaces by Hour During Weekday
(within 1/3 mile)



As shown in Exhibit 3, a total of 43 on-street parking spaces were observed along the study segments of Porter Street NW during the weekend observation period. The number of available spaces generally increased throughout the afternoon, reaching 10 spaces at 5:00 PM and 13 spaces at 6:00 PM. As previously stated, Rosh Hashana services at Adas Israel Congregation overlapped with the data collection period. As a result, parking demand observed in the area is expected to be higher than would typically be expected on a Saturday.

Exhibit 4 further illustrates this trend, showing that the total number of available spaces increased from 1:00 PM to 6:00 PM, with availability remaining at approximately 13 spaces at 6:00 PM. Overall, the weekend observations indicate that on-street parking along Porter Street NW remained available after services at Adas Israel Congregation concluded at 2:00 PM.

Exhibit 3
Occupied vs. Available Parking Spaces by Hour
(within 1/3 mile)

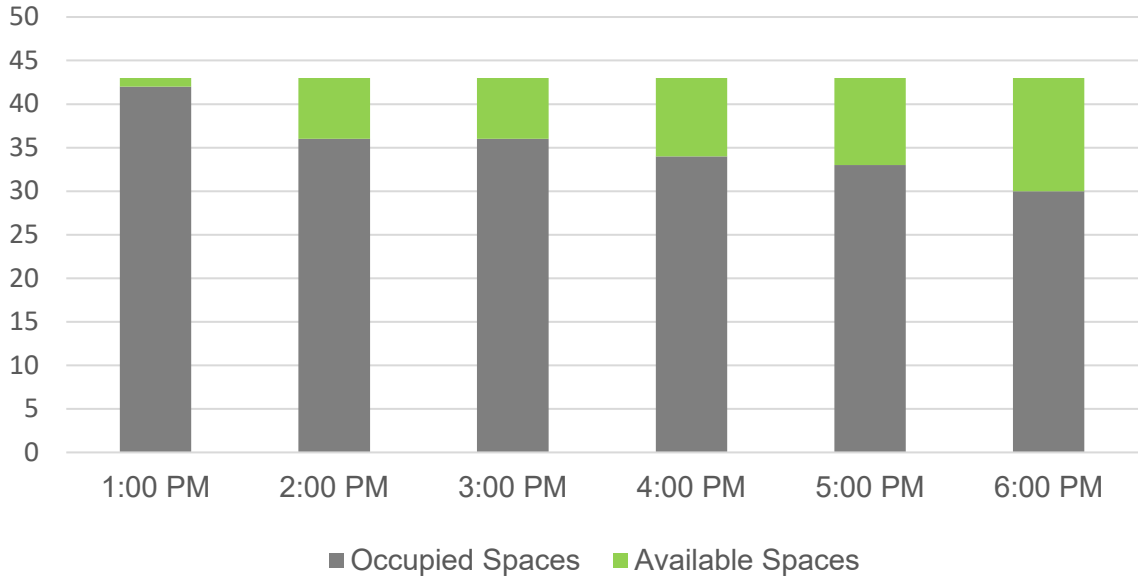
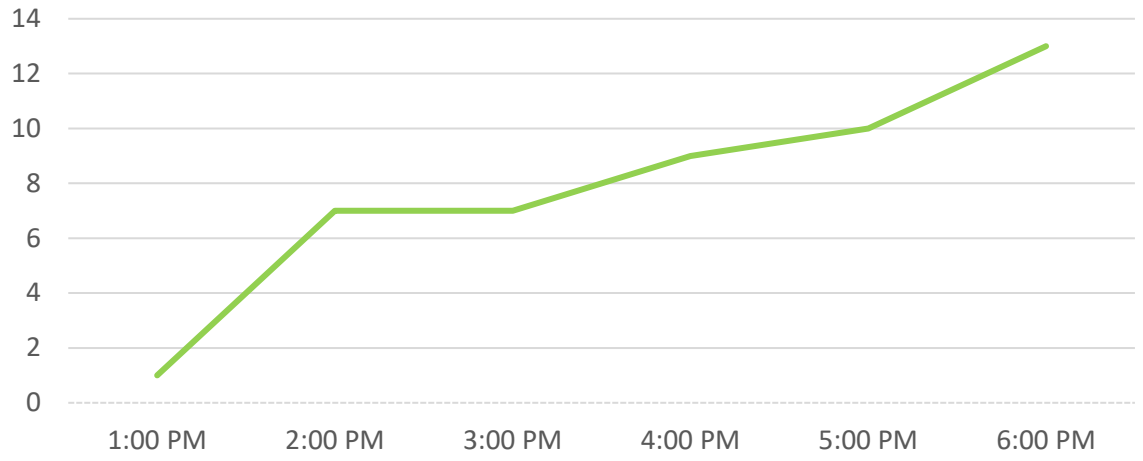


Exhibit 4
Total Available Spaces by Hour During Saturday
(within 1/3 mile)



TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to a set of strategies aimed at reducing vehicle trips and encouraging the use of alternative modes of travel, including walking, bicycling, transit, and ridesharing. The Rock Creek Club's membership structure, proximity to transit, prevalent walking and biking infrastructure, and direct pedestrian and bicycle access support TDM strategies focused on encouraging and facilitating alternatives to driving. Although TDM planning is most commonly associated with office, residential, and other trip-intensive land uses, the following strategies have been tailored to the Rock Creek Club to reduce the need for single occupant vehicles while supporting safe and convenient multimodal access to the site. The proposed baseline TDM measures for the project are outlined below.

- The Applicant will provide members with information regarding transportation alternatives to driving through its website, member communications, or other appropriate digital means. At a minimum, this information will identify nearby Metrorail stations, Metrobus stops, Capital Bikeshare locations, and other relevant transportation options, as applicable.
- The Applicant will promote the direct Porter Street pedestrian/bicycle entrance as the preferred access for members arriving by non-auto modes.
- All members will be strongly discouraged from parking on Williamsburg Lane. The Club will also support, including by letter to DDOT, any petition by Williamsburg Lane residents to establish Residential Permit Parking on the block.
- The rules and regulations will prohibit unauthorized vehicles from parking at the property. Authorization to park on the site will be limited to members with special access needs, staff, vendors, emergency response vehicles, and owners of the property.
- The Applicant will notify members in advance of known scheduled events that are anticipated to reduce the availability of on-street parking along Porter Street NW (such as holiday services at Adas Israel Congregation). Members will be encouraged and reminded to utilize alternative modes of transportation, including available transit services, bicycling, and walking, to minimize parking demand and reduce the potential impact on on-street parking along Porter Street NW.
- The Applicant will notify members during the application process and send periodic reminders throughout the year that a gate is installed at the entrance to the subject property and that on-site parking is limited to authorized members and users. The circular turnaround located within the subject property, in advance of the gate, allows vehicles to safely turn around without entering the gated area and also accommodates pick-up and drop-off activity.
- The project will provide 40 short-term bicycle parking spaces, five showers, and 100 lockers to support and encourage bicycling and other active travel modes.
- One EV charging station will be provided on-site.
- The Applicant will monitor member travel behavior and transportation conditions, as appropriate, and oversee the implementation of the project's TDM measures. The Applicant will coordinate with DDOT and goDCgo, as appropriate, regarding applicable TDM requirements, strategies, and any future modifications to the TDM measures.

CURBSIDE MANAGEMENT AND PUBLIC SPACE

As shown on Figure 8, both Porter Street frontages currently are unsigned with no curbside uses or restrictions designated. No changes to the curbside use are proposed in conjunction with the project.

CONCLUSIONS

This Transportation Statement evaluates the transportation elements associated with the proposed conversion of 2325 Porter Street NW to the Rock Creek Club, a private, non-profit community center limited to 270 household memberships. The project introduces a new pedestrian/bicycle entrance from Porter Street along the southern edge of the property to support the substantial share of trips expected to occur by walking and bicycle. The Applicant proposes to construct a circular turnaround roadway on their property to provide a designated area for vehicles to turn around. This circular turnaround roadway also will accommodate pick-up and drop-off activity. Below is a summary of the findings of the evaluation.

- As a neighborhood-serving center (with at least 85 percent of members required to live within one mile of the center, and all members residents of the District), the Rock Creek Club will be well situated to capitalize on a robust walking and bicycling network that already serves the site and the neighborhoods surrounding it. This network includes bicycle lanes along Porter Street NW and Klingle Road NW and connections to several regional trails. Connection to these facilities will be facilitated by a new pedestrian/bicycle entrance on Porter Street NW along the southern edge of the property.
- The site also is served by the Cleveland Park Metrorail Station within ½ mile of the site and Metrobus service within approximately ¼ mile, including the high-frequency C61 route.
- The proposed community center is expected to generate low levels of vehicle traffic. Based on observed activity at a comparable private membership community center and the proposed 270-household membership limit, the project is expected to generate approximately 13 vehicle trips during the weekday AM peak hour of the adjacent street, 11 vehicle trips during the PM peak hour of the adjacent street, 17 vehicle trips during the Friday peak hour of the facility, and 11 vehicle trips during the Saturday peak hour of the facility.
- Vehicular access to the site is provided via a gravel road. The gravel road provides vehicular access to 2323, 2325, 2327, 2329, and 2331 Porter Street NW. On-site parking at the facility will be limited to members with special access needs, staff, vendors, emergency response vehicles, and owners of the property. The proposed primary pedestrian and bicycle entrance along Porter Street NW will direct the majority of member pedestrian and bicycle activity away from the gravel road. As a result, traffic along the gravel road is anticipated to reach a maximum of approximately 12 vehicle-trips during the peak hour of the facility (or one vehicle every five minutes, on average). Throughout the day, the average traffic volume on the gravel road is expected to be approximately three vehicle-trips per hour.
- The proposed community center will strongly discourage members and guests from parking along Williamsburg Lane, as well as from using the gravel road to access on-site parking, except for the limited group of users specifically permitted to do so.

- Most member trips are anticipated to occur by non-auto modes. The project's location, membership structure, proximity to transit, and direct pedestrian and bicycle access support walking, bicycling, transit, and other alternatives to driving. Additionally, the Applicant has committed to a number of TDM strategies to promote non-auto modes of transportation and manage limited vehicular travel to the site.
- The project will provide 40 short-term bicycle parking spaces, approximately five showers, and approximately 100 lockers, substantially exceeding the bicycle parking, shower, and locker requirements that would otherwise apply to the site if it were not a historic resource. These facilities will support and encourage bicycle commuting and other non-auto travel.
- The Applicant will construct a circular turnaround roadway on the property at the top of the gravel road to provide a designated area to accommodate pick-up and drop-off activity.
- An on-street parking occupancy analysis along Porter Street NW indicated that on-street parking remained available along Porter Street NW throughout both weekday and weekend periods. Based on these observed conditions, the existing on-street parking supply along Porter Street NW provides available parking capacity to accommodate some members who may need to park in the vicinity of the site, as needed.
- The proposed project is not expected to result in adverse transportation impacts to the surrounding area. The limited membership, low anticipated vehicle-trip generation, substantial use of non-auto modes, and proposed pedestrian, bicycle, and TDM measures are expected to support safe and efficient transportation operations in the vicinity of the site.

S:\Projects - s drive\9000-9499\9468 Rock Creek Club Tran Svs\Documents\Transportation Statement\2325 Porter Street Transportation Statement Final (10-5-26).docx

FIGURES

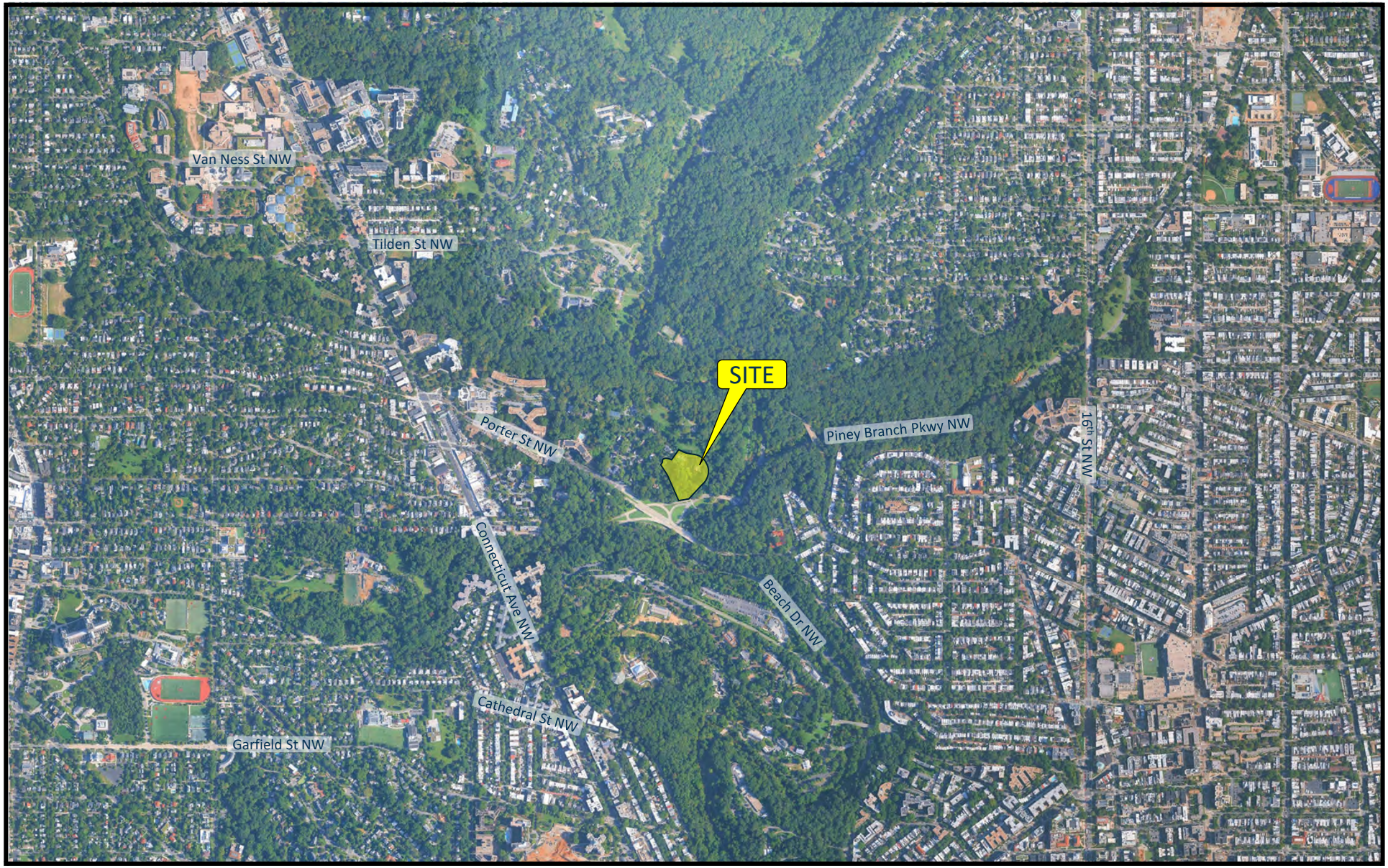


Figure 1
Site Location

NORTH

2325 Porter Street NW
Washington, DC



Figure 2
Site Plan

NORTH

2325 Porter Street NW
Washington, DC

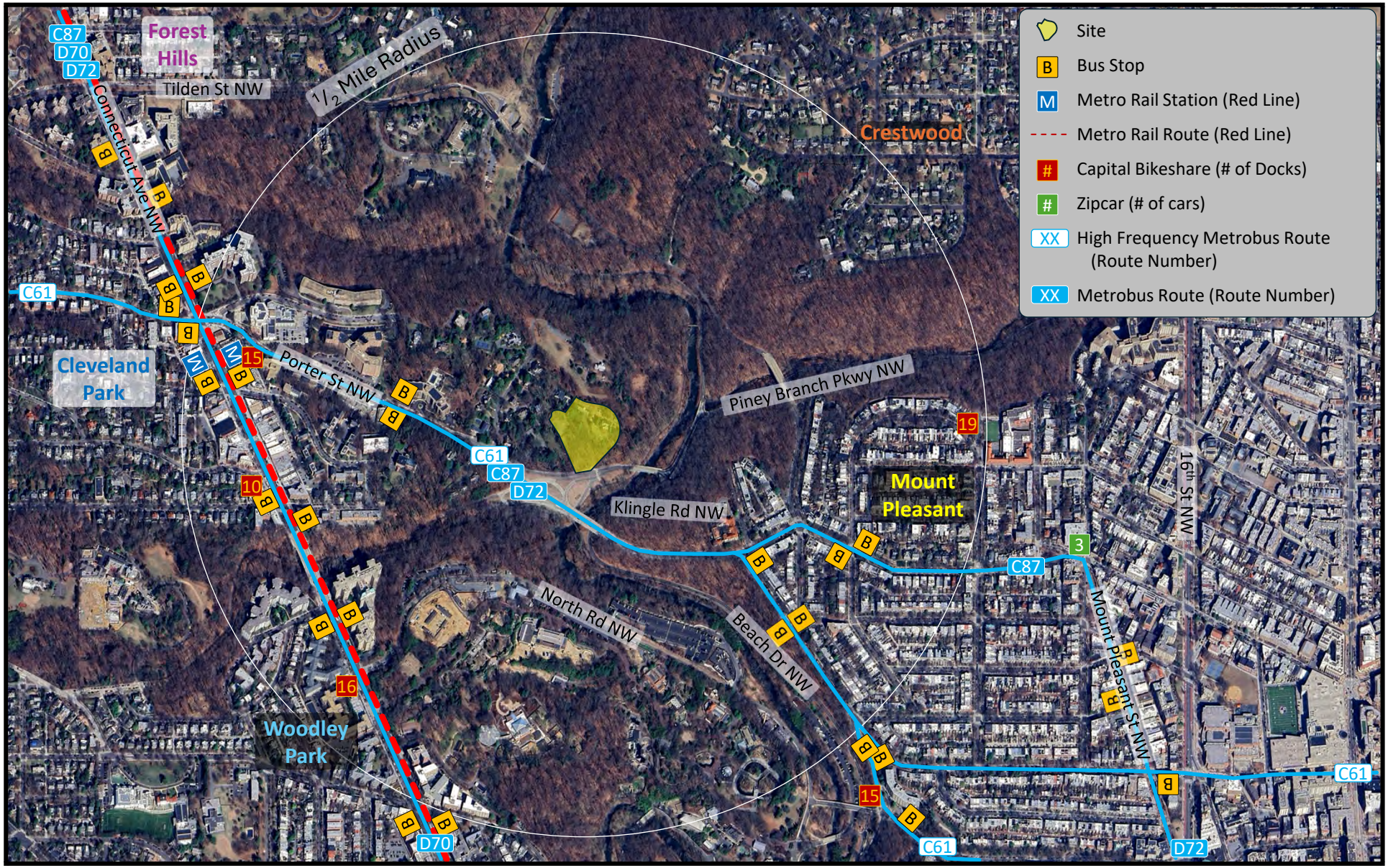


Figure 3
Multi-modal Transportation Network

NORTH

2325 Porter Street NW
Washington, DC

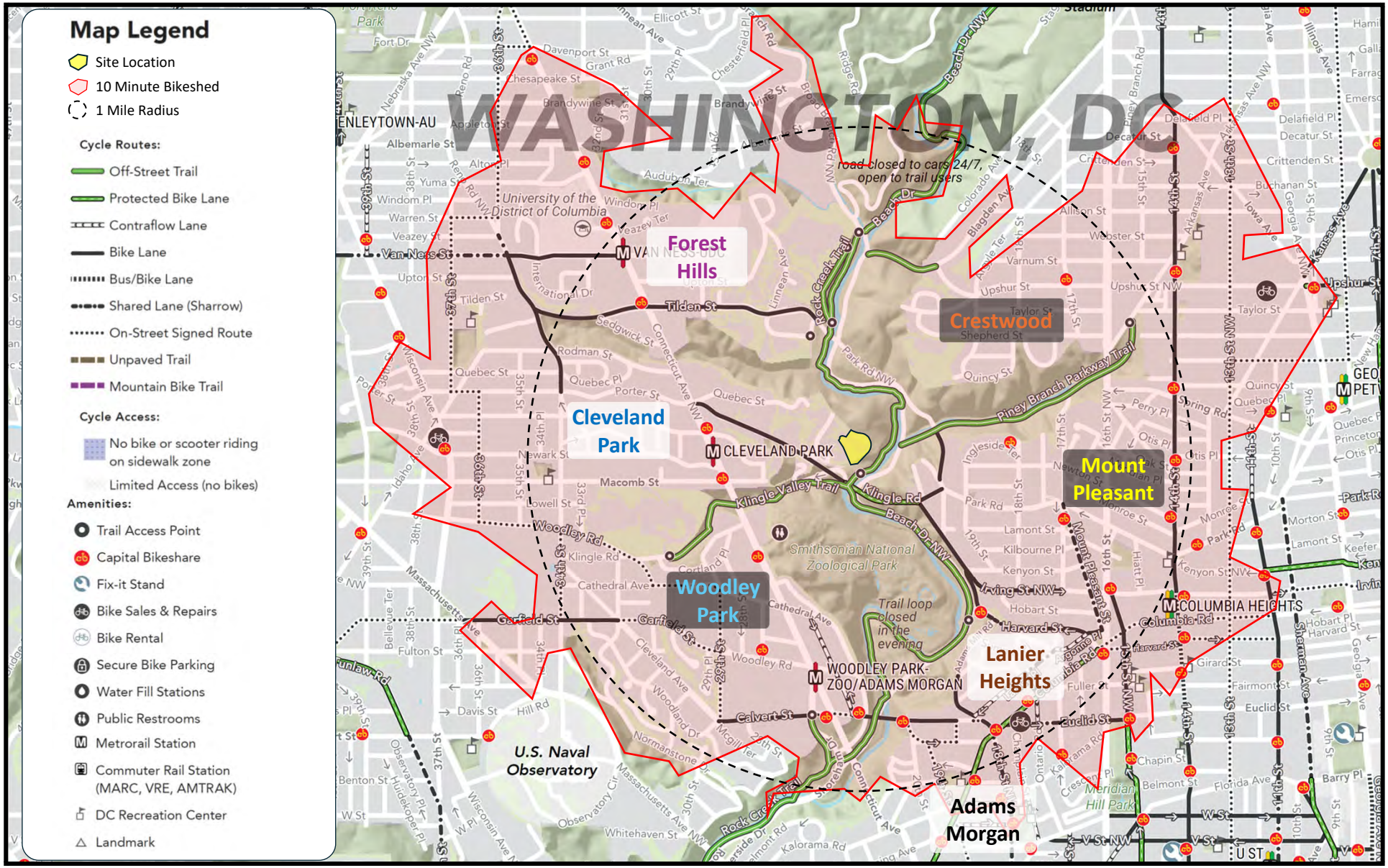
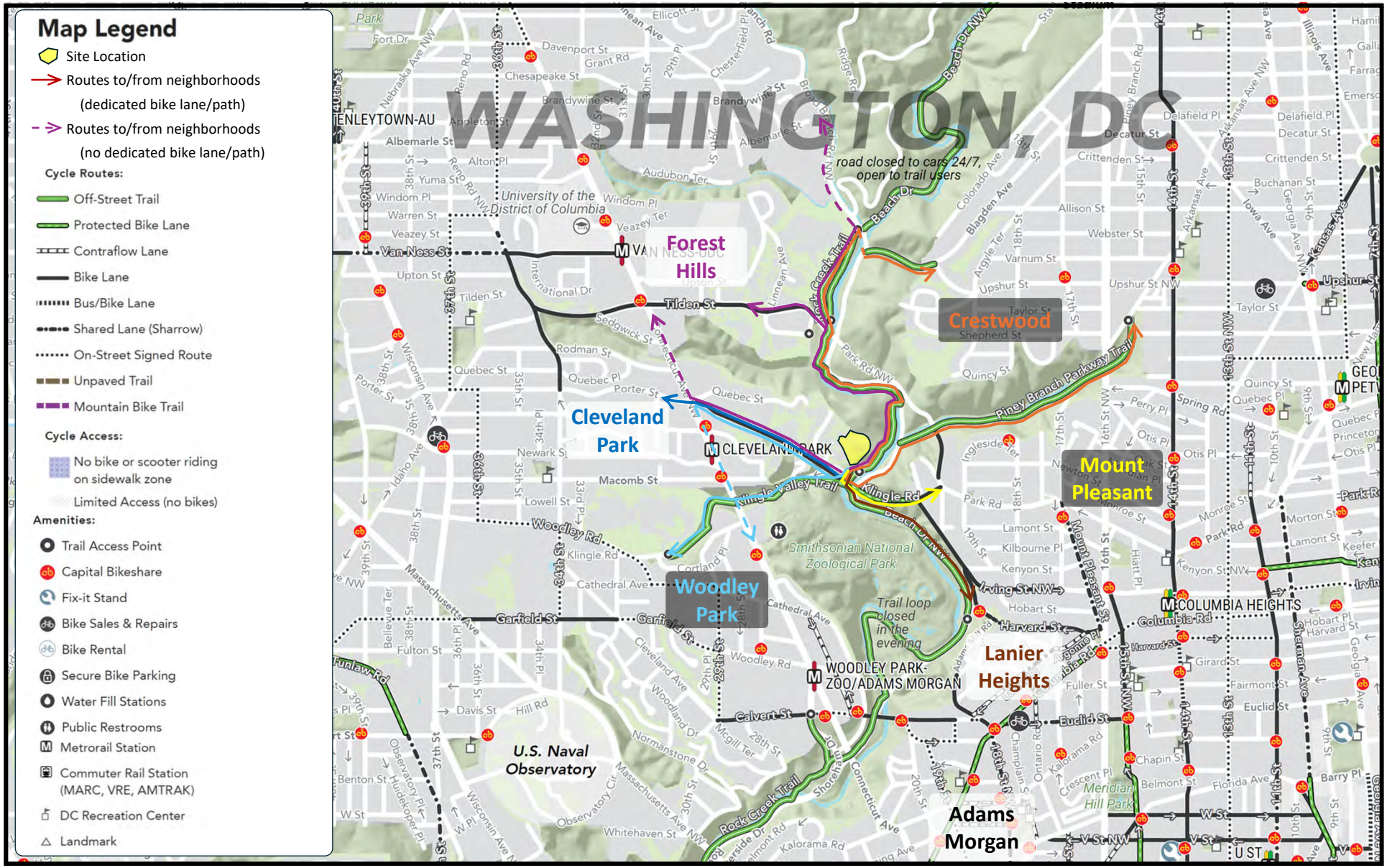


Figure 4A
Bicycle Network
10 Minute Bikeshed

NORTH

2325 Porter Street NW
Washington, DC

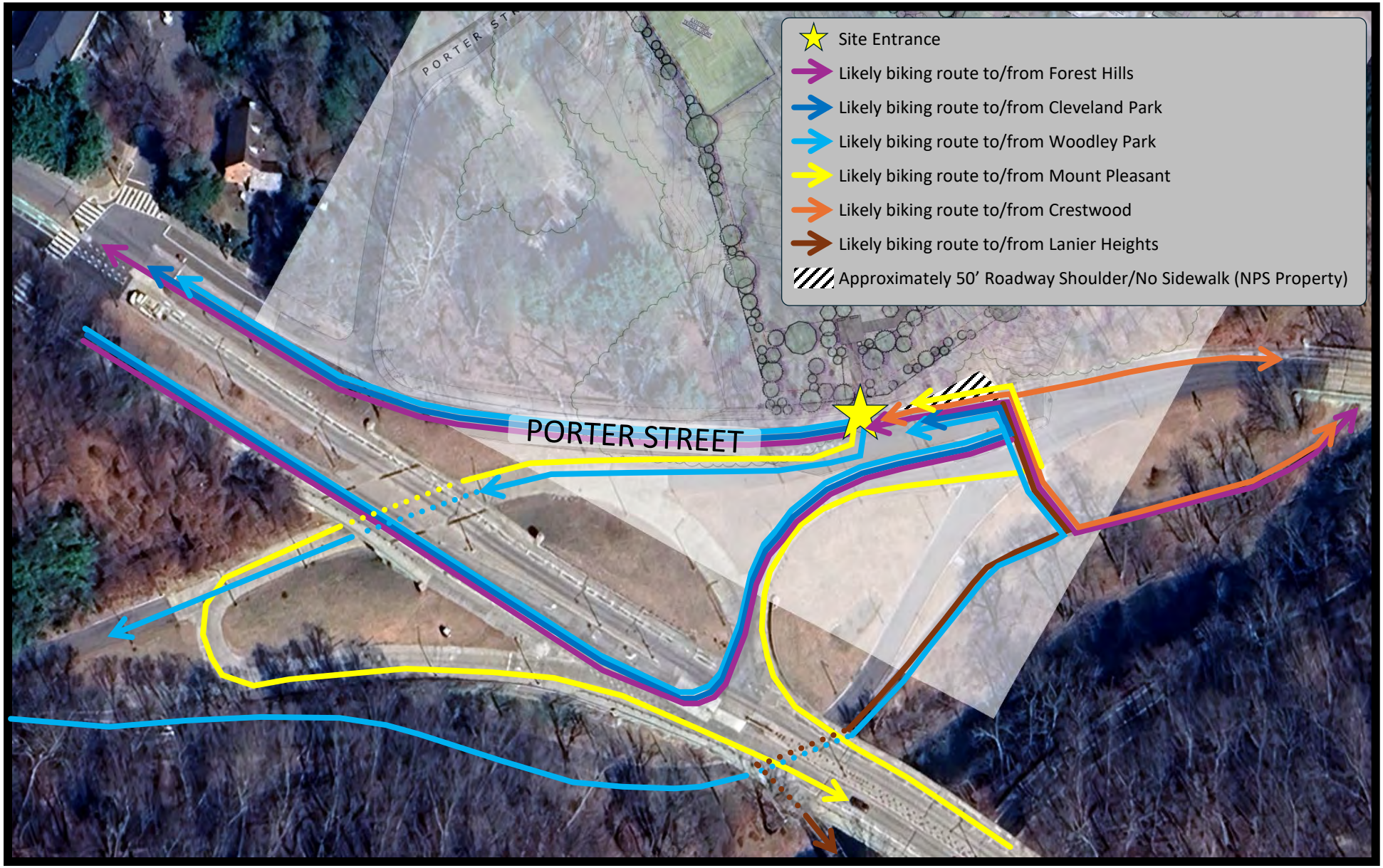


Route colors correspond to neighborhoods

NORTH

Figure 4B
Bicycle Network
Likely Routes to Adjacent Neighborhoods

2325 Porter Street NW
Washington, DC



*The location of the site plan overlay is approximate due to the angle of the aerial photograph.

Figure 4C
Bicycle Network – Site Connections

NORTH

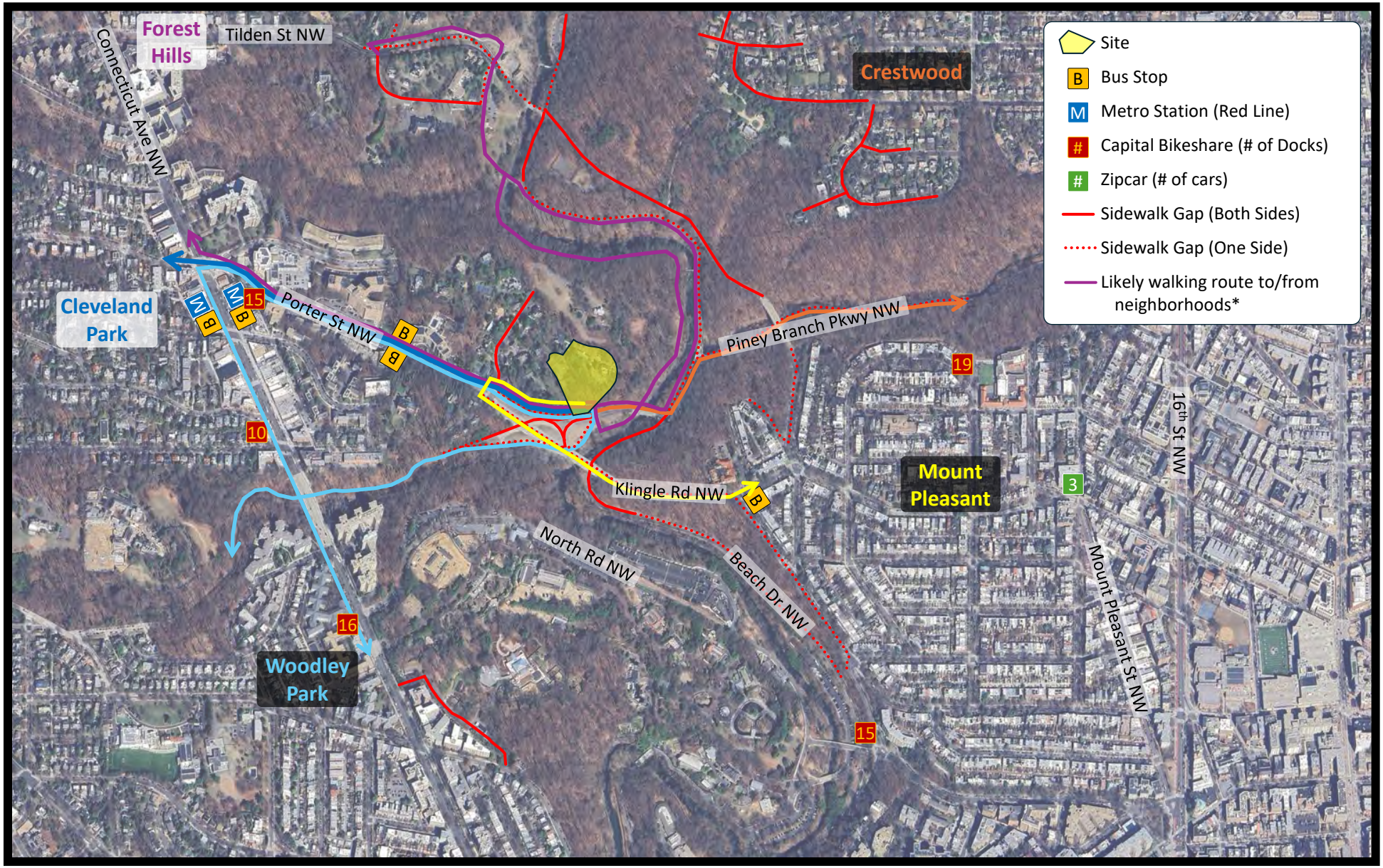
2325 Porter Street NW
Washington, DC



Figure 5A
Pedestrian Network
15 Minute Walkshed

NORTH

2325 Porter Street NW
Washington, DC

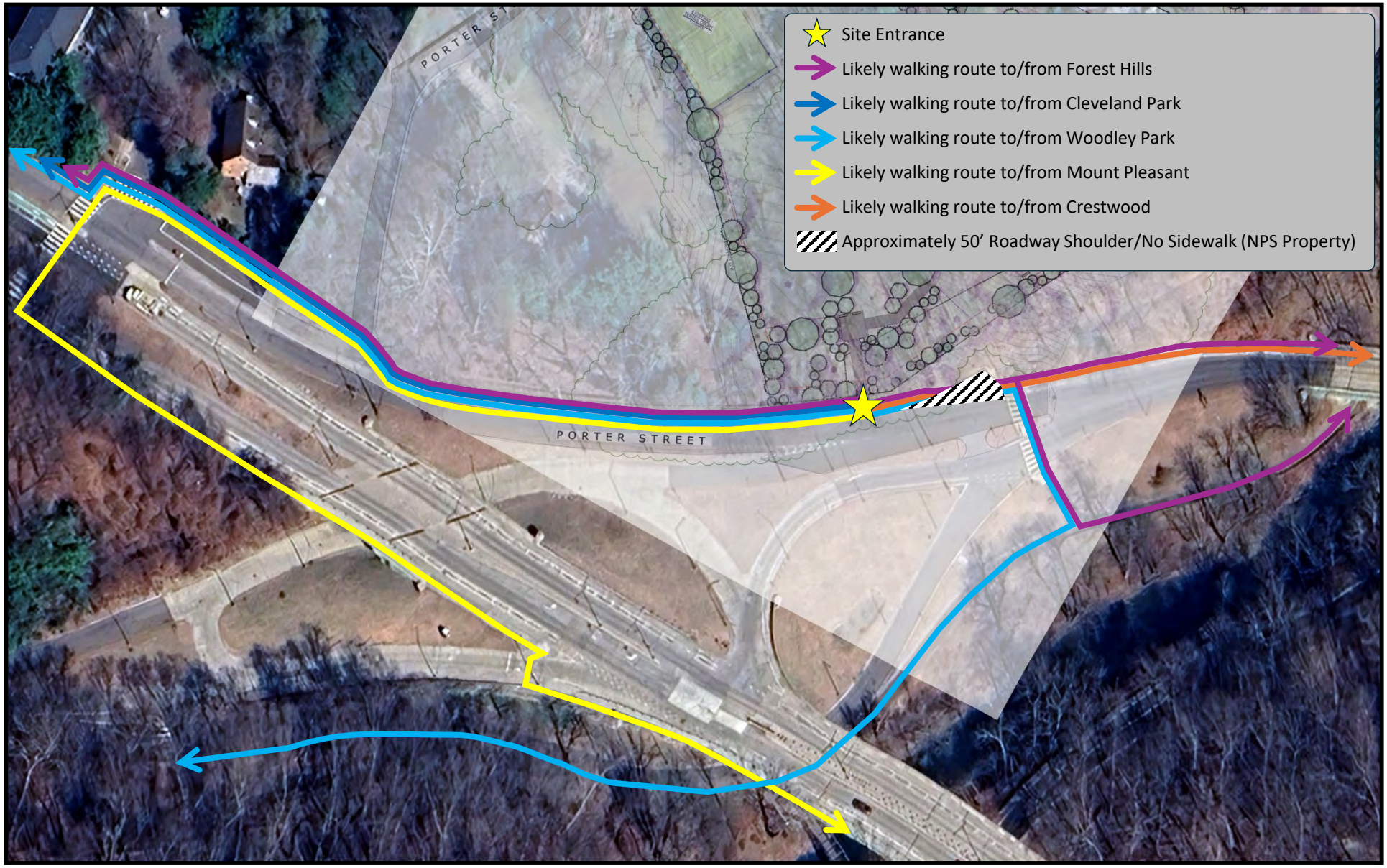


**** Route color corresponds to neighborhood***

Figure 5B
Pedestrian Network
Likely Routes to Adjacent Neighborhoods

NORTH

2325 Porter Street NW
Washington, DC



*The location of the site plan overlay is approximate due to the angle of the aerial photograph.

Figure 5C
Pedestrian Network – Site Connections

NORTH

2325 Porter Street NW
Washington, DC



Figure 6
Site Circulation

Potential Bike Storage Locations (exact locations to be determined)
Vehicular Access
Pedestrian/Bicycle Access

NORTH

2325 Porter Street NW
Washington, DC

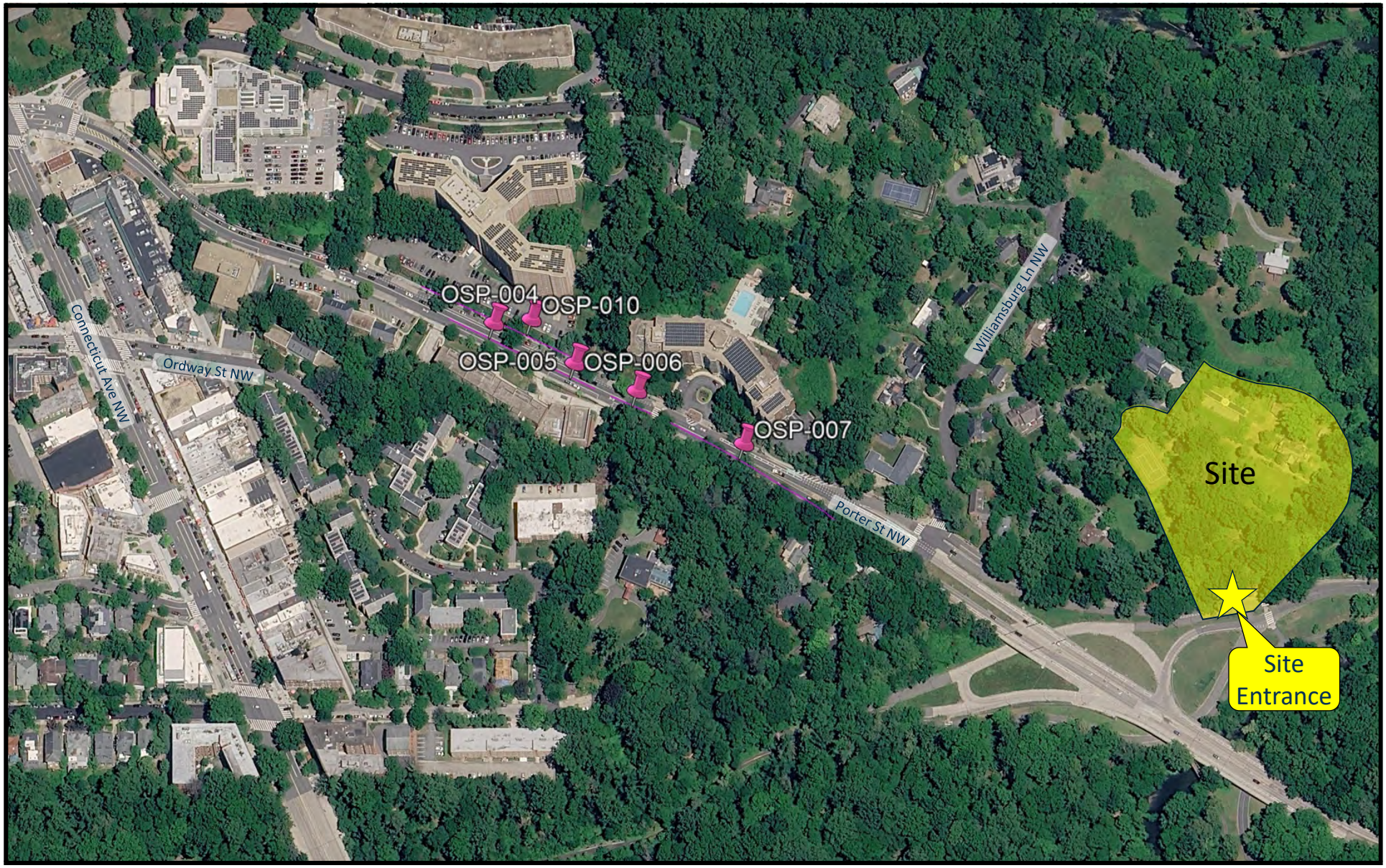


Figure 7
On-Street Parking Count Locations

NORTH

2325 Porter Street NW
Washington, DC



Figure 8
Existing Curbside Management

NORTH

2325 Porter Street NW
Washington, DC

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: 8/07/2026
DDOT Case Manager: Madeline Sanders, Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: 8/31/2026
Date Scoping Form Finalized: 9/22/2026

Project Overview	**Proposed Development Program**
Project Name: Rock Creek Club	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): BZA – Case #21510	**Residential (dwelling units):**
Applicant/Developer Name: Adam Vitarello (adam.vitarello@gmail.com)	**Retail (square feet):**
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	**Office (square feet):**
Land Use Counsel and Contact Info: David Avitabile (Goulston & Storrs, davitabile@goulstonstorrs.com)	**Hotel (rooms):**
Site Street Address: 2325 Porter St NW, Washington, DC 20008	**Other:** Institutional (non-profit Private Community Center – limited to 270 household memberships)
Site Square & Lot: Square 2224, Lots 0004, 0823, and 0826	**# of Vehicle Parking Spaces:** 14
Current Zoning and/or Overlay District: R-1A	**# of Carshare spaces:** N/A
Estimated Date of Hearing: Anticipated November 2026	**# of Electric Vehicle Stations:** One EV Station

ANC/SMD No. & SMD Commissioner Name: ANC 3C06 (vacant) – Janell Marie Pagats, Chairperson (3C@anc.dc.gov)	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): NA	**Long-term / Short-Term spaces:** 40 ST
DDOT Livability Study (if applicable): NA	**Showers / Lockers (non-residential):** +/- 5 showers and +/- 100 lockers
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: The site is located within ½ mile of the Cleveland Park Metrorail Station. The site is located within ¼ mile of the Metrobus C61 High Frequency Route.	**Loading Berths/Spaces:** No loading berths/spaces are required.

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

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

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

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

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

☐ **Other, specify:** _____

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

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

The subject property is located at 2325 Porter Street NW (Square 2224, Lot 0004, 0823, and 0826), Washington, DC 20008, within the R-1A zone, and is a designated historic landmark. The site is currently improved as a residential estate consisting of a main house with approximately 9,475 SF of total floor area (including approximately 7,331 SF above grade and approximately 2,144 SF within the cellar), a guest house/accessory dwelling unit (approximately 604 SF), a detached garage (approximately 758 SF), an in-ground pool (approximately 1,077 SF), a tennis court, landscaped garden areas, and 14 existing on-site vehicle parking spaces.

The Applicant proposes to convert the property from residential use to a private, non-profit community center limited to 270 household memberships, of which at least 80% will be for families that live within one mile of the property. The existing structures will be repurposed with no change to their gross floor area. The main house will be reconfigured to accommodate community-club uses, including changing rooms, showers, lockers, a sauna, a treatment room, laundry and mechanical space, a lounge, a small café/bar, a library, a conference room, and open/work space (uses are subject to change). The guest house/ADU (604 SF) will be converted to a multi-purpose area, and the detached garage will be converted to a pool house. On-site improvements include reconfiguring the existing tennis court to add racket courts; reconfiguring the existing pool and pool terrace to accommodate a lap pool, expanding the pool from approximately 1,077 SF to approximately 1,875 SF; and replacing the existing garden with accessory aquatic amenities such as a children's pool, cold plunge, and/or hot tub. The existing 14 vehicle parking spaces will be retained on-site, and bicycle parking will be added to serve members and staff.

Vehicular access to the site is provided via a gravel road. The gravel road provides vehicular access to 2323, 2325, 2327, 2329, and 2331 Porter Street NW. Parking at the site will be limited to founding members, members with special access needs, staff, vendors, and emergency response vehicles. The project proposes a new main pedestrian/bicycle entrance from Porter Street NW to direct pedestrian and bicycle traffic away from the gravel road and onto the Porter Street NW. The majority of members are expected to arrive by bicycle, on foot, and by public transit, using this new pedestrian/bicycle entrance. To address community concerns, the applicant is now proposing to construct a circular turnaround roadway on their property to provide a designated area for unauthorized vehicles to turn around. This circular turnaround roadway also will accommodate pick-up and drop-off activity.

The community center is proposed to operate Wednesday through Monday, from 7:00 AM to 10:00 PM. The facility will be closed on Tuesdays for maintenance, deep cleaning, trash pickup, deliveries, and other operational upkeep. Trash and recycling are proposed to be stored behind the garage. It is anticipated that trash will be picked up on Porter Street near the proposed pedestrian/bicycle entrance twice per week.

The Applicant will seek approval of a Special Exception pursuant to Subtitle U, §203.1(d) from the Board of Zoning Adjustment to permit the private community center use on the property.

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.*

Zoning Commission Case 16030: Application No. 16030 of Greystone Associates, pursuant to 11 DCMR 3108 1, for a special exception under Subsections 2516.1 and 2516.6(d) to allow a theoretical lot subdivision and to allow a portion of the required 60-foot diameter turning area to be part of a lot not being subdivided in an R-1-A District at premises 2325 Porter Street, NW (Square 2224, Lots 3 and 4).

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.*	The Applicant is now proposing to construct a circular turnaround roadway on the property at the top of the gravel road to provide a designated area to accommodate pick-up and drop-off activity. Figure 2 illustrates the proposed PUDO zone. ☒ *Scoping Graphic: Project Location Map (See Figure 1)* ☒ *Scoping Graphic: Site Circulation Plan (See 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) (See Figure 3)*	**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. 

<table>
<tr><td></td><td></td><td></td></tr>
<tr><td>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.</td><td>Per ZR16, Subtitle C, §901.5(c), “Historic resources shall not be required to provide additional loading for a change in use without expansion.” Furthermore, even for a non-historic building, no loading is required for institutional use with less than 30,000 square feet of GFA.

Trash and recycling are proposed to be stored behind the garage. Trash pickup location is proposed along the Porter Street site frontage. Trash collection will be provided by a private waste management company on Tuesdays and Fridays during non-peak periods (between 10 AM and noon).

Delivery and service vehicles would access the property via the gravel road on Tuesdays when the community center is closed.

☐ Scoping Graphic: Location of loading area with internal building routing
☒ Scoping Graphic: Truck Turning Diagrams (tto/from the site, alley, truck routes)</td><td>DDOT 8/31/2026: The Scoping Form currently leaves the loading and truck-turning graphics unchecked. The access to the site includes tight turns and autoturn diagrams should be completed to identify feasible delivery vehicles now that deliveries will be made on a weekly basis. Given that neighbors have raised concerns about vehicles entering the road without a place to turn around, this is not an issue that should be deferred. Please provide truck turning diagrams for the largest anticipated delivery/trash vehicle demonstrating ingress, circulation, turnaround, and egress.

W+A Response: Vehicle deliveries will be limited to parcel delivery vehicles (e.g. FedEx, UPS, and Amazon) and box trucks no more than 28’ in length. FedEx, UPS, and Amazon delivery vehicles currently use the existing gravel road to access the site and other residences along the road. These vehicles are able to turn around in the parking area on the subject site so that they enter and exit the site front-first.

Based on the anticipated vehicle size and existing delivery activity, the site is expected to accommodate these vehicles in the same manner that trucks access the gravel road and subject site today. Autoturn diagrams showing a 28-foot box truck and delivery vehicle ingress and egress are included as Attachment I.

Also note that they community center is now proposed to be closed on Tuesdays rather than Mondays and the text throughout the scoping document has been updated to reflect the change.

DDOT 9/22/2026: Concur. Please ensure the Transportation Statement clearly identifies where trash will be picked up.</td></tr>
<tr><td>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</td><td>Per ZR16, Subtitle C, §705.3, “A historic resource shall not be required to provide additional parking spaces for a change in use without expansion.”

Notwithstanding the provision above, the minimum vehicle parking requirements from §701.5 are presented below along with DDOT’s Preferred Parking Maximum Ratios.

<table>
<tr><th rowspan="2">Component</th><th colspan="2">Required</th><th rowspan="2">Proposed</th></tr>
<tr><th>Minimum</th><th>Maximum (¼ to ½ mi of Metro)</th></tr>
</table></td><td>DDOT 8/31/2026: Please correct the typo in the calculation: “1.67 * (8.693.6–5)”

Correct the calculation and clearly show the conversion from 8,693 SF to 8.693 kSF, along with the resulting required parking calculation.

W+A Response: Addressed. The typo in the calculation has been corrected. Also note that while the number of existing parking spaces (14) will be retained. Six spaces will be reconfigured to accommodate the proposed turnaround on the property.</td></tr>
</table>

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.

Institutional (8.693 kSF of GFA)	1.67 spaces/kSF in excess of 5 kSF = 1.67 * (8.693-5) = 6 spaces * 0.5 (Metro Redux)† = 3 spaces	90% of § 701.5 = 0.9*6 = 5 spaces	14 spaces

† Per subtitle C, §702.1 (a) and (c), the minimum vehicle parking requirement shall be reduced by 50% for any site located within ½ mile of a Metro station or ¼ mile of a high frequency bus route.

Currently, the existing site has 14 vehicle parking spaces. No change to the parking supply is proposed.

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

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

DDOT 9/22/2026: Concur.

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.

Per ZR16, Subtitle C, §802.4, ". . . historic resources shall not be required to provide additional bicycle parking spaces for a change when the gross floor area of the building is not expanded."
Although bicycle parking spaces are not required for the project because it is a historic resource, 40 short-term bicycle parking spaces will be provided. As shown in the table below, the number of proposed bicycle spaces significantly exceeds the number that would be required if the site was not a historic resource.

The minimum bicycle parking requirements from §802.1 are presented below.

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Institutional (8.693 kSF of GFA)	1 sp per 7.5 kSF 8.693 ksf/7.5 = 2 spaces†	1 sp per 2.5 kSF 8.693 ksf/2.5, but no less than 8 spaces = 8 spaces	2 spaces	40 spaces

† Per §802.3, all properties with a long-term bicycle parking requirement are required to provide at least 2 spaces.

Although showers and lockers are not required for the project since it is a historical resource, approximately five showers and 100 lockers will be provided.

☐ *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 – **This graphic will be provided in the Transportation Statement.***

DDOT 8/31/2026: There is a significant internal inconsistency:
- Page 2 "Bicycle Parking Facilities" section identifies 40 short-term bicycle spaces.
- "Bicycle Parking" section states that 40 short-term spaces will be provided.

However, this table appears to show only 8 proposed short-term spaces.

Please reconcile the bicycle parking quantities throughout the Scoping Form.

W+A Response: Revised. The bicycle parking quantities have been reconciled throughout the Scoping Form to reflect 40 proposed short-term bicycle parking spaces.

DDOT 9/22/2026: 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 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).*	Streetscape improvements are anticipated to be minimal, limited to a pedestrian/bicycle connection to the public sidewalk along Porter Street. The Applicant will work with DDOT on streetscape elements during the Public Space process. ☐ *Scoping Graphic: Preliminary Public Space Concept*	**DDOT 8/31/2026**: Concur. **W+A Response: T**he language to the left has been updated to reflect the fact that the Applicant is no longer proposing pick-up/drop-off on Porter Street. **DDOT 9/22/2026**: Concur.
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.*	One electric vehicle (EV) charging station will be installed on-site.	**DDOT 8/31/2026**: 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.*	A preliminary review of the Urban Forestry Division (UFD) street tree map (see Figure 4A) did not identify any Heritage or Special Trees within the adjacent public right-of-way. A number of heritage and special trees are located on the site (see Figure 4B). The Applicant will work with UFD, as necessary and required regarding the development of the site.	**DDOT 8/31/2026**: There are many large trees on the property and trees identified within public space along Klingle Road. Please coordinate with DDOT Ward Arborist Aaron Rowe at aaron.rowe@dc.gov to schedule a site visit. Refer to attached UFD document for additional information. **W+A Response:** Acknowledged. **DDOT 9/22/2026**: 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 split assumptions were developed based on findings from the National Recreation and Park Association (NRPA) article "How Are People Getting to Their Local Park?" and adjusted to reflect the site's location and community-serving nature, recognizing that the facility is primarily focused on serving members from the surrounding neighborhood rather than a citywide or regional market.

Mode	Original Scoping	Census Data	NRPA 2023†	NRPA 2025†	Revised Assumptions
Drive – Park at site	10%	25%	59%	68%	5%
Drive – Park on-street nearby	---				15%
Ridehail/PUDO	30%		6%	8%	15%
Transit	10%	35%	14%	13%	15%
Bike/Scooter	30%	6%	30%	25%	30%
Walk/Jog	20%	8%	66%	83%	20%

† Note that in the 2023 and 2025 NRPA surveys, respondents could select multiple modes of travel. As a result, the mode splits provided below for those two sources do not sum to 100 percent.

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

DDOT 8/31/2026: Provide excerpts from the article regarding the proposed mode split. The proposed auto mode share appears to be significantly lower and the ride-hailing mode share substantially higher than regional average.

Is there any data that can be utilized from the nearby Cleveland Park Club? A ride-hailing mode share of 30 percent appears high and should be further justified. Please review additional resources, such as ACS, Census, https://doi.org/10.1016/j.tbs.2025.101069, and 2016 "Travel Like a Local" Summer Travel Survey by APTA to provide supporting rationale for the assumptions used.

W+A Response: In developing the mode splits for the Rock Creek Club, we reviewed census data for the area immediately surrounding the proposed site as well as findings from the National Recreation and Park Association (NRPA) article "How Are People Getting to Their Local Park?" which is based on data from a 2023 survey. The mode splits then were adjusted to account for the fact that the proposed project is providing minimal parking and its urban context (considering that the data from the NRPA includes urban, suburban, and rural data). Since our original submission of the scoping document, we also have reviewed NRPA's *2025 Engagement with Parks Report*, which supports the lower auto mode share since 82% of respondents who lived in urban areas chose active modes vs. 59% who live in suburbs and 42% who live in rural areas. Additionally, those who live in close proximity to parks and recreational facilities were more likely to use active modes to travel there than those who live further away (82% vs. 14%). At DDOT's recommendation, we also reviewed "Ride-hailing vs. public transport: Comparing travel time perceptions using revealed preference data from Washington DC" and findings from APTA's "Travel Like a Local" Summer Travel Survey, per DDOT's suggestion. The original mode split assumptions, mode splits derived from census data, and mode splits provided in the 2023 and 2025 NRPA documents are summarized in the revised table to the left.

We have also modified our original assumptions slightly based on the research summarized in Attachment III and to break out auto modes to include those who would use ridehailing or be picked-up or dropped-off in a private vehicle (e.g. a parent dropping off an older child), those who drive and have access to the on-site parking lot, and those who drive and may park nearby on Porter Street. The revised assumptions are shown in the right-hand column in the table to the left. Copies of the NRPA article and NRPA report also are included in Attachment II.

DDOT 9/22/2026: 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.

Trip generation for the proposed community center was developed from observed count data collected at a comparable facility, as no ITE land use category adequately represents a membership-limited private community center of this type. This approach was discussed with DDOT during a scoping meeting, and the use of observed counts from a comparable private membership community center was agreed upon as the appropriate basis for the analysis.

Driveway counts were conducted at the Cleveland Park Club, a comparable private membership community center located in another portion of ANC 3C (i.e. the ANC in which the property is also located) on Friday, July 24, 2026 and Saturday, July 25, 2026 capturing the weekday and weekend peak hour activity periods for this use. Weather conditions on both days were favorable, with sunny skies and temperatures in the mid-80s, providing good conditions for data collection. Counts were collected at the club's two entrances, where every person entering and exiting the facility was observed and recorded. The Cleveland Park Club serves 160 member households; the proposed Rock Creek Club is limited to 270 member households. Accordingly, a ratio of 1.69 was applied to the observed person trips to estimate person trip generation for the proposed Rock Creek Club.

Proposed Trip Generation

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			Average Daily Traffic		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Recreational Use															
Cleveland Park Club Person Trips (160 Membership Households) [1]	34	17	51	21	19	40	31	30	61	25	17	42	122	120	242
Rock Creek Club Person Trips [2] (270 Membership Households)	57	29	86	35	32	67	52	51	103	42	29	71	206	203	409
Auto-Park at Site	*3*	*1*	*4*	*2*	*2*	*4*	*3*	*3*	*6*	*2*	*1*	*3*	*10*	*10*	*20*
Auto-Park on Street nearby	*9*	*4*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*	*31*	*30*	*61*
Auto-Ride hailing/PUDO	*6*	*7*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*	*31*	*30*	*61*
Transit	*9*	*4*	*13*	*5*	*5*	*10*	*8*	*8*	*16*	*6*	*4*	*10*	*31*	*30*	*61*
Bike	*17*	*9*	*26*	*10*	*10*	*20*	*16*	*15*	*31*	*13*	*9*	*22*	*62*	*61*	*123*
Pedestrian	*11*	*5*	*16*	*7*	*6*	*13*	*10*	*11*	*21*	*8*	*5*	*13*	*40*	*41*	*81*
Vehicle Trips [3]	**6**	**4**	**10**	**5**	**5**	**10**	**7**	**7**	**14**	**5**	**3**	**8**	**24**	**23**	**47**
Trips on Gravel Road	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*4*	*3*	*7*
Pick-up/Drop-off Trips on Gravel Rd	*2*	*2*	*4*	*2*	*2*	*4*	*3*	*3*	*6*	*2*	*1*	*3*	*10*	*10*	*20*
Trips Anticipated to Park on Nearby Street (Excluding Gravel Rd)	*3*	*1*	*4*	*2*	*2*	*4*	*3*	*3*	*6*	*2*	*1*	*3*	*10*	*10*	*20*

Notes:

DDOT 8/31/2026: Noted. How were the AM/PM Peak Hour trip generation derived if driveway counts were conducted on Friday/Saturday?

Provide the driveway counts as a standalone scoping attachment.

Following revisions to the mode split assumptions, please update the trip generation tables accordingly. As mentioned, the proposed ride-hailing trip volumes appear high and should be reassessed.

W+A Response: Revised. The table column headings have been updated to identify the applicable peak-hour time periods.

Driveway count data for Cleveland Park Club are provided in Attachment III.

The trip generation table has also been updated to reflect the revised mode split assumptions.

DDOT 9/22/2026: Concur.

[1] Cleveland Park Club membership provided by the Club.

[2] Person trips calculated by applying a factor of 1.69 (ratio of Rock Creek Club members to Cleveland Park Club members)

[3] 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.

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

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 8/31/2026**: 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 Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	A ½ -mile pedestrian study area (walkshed) has been established around the site to evaluate existing pedestrian conditions and connectivity to transit (see Figure 5). The walkshed graphic identifies the proposed pedestrian/bicycle site entrance, nearby bus stops, the nearest Metrorail station (Red Line), and Capital Bikeshare stations with associated dock counts, along with the likely walking routes members and visitors would use to access these transit facilities. The graphic also documents existing sidewalk gaps within the study area.	**DDOT 8/31/2026**: Please add neighborhood names for the walking routes to Figure 5. **W+A Response:** Figure 5 includes a note indicating that the Neighborhood names and the associated routes are color coded for clarity. As discussed in our meeting on 9/1, a more zoomed in map will be provided in the Transportation Statement to show closer in connections to the subject site. **DDOT 9/22/2026**: Concur.

	☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities (See Figure 5)*	
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.*	A 1-mile bikeshed graphic showing existing bicycle facilities is included (See Figure 6). As shown, the existing bicycle infrastructure provides excellent connectivity to the surrounding neighborhoods. The site has strong connectivity to the regional trail network via the Rock Creek Trail and Western Ridge Trail along Beach Drive NW, the Piney Branch Parkway Trail, and the Klingle Valley Trail, a 0.7-mile multi-use path linking Cortland Place NW to Porter Street NW near its intersection with Klingle Road NW. Bicycle lanes are present along Porter Street NW and Klingle Road NW, and sidewalks are provided along Porter Street NW and Beach Drive NW. A marked crosswalk is located near the proposed pick-up/drop-off zone on Porter Street NW. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails (See Figure 6)*	**DDOT 8/31/2026**: Please update the legend in Figure 6 to define all colored lines shown on the map, including the blue, orange, and any other routes or facilities that are currently not identified. In the Transportation Statement, please include a map of the trails mentioned. **W+A Response:** Figure 6 has been updated. For clarity, a note has been added indicated that the route colors correspond to the font colors for the neighborhood names. As discussed at our meeting on 9/1, a more zoomed in map will be provided in the Transportation Statement to show closer in connections to the subject site. **DDOT 9/22/2026**: 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 located within approximately ½ mile of the Cleveland Park Metrorail Station (Red Line), whose entrances are located on Connecticut Avenue NW between Ordway and Porter Streets NW. The site is located within about ¼ mile of C61 (high frequency route), C87 and D72. Figure 2 shows the nearby Metrobus stops and Metro Stations. Figure 8 shows the transportation options, including transit stations, bus stops, and bus routes. Figure 9 shows the site location with respect to Metrorail and Priority Transit. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit*	**DDOT 8/31/2026**: Please show the Metrorail Red Line on the map to provide a more complete representation of multimodal service in the study area. **W+A Response:** Figure 8 has been updated to include the Metrorail Red Line. **DDOT 9/22/2026**: 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.*	DDOT's Vision Zero Action Plan will be reviewed. Any high crash locations (as identified by DDOT) in the vicinity of the site will be noted.	**DDOT 8/31/2026**: 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 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.	After further consideration the Applicant now proposes PUDPO on its property, which will be accessed via the gravel road. The existing curbside management designations are shown on Figure 7. ☒ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site) (See Figure7)*	**DDOT 8/31/2026:** Please provide the existing curbside management designations as part of the scoping graphics. **W+A Response:** Revised. As shown on Figure 7, the subject site's frontage along Porter Street is currently unsigned (i.e. no curbside designations). The curbside along Porter Street where the gravel road intersects Porter Street also is currently unsigned.

See Section 3.6 of the CTR Guidelines for more detailed guidance.		**DDOT 9/22/2026**: Concur.
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.*	Pick-Up and Drop-Off Plan will be included in transportation statement.	**DDOT 8/31/2026**: The Scoping Form identifies the PUDO plan as N/A, even though the project proposes a dedicated curbside PUDO zone. Please provide a dedicated PUDO plan rather than identifying this element as N/A. The plan should demonstrate: • anticipated PUDO demand by peak period; • expected dwell time; • number of vehicles that can be accommodated; • expected queue length; • passenger loading/unloading operations; • impacts to through traffic; • impacts to the existing bicycle facility; • pedestrian/ADA conflicts; and • procedures for preventing vehicles from waiting or double-parking outside the designated zone. Given the stated community concerns regarding where drop-off/pick-up will occur, this should be addressed explicitly in the Transportation Statement. **W+A Response:** Noted. A PUDO evaluation will be included in the transportation statement with the additional details noted above. **DDOT 9/22/2026**: 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.*	N/A ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 8/31/2026**: 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.*	N/A	**DDOT 8/31/2026**: 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 uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	N/A	**DDOT 8/31/2026**: Concur.

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.*	N/A ☐ *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 8/31/2026**: 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.*	N/A	**DDOT 8/31/2026**: 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.*	N/A ☐ *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 8/31/2026**: 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.*	N/A ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 8/31/2026**: 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.*	N/A ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 8/31/2026**: 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.*	N/A ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 8/31/2026**: 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.*	N/A ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 8/31/2026**: Concur.

Section 5: MITIGATION

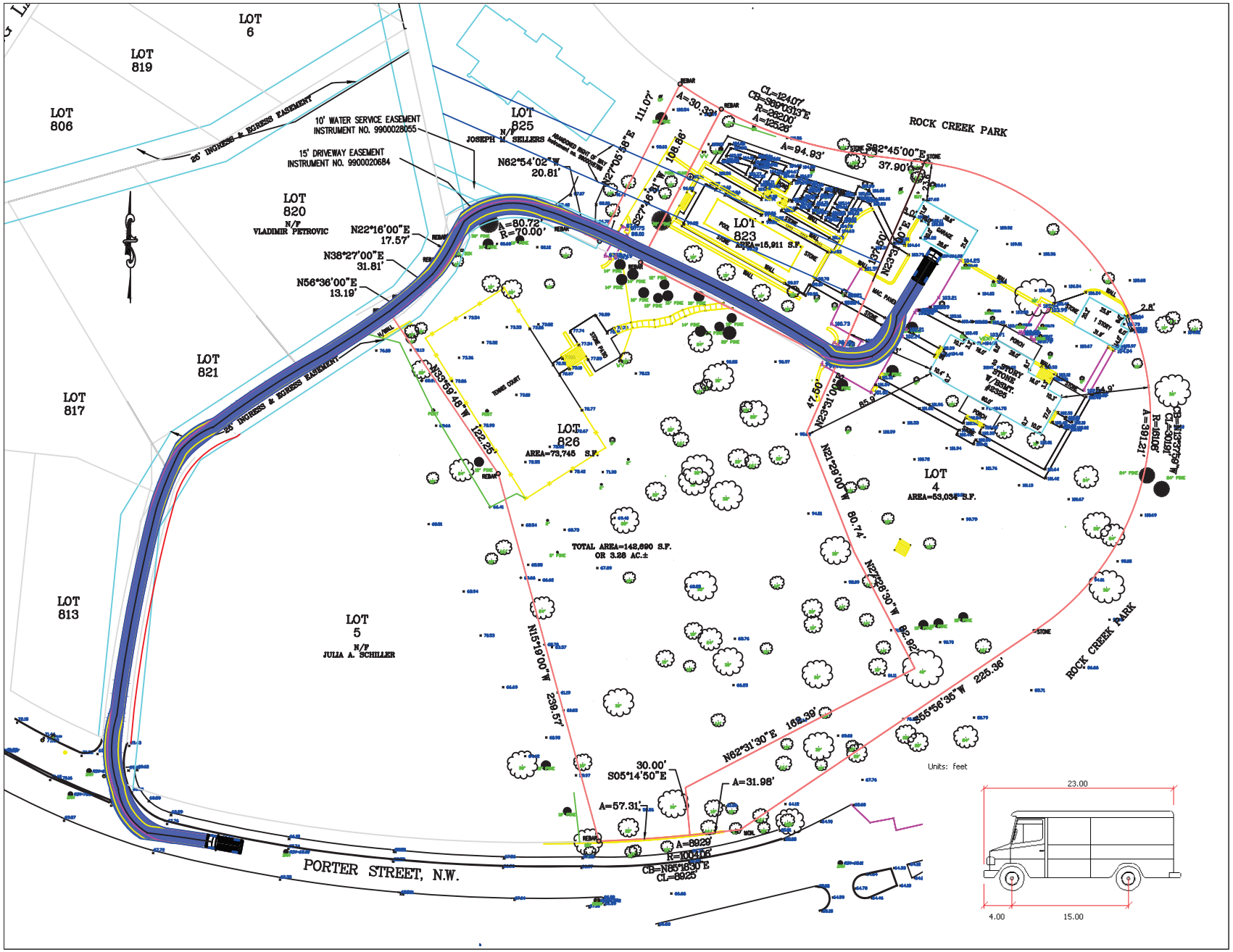
The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under 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

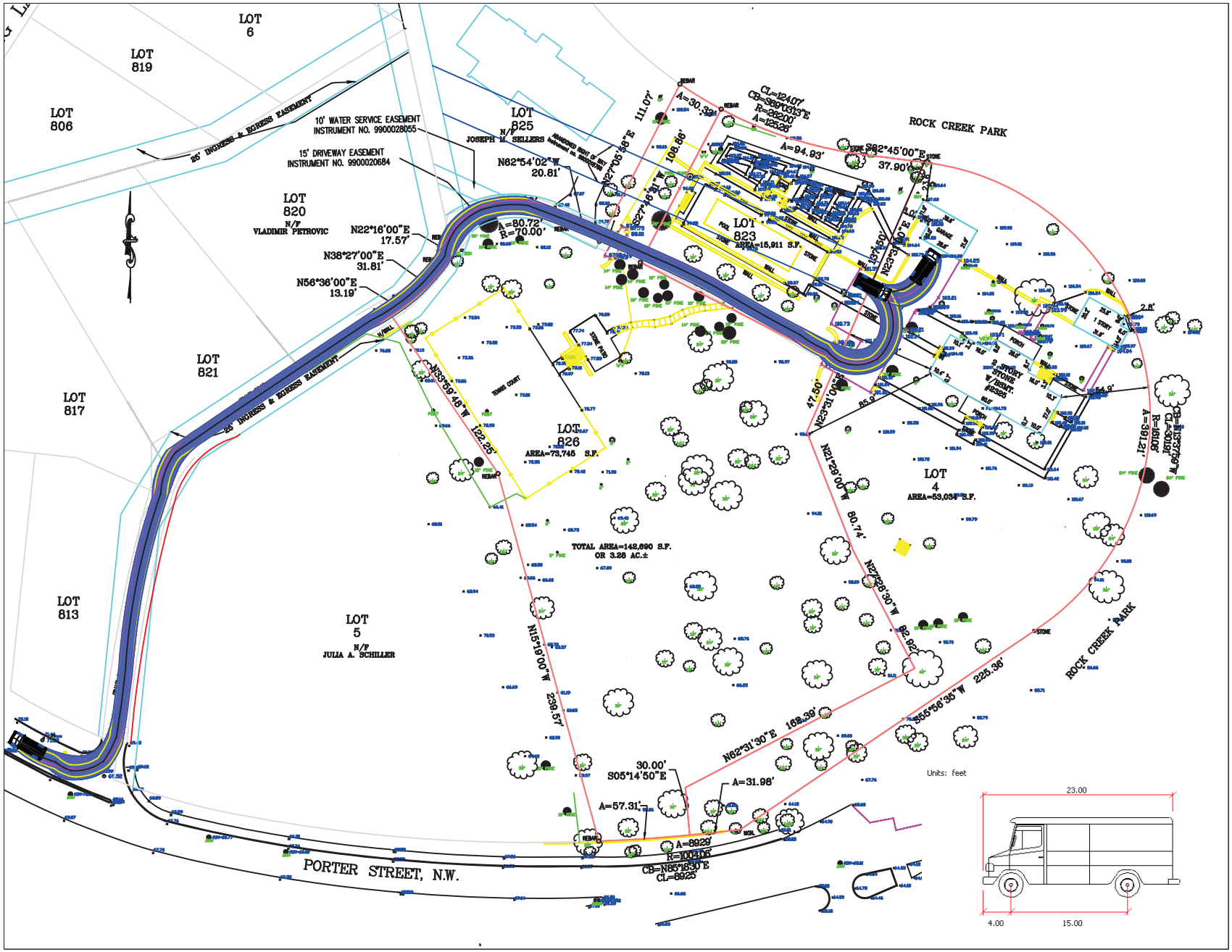
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant 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 8 of the CTR Guidelines.*	**DDOT 8/31/2026**: 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 8/31/2026**: 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. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	**DDOT 8/31/2026**: 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.*	N/A	**DDOT 8/31/2026**: 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.*	N/A	**DDOT 8/31/2026**: 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.	The Applicant has had preliminary conversations with ANC 3C Chairperson Janell Marie Pagats and gave an introductory presentation of the project at ANC 3C's PZHED Committee on July 6, 2026. Traffic issues were discussed, including the following: - Immediate neighbors concerned about accidental traffic using the gravel road with no place to turn around, - Immediate neighbors wheel trash carts down to Porter Street; no trash trucks currently use the gravel road - Spillover parking on Williamsburg Lane is a concern for those who live on Williamsburg Lane - Some questioned where drop-off/pick-up would occur, which will be addressed in more detail in the Transportation Statement.	**DDOT 8/31/2026**: 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?	N/A	**DDOT 8/31/2026**: Concur.

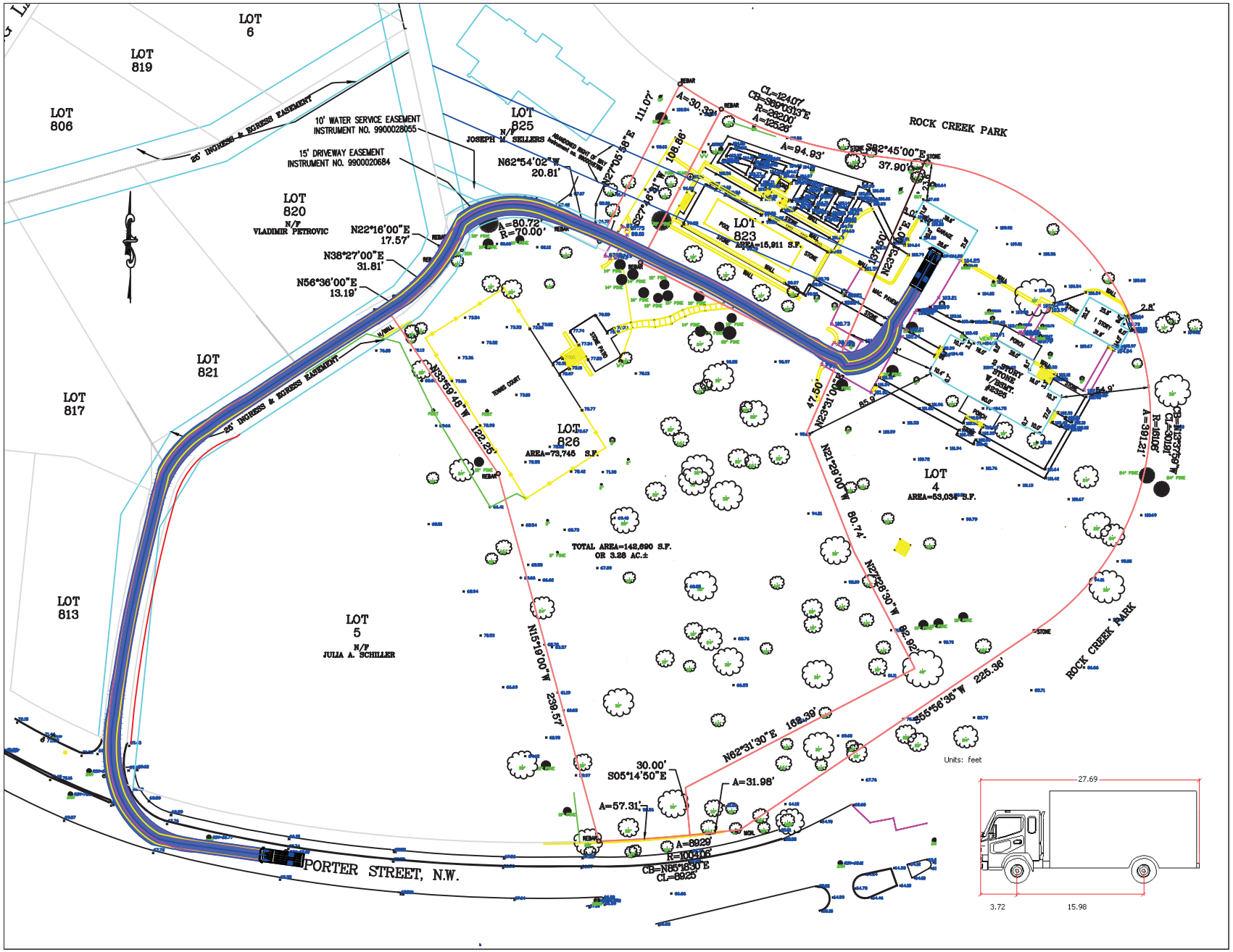
ATTACHMENT B
AUTOTURN DIAGRAMS



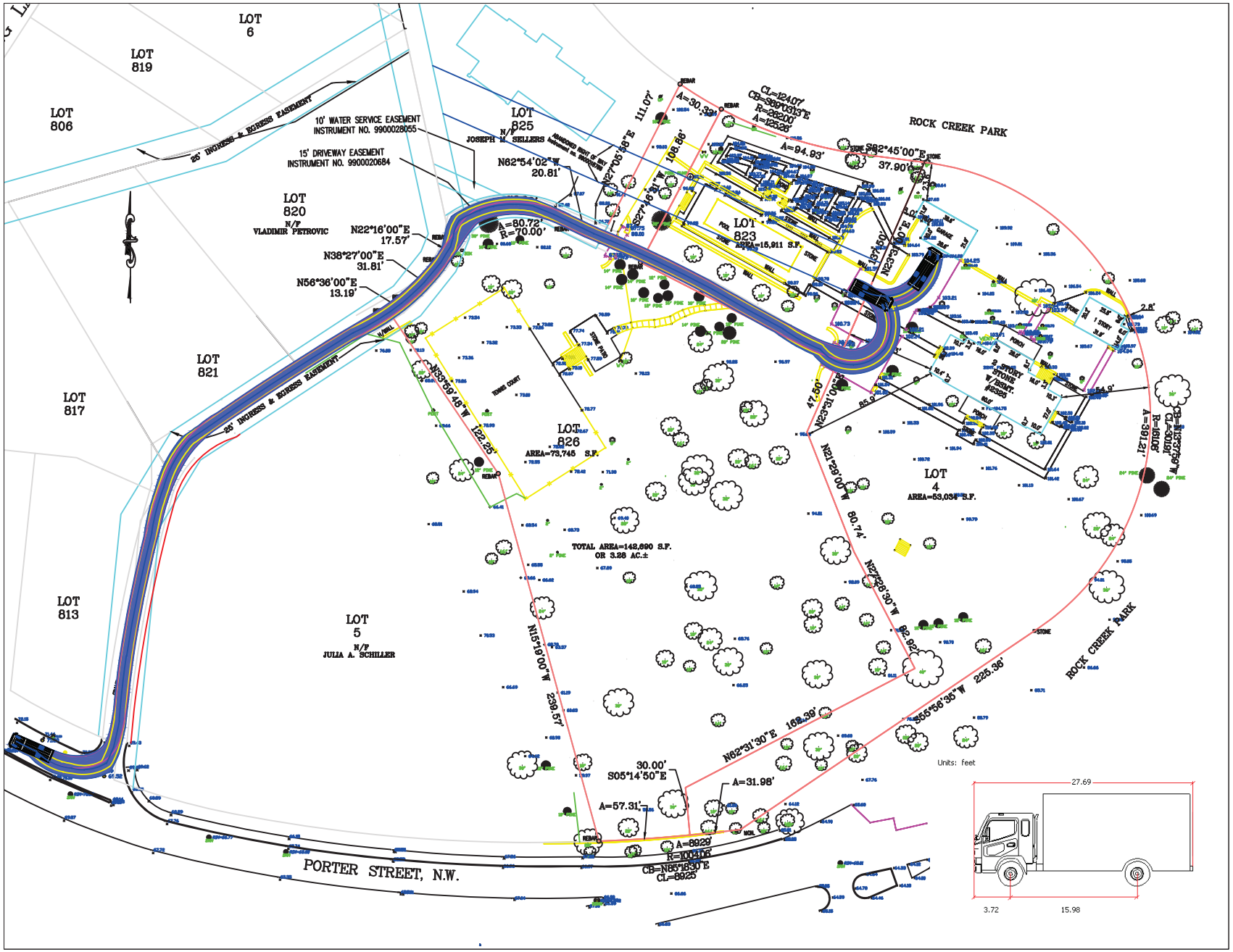
AutoTurn - DL-23 Inbound



AutoTurn - DL-23 Outbound



AutoTurn - 28' Box Truck Inbound



AutoTurn - 28' Box Truck Outbound

ATTACHMENT C
MODE SPLIT RESEARCH

ROCK CREEK CLUB
MODE SPLIT RESEARCH

U.S. Census Data

The census data used included census tracts that entirely or partially fell within one mile of the site (since 80 percent of the club's membership must live within one mile of the site).

The data, which is summarized in the table below, indicates that 25 percent of residents who live within one mile of the project commute to work via auto modes while 35 percent use transit, six percent bike and eight percent walk.

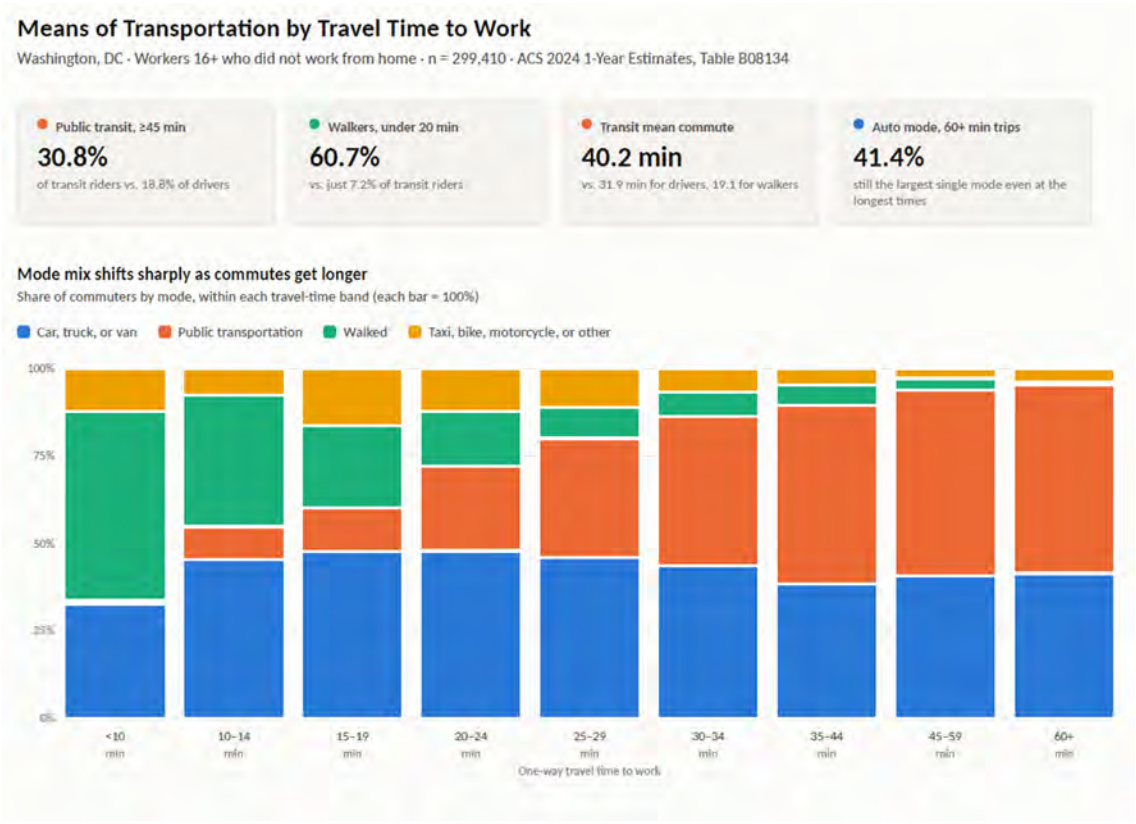
Census Tract	Drive Alone	2-person Carpool	3-person Carpool	Taxi	Motorcycle	Bus	Subway	Long-distance Rail/Light Rail	Bicycle	Walk
5.01	620	25	0	10	0	250	680	4	60	200
5.02	575	15	4	55	0	100	570	0	145	120
6	835	190	0	105	0	160	600	30	60	80
13.03	340	0	0	0	0	0	1,255	0	50	70
13.04	620	0	0	50	0	170	1,105	0	35	105
25.04	470	105	40	40	4	470	205	0	125	20
26	590	80	20	0	0	275	80	0	55	10
27.02	830	0	4	4	20	655	235	0	300	275
27.03	290	0	0	55	0	310	170	0	270	140
27.04	410	0	0	85	0	1,100	40	85	320	85
28.01	460	50	0	15	0	605	405	0	180	120
28.02	570	80	10	30	0	600	565	15	85	435
38.02	285	35	0	140	0	360	435	0	145	470
39.01	310	0	40	75	0	440	335	0	130	265
39.02	40	35	0	65	0	170	200	0	145	160
40.01	845	10	40	0	0	530	550	0	305	630
Total	**8,090**	**625**	**158**	**729**	**24**	**6,195**	**7,430**	**134**	**2,410**	**3,185**
Mode Splits	**Auto = 25%**					**Transit = 35%**			**Bike = 6%**	**Walk = 8%**

Data take from: https://ctppdata.transportation.org/?utm_source=dlvr.it#/index
Dataset: 2017-2021 (5-year)
Part: Residence
Table ID: B102106 (Means of Transportation to Work)

The map below shows the census tracts from which data was pulled.



We further evaluated census data to determine how travel time impacts mode choice. Data at this level of detail is only available city-wide (rather than at the census tract level) but it does show significant mode shifts for shorter vs. longer commutes, as shown in the graphic below. Of note, nearly 61 percent of commutes under 20 minutes are walking trips.



National Recreation and Park Association Data

Although the 2025 survey by NRPA showed an increase in the percentage of people who drive to local parks, playgrounds, open spaces, and recreation centers, the report also found that people wo live in urban areas were more likely to travel to parks using active modes than those who live in suburbs and rural areas. 82 percent who live in urban areas chose active modes versus 59 percent who live in suburbs and 42 percent who live in rural areas. Likewise, those who live closer to their local parks and recreation centers are more likely to use active modes than those who live further away (82 percent versus 14 percent).

"Ride-hailing vs. public transport: Comparing travel time perceptions using revealed preference data from Washington DC"

This paper estimates how travelers perceive time spent ride-hailing versus public transit, using observed trip choices rather than surveys. The authors combined two datasets from Washington, DC from October 2018: approximately 250,000 individual/non-shared UberX trips (with actual pick-up times, trip duration, and fares) and over 320,000 comparable WMATA bus/metro trips derived from fare-gate and vehicle location data. For every observed trip, they used OpenTripPlanner to reconstruct the alternative mode (e.g. what the time and cost of a transit trip would have been for an Uber rider and vice versa). The findings of the study include the following:

- Ride-hailing in-vehicle time is perceived 35 percent less negatively than transit in-vehicle time, potentially reflecting privacy, no crowding, and comfort of a private vehicle.
- Waiting/walking time for ride-hailing is about 20 percent less painful than transit, possible due to real-time driver tracking and in-app driver contact.
- Higher housing density push preference toward transit over ride-hailing.
- Ridehailing is highest in the evenings and nights and in areas with less rail access. Transit is highest during peak periods where service is more frequent.

APTA's "Travel Like a Local" Summer Travel Survey

Although we were not able to find a copy of the survey or subsequent report published by APTA, we did find a summary of the results on Chatham Area Transit's website (https://catchacat.org/apta-nearly-60-percent-of-americans-will-use-public-transportation-while-visiting-top-u-s-city-destinations-this-summer/). Based on information provided there, the survey showed that 59 percent of Americans who plan to vacation in a U.S. city over the summer (the survey was conducted in 2016) say they will use public transportation. Affordability is the strongest reason for choosing public transportation with 70% saying they will use public transit to eliminate the need for parking, 62 percent cited public transit being more affordable then taxis or rental cars, 43 percent cited the cost of gas. Fifty-three percent cited minimizing the stress of driving in an unfamiliar city.

ATTACHMENT D
CLEVELAND PARK CLUB – COUNT DATA

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Pedestrian Entrance at 33rd Pl NW
City: Washington, DC

Date: 7/24/2026
Day: Friday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0
8:15 AM	2	1	0	0	1	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0
8:45 AM	10	4	0	0	0	1	0	0	1	0
9:00 AM	7	4	2	1	0	0	0	0	0	0
9:15 AM	6	2	0	0	0	0	0	0	0	0
9:30 AM	4	1	0	0	0	0	0	0	0	0
9:45 AM	2	0	3	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	2	0	0	0	1	0	0	0	0
10:45 AM	1	3	0	3	0	0	0	0	0	0
11:00 AM	1	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	1	0	0	0	0	0	0	0	0
12:15 PM	2	2	0	0	0	0	0	0	0	0
12:30 PM	3	1	0	0	0	0	0	0	0	0
12:45 PM	2	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0
1:15 PM	4	2	0	0	0	0	0	0	0	0
1:30 PM	0	2	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	3	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0	0
2:45 PM	1	2	0	0	0	0	0	0	0	0
3:00 PM	11	3	0	0	0	0	0	0	0	0
3:15 PM	9	12	0	1	0	0	0	0	0	0
3:30 PM	2	5	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	0	0	0	0	0	0
4:00 PM	3	4	0	0	0	0	0	0	0	0
4:15 PM	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	6	0	0	0	0	0	0	0	0
4:45 PM	5	4	0	0	0	0	0	0	0	0
5:00 PM	7	3	0	0	0	1	0	0	0	0
5:15 PM	4	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	8	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0
6:15 PM	3	3	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	7	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	3	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	4	0	0	0	0	0	0	0	0
Totals	**98**	**97**	**5**	**5**	**1**	**3**	**1**	**1**	**2**	**2**

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Pedestrian Entrance at 33rd Pl NW
City: Washington, DC

Date: 7/25/2026
Day: Saturday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
8:00 AM	3	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	2	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	0	0	0	0	0	0
10:00 AM	9	0	0	0	0	0	0	0	0	0
10:15 AM	3	2	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	0	0	0	0	0
10:45 AM	4	0	0	0	0	0	0	0	0	0
11:00 AM	1	3	0	0	0	0	0	0	0	0
11:15 AM	10	1	0	0	0	0	0	0	0	0
11:30 AM	0	2	1	0	0	0	0	0	0	0
11:45 AM	2	1	0	0	0	0	0	0	0	0
12:00 PM	1	10	0	1	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0
12:30 PM	2	2	0	0	0	0	0	0	0	0
12:45 PM	1	4	0	0	0	0	0	0	0	0
1:00 PM	1	2	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0
1:30 PM	2	1	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0
2:15 PM	8	2	0	0	0	0	0	0	0	0
2:30 PM	7	4	0	0	0	0	0	0	0	0
2:45 PM	0	5	0	0	0	0	0	0	0	0
3:00 PM	1	1	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0
3:30 PM	3	2	0	0	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	0	0	0	0	0
4:00 PM	0	7	0	0	0	0	0	0	0	0
4:15 PM	4	0	0	0	0	0	0	0	0	0
4:30 PM	9	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	1	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	6	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	2	0	0	0	0	0	0	0	0
6:30 PM	3	0	0	0	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	3	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0
Totals	83	77	4	3	0	0	0	0	0	0

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Pedestrian Entrance at Ordway St NW **Date:** 7/24/2026

City: Washington, DC **Day:** Friday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	0	0	0	0	0
8:45 AM	2	3	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0
9:15 AM	2	1	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0
9:45 AM	2	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	22	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0
12:15 PM	1	2	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	23	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	0	0
1:15 PM	1	2	0	0	0	0	0	0	0	0
1:30 PM	3	2	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0
2:30 PM	0	3	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0
3:15 PM	5	3	0	0	0	0	0	0	0	0
3:30 PM	3	3	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0
4:00 PM	3	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0
5:00 PM	4	4	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	0	0
5:45 PM	3	3	0	0	0	0	0	0	0	0
6:00 PM	2	0	0	0	0	0	0	0	0	0
6:15 PM	3	0	0	0	0	0	0	0	0	0
6:30 PM	0	2	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	2	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	2	0	0	0	0	0	0	0	0
7:45 PM	0	4	0	0	0	0	0	0	0	0
Totals	**65**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Pedestrian Entrance at Ordway St NW
City: Washington, DC

Date: 7/25/2026
Day: Saturday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0
9:30 AM	4	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0
10:00 AM	4	3	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0
11:00 AM	3	6	0	0	0	0	0	0	0	0
11:15 AM	3	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0
12:45 PM	0	6	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0
2:30 PM	3	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0
4:00 PM	9	1	1	0	0	0	0	0	0	0
4:15 PM	2	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	7	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	4	0	0	0	0	0	0	0	0
5:30 PM	0	5	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	2	0	0	0	0	0	1	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0
Totals	**34**	**38**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Combined Both Entrances
City: Washington, DC

Date: 7/24/2026
Day: Friday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters		Total		Total	Hourly Totals
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	1	1	0	0	0	0	0	0	0	0	1	1	2	31
8:15 AM	3	1	0	0	1	0	0	0	0	0	4	1	5	43
8:30 AM	3	0	0	0	0	0	0	0	0	0	3	0	3	49
8:45 AM	12	7	0	0	0	1	0	0	1	0	13	8	21	51
9:00 AM	7	4	2	1	0	0	0	0	0	0	9	5	14	37
9:15 AM	8	3	0	0	0	0	0	0	0	0	8	3	11	24
9:30 AM	4	1	0	0	0	0	0	0	0	0	4	1	5	13
9:45 AM	4	0	3	0	0	0	0	0	0	0	7	0	7	12
10:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	1	12
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:30 AM	1	2	0	0	0	1	0	0	0	0	1	3	4	12
10:45 AM	1	3	0	3	0	0	0	0	0	0	1	6	7	32
11:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	25
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	27
11:30 AM	22	0	0	0	0	0	1	1	0	0	23	1	24	34
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
12:00 PM	1	2	0	0	0	0	0	0	0	0	1	2	3	39
12:15 PM	3	4	0	0	0	0	0	0	0	0	3	4	7	37
12:30 PM	3	1	0	0	0	0	0	0	0	0	3	1	4	39
12:45 PM	2	23	0	0	0	0	0	0	0	0	2	23	25	43
1:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	19
1:15 PM	5	4	0	0	0	0	0	0	0	0	5	4	9	18
1:30 PM	3	4	0	0	0	0	0	0	0	1	3	5	8	13
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	1	9
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
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**	

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

Prepared by National Data & Surveying Services

Peds & Bikes Study

Location: Cleveland Park Club Combined Both Entrances
City: Washington, DC

Date: 7/25/2026
Day: Saturday

TIME	Peds		Bikes		Scooters		Strollers		E Scooters		Total		Total	Hourly Totals
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
8:00 AM	3	0	0	0	0	0	0	0	0	0	3	0	3	6
8:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	7
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	1	6
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	1	11
9:00 AM	2	0	2	0	0	0	0	0	0	0	4	0	4	12
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:30 AM	4	2	0	0	0	0	0	0	0	0	4	2	6	29
9:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	2	24
10:00 AM	13	3	0	0	0	0	0	0	0	0	13	3	16	26
10:15 AM	3	2	0	0	0	0	0	0	0	0	3	2	5	23
10:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	32
10:45 AM	4	0	0	0	0	0	0	0	0	0	4	0	4	35
11:00 AM	4	9	0	0	0	0	0	0	0	0	4	9	13	34
11:15 AM	13	1	0	0	0	0	0	0	0	0	13	1	14	34
11:30 AM	1	2	1	0	0	0	0	0	0	0	2	2	4	21
11:45 AM	2	1	0	0	0	0	0	0	0	0	2	1	3	22
12:00 PM	2	10	0	1	0	0	0	0	0	0	2	11	13	30
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	1	20
12:30 PM	2	3	0	0	0	0	0	0	0	0	2	3	5	19
12:45 PM	1	10	0	0	0	0	0	0	0	0	1	10	11	17
1:00 PM	1	2	0	0	0	0	0	0	0	0	1	2	3	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	2	1	0	0	0	0	0	0	0	0	2	1	3	14
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	1	30
2:15 PM	8	2	0	0	0	0	0	0	0	0	8	2	10	34
2:30 PM	10	4	0	0	0	0	0	0	0	0	10	4	14	24
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	5	5	15
3:00 PM	4	1	0	0	0	0	0	0	0	0	4	1	5	14
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	27
3:30 PM	3	2	0	0	0	0	0	0	0	0	3	2	5	34
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	39
4:00 PM	9	8	1	0	0	0	0	0	0	0	10	8	18	42
4:15 PM	6	1	0	0	0	0	0	0	0	0	6	1	7	27
4:30 PM	9	1	0	0	0	0	0	0	0	0	9	1	10	26
4:45 PM	0	7	0	0	0	0	0	0	0	0	0	7	7	22
5:00 PM	2	1	0	0	0	0	0	0	0	0	2	1	3	22
5:15 PM	2	4	0	0	0	0	0	0	0	0	2	4	6	19
5:30 PM	0	5	0	1	0	0	0	0	0	0	0	6	6	16
5:45 PM	1	6	0	0	0	0	0	0	0	0	1	6	7	13
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
6:15 PM	1	2	0	0	0	0	0	0	0	0	1	2	3	17
6:30 PM	3	0	0	0	0	0	0	0	0	0	3	0	3	14
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	4	4	14
7:00 PM	0	6	0	0	0	0	0	1	0	0	0	7	7	10
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	3	3	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	117	115	5	4	0	0	0	1	0	0	122	120	242	

Hourly Max = 42

ATTACHMENT E
PORTER ST NW – PARKING OCCUPANCY COUNT DATA

Prepared by National Data & Surveying Services

Parking Study

Project: 26-270017
City: Washington, DC

Date: 9/1/2026
Day: Tuesday

*Number of spaces provided for "**Unmarked**" segments are only approximate (used 20ft). Occupancy may exceed inventory.*

Segment	Street	From	To	Curb Type	Side of the Street	Marked/ Unmarked/Metered	Restriction	Measurement (ft.)	Parking Supply	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
OSP-004	Porter St NW	2700 Driveway Porter St NW	2700 Driveway Porter St NW	Regular	S	Metered	Pay to Park	**190'**	**9**	5	7	8	6	6	6	6	5	4	5	5
OSP-005	Porter St NW	2700 Driveway Porter St NW	2700 Driveway Porter St NW	Regular	S	Metered	Pay to Park	**109'**	**5**	5	4	5	3	2	4	4	5	5	5	5
OSP-006	Porter St NW	2700 Driveway Porter St NW	2521 Porter St NW	Regular	S	Metered	Pay to Park	**61'**	**3**	2	2	2	3	2	2	3	2	2	2	2
OSP-007	Porter St NW	2501 Porter St NW	2434 Porter St NW	Regular	S	Unmarked	No Restriction	**218'**	**10**	5	6	5	6	6	8	8	8	9	10	10
OSP-010	Porter St NW	2700 Porter St NW	2661 Porter St NW	Regular	N	Metered	Pay to Park	**335'**	**16**	7	5	7	8	8	7	10	8	7	11	10

Notes: *All segments, except OSP-007, are metered, paid parking segments. However, the area does not have designated parking lines for individual spaces. Parking spaces are measured at approximately 20ft each.*

Prepared by National Data & Surveying Services

Parking Study

Project: 26-270017
City: Washington, DC

Date: 9/12/2026
Day: Saturday

*Number of spaces provided for "**Unmarked**" segments are only approximate (used 20ft). Occupancy may exceed inventory.*

Segment	Street	From	To	Curb Type	Side of the Street	Marked/ Unmarked/Metered	Restriction	Measurement (ft.)	Spaces	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
OSP-004	Porter St NW	2700 Driveway Porter St NW	2700 Driveway Porter St NW	Regular	S	Metered	Pay to Park	**190'**	**9**	9	7	7	7	7	6
OSP-005	Porter St NW	2700 Driveway Porter St NW	2700 Driveway Porter St NW	Regular	S	Metered	Pay to Park	**109'**	**5**	5	5	4	3	3	2
OSP-006	Porter St NW	2700 Driveway Porter St NW	2521 Porter St NW	Regular	S	Metered	Pay to Park	**61'**	**3**	2	3	3	3	3	3
OSP-007	Porter St NW	2501 Porter St NW	2434 Porter St NW	Regular	S	Unmarked	No Restriction	**218'**	**10**	10	9	10	9	10	9
OSP-010	Porter St NW	2700 Porter St NW	2661 Porter St NW	Regular	N	Metered	Pay to Park	**335'**	**16**	16	12	12	12	10	10

Notes: *All segments, except OSP-007, are metered, paid parking segments. However, the area does not have designated parking lines for individual spaces. Parking spaces are measured at approximately 20ft each.*