

MEMORANDUM



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TO: Erkin Ozberk, DDOT

FROM: Jami L. Milanovich, PE

COPY: Alex Berley, Georgetown University
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RE: Georgetown University Non-Motorized Boathouse
Zoning Commission Case No: 16-18I

DATE: June 8, 2026

INTRODUCTION

Georgetown University's Hilltop Campus is located within the boundaries of Advisory Neighborhood Commission (ANC) 2E and ANC 3D and is subject to the 2017-2036 Georgetown University Campus Plan, which was approved by the Zoning Commission in 2016 (ZC Case #16-18). The University has filed an application to amend the approved Campus Plan and to seek further processing approval for a new campus building to facilitate the construction of a non-motorized boathouse.

Through the application, the University proposes to add the subject property to the Campus Plan and designate it as a development site for campus life/athletic use. The current campus boundary and the proposed Campus Plan boundary are shown on Figure 1.

Site Location

The proposed boathouse would be located on Square 1179, Lots 805, 806, 812, 813 and a portion of 35th Street to be closed, as shown on Figure 2. The subject site is bordered by Water Street to the north, the Potomac River to the south, three townhomes to the west, and vacant land owned by the District and subject to National Park Service (NPS) administrative jurisdiction to the east. The property is located in the MU-12 Zone District.

Background

In 2016, NPS completed the *Georgetown Non-Motorized Boathouse Zone Development Plan and Environmental Assessment*.¹ The Development Plan, which includes the subject site (identified as Site D), aims to increase non-motorized access to the Potomac River west of Georgetown Waterfront Park, to

¹ Following completion of the Environmental Assessment, NPS issued a Finding of No Significant Impact in February 2017.

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create a dedicated recreational zone and establish new boathouse facilities for community and collegiate purposes. The University's proposed boathouse will help facilitate implementation of the Development Plan.

Land Assemblage

The property that is the subject of the zoning application will be assembled after several land transfers. Within Square 1179, Lots 812 and 813 are owned by NPS, Lot 805 currently is owned by the District of Columbia and subject to administrative jurisdiction by NPS, and Lot 806 is owned by the University. NPS will transfer administrative jurisdiction over Lots 805, 812, and 813 to the District and, in turn, the District will convey Lot 805 to the University and ground-lease Lot 812 to the University for construction of the boathouse. The remainder of the Property, which is located under the Key Bridge, within the existing 35th Street right-of-way, will be used by the University pursuant to a license agreement with the District. As a part of the land transfers, NPS also will transfer administrative jurisdiction over property east of the Key Bridge (identified as Site E in the NPS Development Plan) to the District, and the University will donate an upriver parcel of land to NPS that will be added to the Chesapeake and Ohio Canal National Historic Park.

The Proposed Project

The proposed boathouse will include approximately 13,523 square feet of gross floor area and will be two stories, with a maximum height of 39 feet. Used by Georgetown University's men's and women's rowing programs, the lower level will provide shell storage, and the upper level will include program space such as offices, locker rooms, a classroom, and a multipurpose room. The area of the site under the Key Bridge will be used to store the trailers that are used to transport the rowing shells. The project also will include a primary dock for crew launches (available for public use when not in use by the University) and a separate dock for small craft launches (e.g., kayaks and paddleboards) that will be open to the public at all times. The proposed site plan is shown on Figures 3A and 3B.

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, and loading considerations. 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

Existing Public Transit Services/Facilities

Metrobus Routes A58 and C85 serve the proposed boathouse, with stops within ¼ mile of the site at the M Street/34th Street intersection. WMATA classifies Route A58 as medium-frequency (20-minute or better headways), and it provides service along M Street, to the Foggy Bottom neighborhood, and the Farragut West Metro Station (Orange, Blue, and Silver Lines) to the east, and the Rosslyn Metro Station (Orange, Blue, and Silver Lines) to the south. Route A58 operates seven days per week. Route C85 also serves M Street and connects to the Foggy Bottom Metro Station (Orange, Blue, and Silver Lines) to the east, with additional service along Wisconsin Avenue to the Tenleytown–AU Metro Station (Red Line) to the north. Route C85 operates Monday through Friday.

Metrobus Route C91 also stops within ¼ of the site at the Prospect Street/36th Street and N Street/35th Street intersections. It provides access to stops along Q Street and P Street north and east of the site and operates seven days per week.

Metrobus Routes D80 and D82 stop approximately ½ mile from the site, at the Wisconsin Street/M Street intersection. WMATA classifies Route D80 as a high-frequency route (12-minute or better headways). Route D80 operates seven days per week and connects to Union Station (Red Line, Amtrak, MARC, and VRE) to the east and the Friendship Heights Metro Station (Red Line) to the north. Route D82 connects to the Foggy Bottom Metro Station (Orange, Blue, and Silver Lines) to the east, with additional service along Wisconsin Avenue to the Friendship Heights Metro Station (Red Line) to the north. Route D82 operates Monday through Friday.

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals.

MoveDC 2021 provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC 2021* Transportation Needs Map, the Hilltop Campus and the site of the proposed boathouse generally are located in an area with a moderate to high need of transportation facilities. The ranking is indicative of an area not near Metro.

MoveDC 2021 also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections." The proposed boathouse is approximately ¼ mile from the Wisconsin Avenue/M Street bus stop, which serves Metrobus Route D80, a designated high-frequency route.

Public Transportation options are shown on Figure 4.

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Pedestrian Facilities

The subject site is located in an area that readily accommodates and facilitates walking, though accessibility is challenging due to the topography of the area. Sidewalks are present along all walking routes to nearby bus stops. Sidewalks also connect the boathouse site to campus.

A few sidewalk gaps are present within ¼ mile radius of the project:

- The south side of Water Street, between 34th Street and the Capital Crescent Trail (including along the site frontage);
- The south side of M Street, between Whitehurst Freeway and MacArthur Boulevard; and
- The west side of 33rd Street, between Water Street and the C & O Canal Towpath.

Sidewalks widths along Water Street are constrained in areas due to the proximity of historical buildings to the roadway and the presence of the Whitehurst Freeway columns. Similarly, sidewalks along 33rd Street and Potomac Street are narrow due to the proximity of historic buildings to the street. Sidewalk widths along these streets range from approximately four to five feet.

In conjunction with the proposed boathouse, sidewalk along the Water Street frontage will be constructed with a minimum clear pedestrian width of five feet.

The ¼ mile walk shed is shown on Figure 5, which shows existing sidewalks, proposed sidewalks, and locations where sidewalk gaps are present. The likely walking routes between campus and the boathouse site also are shown on the graphic.

According to the pedestrian component of *moveDC*, several opportunities for improvement exist within the District, including:

- Enhancing accessibility, which includes evaluating and improving uncontrolled crosswalks on high-speed multi-lane roadways and improving signalized intersections with high pedestrian crash rates;
- Improving the pedestrian network outside of downtown, which includes providing pedestrian facility enhancements where sidewalks are lacking;
- Making priority investments, which includes prioritizing pedestrian needs in critical locations near schools, transit stations, and high hazard locations;
- Promoting enforcement, which includes enforcement policy changes; and
- Improving intersection designs, which includes closing gaps in the pedestrian network and improvement in intersection lighting, crosswalks, signage, refuge islands, and pedestrian signalization/phasing.

The subject site is identified by the *moveDC* Pedestrian Friendliness Index (PFI) as having a high PFI, which is indicative of an area with few sidewalk gaps, a connected street grid with small blocks, and buildings set close to the street.

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Bicycle Facilities

Within ½ mile of the boathouse site, a protected bike lane is present on Water Street between 30th Street and the Capital Crescent Trail. Striped bike lanes are present along Thomas Jefferson Street, Wisconsin Avenue between Water Street and M Street. Striped bike lanes also are present along 33rd and 34th Street between M Street and Wisconsin Avenue. Two off-road trails, the Capital Crescent Trail and the C & O Canal Towpath, are located in close proximity to the proposed boathouse. The trailhead for the Capital Crescent Trail is located approximately 200 feet west of the boathouse site. The C & O Towpath also can be accessed via stairs near the Capital Crescent Trail trailhead.

Five Capital Bikeshare stations are located within ½ mile of the site, including a 19-dock station located just one block to the east of the boathouse site at the Water Street/34th Street intersection, and a 23-dock station located at the Main Gate of the University's campus at 37th and O Streets. The station at the Main Gate is slated to be expanded by DDOT this spring. The station at the Main Gate and another located on Reservoir Road north of campus, near Gate 1, provide connectivity to the boathouse for those who wish to travel between campus and the boathouse via Capital Bikeshare. DDOT also plans to install a new Capital Bikeshare station near the Car Barn at the intersection of Prospect Street and 36th Street in the future.

The ½ mile bike shed is shown on Figure 6.

According to the bicycle component of *moveDC*, several opportunities for improvement exist within the District, including:

- Improving the cycling experience on bridges and approaches to bridges;
- Minimizing barriers such as complex intersections, security barriers, freeway ramps, and driveways;
- Expanding investment in the bicycle network beyond downtown; and
- Improving safety by educating all road users and increasing public awareness.

Within ½ mile of the subject site, *MoveDC's Bicycle Priority Network* includes a planned but not yet funded on-street bike facility on M Street, west of 29th Street, and K Street, east of 30th Street.

The proposed design of the boathouse accommodates the continuation of the protected bicycle lanes along the south side of Water Street, as shown in Figure 7. As shown, a break in the buffer is recommended at the proposed curb cut to allow trailers to maneuver in and out of the trailer storage area under the Key Bridge through use of a mechanical dolly and to allow rowing shells to be carried out of the shell storage area under the boathouse. The bicycle lanes are proposed to be painted green along the boathouse frontage to discourage motorists from using the gap in the buffer to enter and park in the bicycle lanes.

Safety Evaluation

According to *Vision Zero DC*, the rate of traffic fatalities (per 100,000 residents) decreased from 2017 to 2019; however, since 2019, the rate of traffic fatalities has increased each year. Zero fatal crashes occurred since January 1, 2020 within ¼ mile of the project. Two vehicle crashes and two crashes involving

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pedestrians with major injuries occurred within approximately ¼ mile of the site. The pedestrian crashes occurred at M Street/Potomac Avenue (2020) and M Street/34th Street (2021).

Thirty-four vehicular crashes resulting in minor injuries occurred within the ¼ mile radius. The vast majority of the vehicle collisions occurred on M Street. Two occurred at the 34th Street/Water Street intersection (one in 2020 and one in 2022). Four were on the Key Bridge or Whitehurst Freeway. Fourteen pedestrian collisions with minor injuries occurred within the ¼ mile radius. One occurred on Water Street at 34th Street (2021), three occurred along M Street, the remaining ten occurred on streets north of M Street.

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."

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

- Construction of the missing sidewalk along the property's Water Street frontage,
- No provided parking, which results in a reduction of vehicular traffic,
- A designated "No Parking" zone on the north side of Water Street to accommodate trailer loading and unloading outside of the travel lanes,
- Use of a mechanical dolly for purposes of retrieving and stowing trailers thereby alleviating the need for trucks to back into the curb cut and across the bike lanes and sidewalk, and
- Implementation of a Loading Management Plan to address conflicts with pedestrians and bicycles as trailers and rowing shells are maneuvered in and out of their respective storage areas.

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SITE CHARACTERISTICS

Site Access

Two existing curb cuts currently provide access to the site. Both existing curb cuts will be eliminated in favor of a single 30-foot wide curb cut. The proposed curb cut will provide access to the trailer storage area under the Key Bridge and will facilitate the removal and storage of the rowing shells. Trailers will be removed from and stowed in the storage area using a mechanical dolly. Students will carry the rowing shells to and from the storage area under the boathouse. As a result, no vehicles will use the curb cut. Trailer maneuvering and shell maneuvering diagrams are included in Attachment B.

Trip Generation

Trip generation estimates were developed in coordination with Georgetown University Athletics based on meetings with the men's and women's rowing coaches and the Executive Director of Athletic Relations.

From March through November (weather permitting), the University's rowing teams practice six days per week between 6:00 and 10:00 AM. Four squads begin between 6:00 and 7:30 AM on staggered schedules, with about 30 to 35 athletes per squad (about 130 total), supported by 14 coaches and staff. Coaches generally arrive before athletes and depart after 10:00 AM. The main dock of the facility will not be open to the public during University use, though the paddlers launch will remain open to the public. With no on-site parking, boat rentals, or private boat storage (rentals will be available at the NPS parcel west of the aqueduct), practices are assumed to be the primary trip generator. The boathouse will not operate during winter months.

Table 1 summarizes the anticipated number of person-trips generated by the boathouse on a typical weekday when the university is utilizing the boathouse. As shown, the peak hour is expected to be from 6:00 to 7:00 AM.

Table 1
Boathouse Trip Generation Summary
Derivation of Peak Hour Person Trips

COMPONENT	6:00 – 7:00 AM			7:00 – 8:00 AM			8:00 – 9:00 AM			9:00 – 10:00 AM		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Practice 6 days/week												
Students	100	0	100	30	0	30	0	30	30	0	100	100
Coaches	8	0	8	3	0	3	0	0	0	0	0	0
Total	108	0	108	33	0	33	0	30	30	0	100	100

The trips generated by the boathouse will be comprised of auto trips, pedestrian trips, and bicycle/scooter trips. Table 2 summarizes the anticipated mode splits for the project. Mode splits were based on

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information provided by the University. The coaches are expected to drive to the Boathouse and park in a nearby garage. Students are not permitted to have cars; therefore, they will walk, bike, or take a scooter between campus and the boathouse. Because the most direct bicycle route between campus and the boathouse requires navigating two sets of stairs, most students are expected to walk.

Table 2
Anticipated Boathouse Mode Splits

Mode	Anticipated Mode Splits	
	Coaches	Students
Auto	100%	0%
Transit	0%	0%
Bike/Scooter	0%	15%
Pedestrian	0%	85%

The peak hour trip generation by mode was calculated by applying the mode splits in Table 2 to the peak hour person-trips in Table 1. The resulting peak hour trips by mode are summarized in Table 3.

Table 3
Anticipated AM Peak Hour Trips by Mode

User	AM PEAK HOUR		
	Enter	Exit	Total
Person Trips ¹	108	0	108
Auto ²	8	0	8
Transit ²	0	0	0
Bike/Scooter ²	15	0	15
Pedestrian ²	85	0	85
Vehicle Trips ³	7	0	7

¹ Person-trips calculated based on number of coaches and students per squad, as shown in Table 1.
² Mode splits based on info provided by the University, as described above and summarized in Table 2.
³ Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.

The number of home meets per year is minimal (for example, the 2025-2026 rowing schedule has only one home meet). When home meets do occur, visiting teams will launch from the Thompson Boat Center (as they do today) and the GU rowing teams will launch from the new boathouse, making the trip generation at the new boathouse the equivalent of the trip generation for practices.

Vehicular Parking

Per Subtitle C, Section 701.12 of the 2016 Zoning Regulations (ZR16), uses subject to a Campus Plan are subject to the parking requirements of the Campus Plan. The 2017 Campus Plan sets forth a maximum of 4,080 parking spaces. Of the 4,080 allotted spaces, 1,380 spaces are designated for the University, and 2,700 spaces are designated for MedStar Georgetown University Hospital. The University currently operates with 1,114 vehicle parking spaces (including 13 spaces in the Car Barn) on the Hilltop Campus.

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No parking is proposed in conjunction with the boathouse; therefore, the proposed project will not affect compliance with the Campus Plan.

Those who drive to the boathouse, including coaches and staff, are expected to park in nearby parking garages. Five parking garages and lots are located within a five to seven minute walk of the proposed boathouse, providing a total of approximately 696 spaces. Three of the garages have both daily and monthly parking options, one has daily parking only, and one has only monthly parking options. Another three garages and lots, with a total of approximately 1,030 spaces, are located within a seven to 10 minute walk of the proposed boathouse. Available off-site/off-street parking options are summarized in Table 4.

Table 4
Off-site Parking Availability

Location	Total Spaces	Daily Parking Option	Monthly Parking Option	Hours	Estimated Walk Time
1000 Potomac Street Flour Mill Garage	170	Yes	Yes	M-TH, 7A-10P F, 7A-12A SA, 10A-12A SU, 10A-10P	5 min
3307 M Street Garage	125	Yes	Yes	M-W, 7A-7P TH-F, 7A-8P SA, 9A-8P SU, 9A-7P	5-6 min
3290 M Street Parking Lot	38	Yes	No	M-TH, 8:30A-11P F, 8:30A-2A SA, 9A-2A SU, 10A-12A	5-7 min
3333 M Street	88	No	Yes	M-SU, 24 hrs	5-7 min
3213 Water Street Waterfront Center Garage	275	Yes	Yes	M-TH, 6:30A-9P F, 6:30A-11P SA, 8:30A-11P SU, 8:30A-10P	6 min
3177 K Street Millenium Garage	340	Yes	Yes	M-SU, 24 hrs	7-8 min
1092 Wisconsin Avenue Georgetown Park	660	Yes	Yes	M-SU, 24 hrs	8-10 min
3601 M Street Crystal Parking Lot	30	Yes	Yes	M-SU, 24 hrs	8-10 min
Total Space	1726				

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Bicycle Parking

Per ZR16 Subtitle C, Section 802.9, uses subject to a Campus Plan are subject to the bicycle parking requirements of the Campus Plan. Notwithstanding the foregoing, a minimum of 12 short-term bicycle parking spaces will be provided at the proposed boathouse to accommodate students who bike to the boathouse. The proposed short-term bicycle parking is shown on Figure 7.

By way of comparison, minimum bicycle parking requirements for marine uses not subject to a Campus Plan are summarized in Table 5.

Table 5
Bicycle Requirements Under ZR16

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Marine (13,523 SF)	None	1 sp per 3,500 SF = 13,523/3,500 = 4 spaces	None	12 spaces

ZR16 does not require shower and locker facilities for buildings less than 25,000 SF; however, the proposed boathouse will include showers and lockers in the men's and women's locker rooms on the upper level of the boathouse, as shown on Figure 3B.

Loading

The loading requirements for the proposed boathouse are prescribed by ZR16 Subtitle C, §901.1. Marine uses less than 30,000 SF are not required to provide off-street loading facilities. Although the proposed boathouse would not require off-street loading, to ensure functionality of the boathouse and to minimize conflicts between pedestrians, bicycles, and vehicles on Water Street, the University proposes an on-street "No Parking" zone, on the north side of Water Street, as shown on Figure 7, to allow space for shells to be loaded and unloaded from the trailers. The length of the "No Parking" zone will be approximately 110 feet.

Prior to away meets, the shells need to be loaded onto the trailers to depart the boathouse. The process will be as follows:

- A mechanical dolly will be used to retrieve up to two trailers from beneath the Key Bridge, move them into the "No Parking" zone on Water Street, and turn them to face eastbound so they can be hitched to pickup trucks.
- Once the trailers are on the north side of Water Street, the shells will be loaded on the trailers.
- The process of loading the shells on the trailers typically takes approximately 1 to 1½ hours. One trailer can be loaded at a time in the loading zone on the north side of Water Street. Due to the time associated with the retrieval of the trailers, the entire process is expected to take approximately 1½ to 2 hours per trailer.

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- During the Fall Semester, the number of away meetings is typically six to eight over the three-month period between September and November. During the Spring Semester, away meets typically occur weekly (on average) from mid-March through the end of May. However, the number of trailers needed depends on the men's and women's rowing team schedules and can vary from one to two at a time.
- Approximately 90 percent of the meets are on Saturday. Trailers typically are loaded after practice the day before the meet. The trailers typically leave the day before the meet. Approximately five times per year, the trailers are loaded the day before the meet but don't leave until the day of the meet.

Upon return from the away meets, the shells will need to be unloaded and the trailers stored. The process will be as follows:

- The trucks pulling the loaded trailers will stop on the north side of Water Street (headed in the westbound direction) in the "No Parking" zone.
- Shells will be unloaded from the trailers. A mechanical dolly will be used to maneuver the empty trailers from Water Street to the storage area under the Key Bridge.
- The process of unloading shells typically takes 40 minutes. Due to the time associated with parking the trailers in the storage area, the overall process could take 60-75 minutes per trailer.
- Due to the travel time required for some meets, arrival back at the boathouse will be late on Sunday night. On those days, the loaded trailers would remain parked on Water Street until Monday morning when the shells would be unloaded and the trailers stowed. Parking overnight from Sunday night to Monday morning is expected to occur six to seven times per year.

In order to minimize conflicts with pedestrians and bicyclists when trailers and rowing shells are being removed from or stowed in their respective storage areas, the University will implement a Loading Management Plan (LMP). The purpose of the LMP is to establish standardized procedures for loading and unloading rowing shells and equipment from boat trailers for away meets. The LMP is designed to protect pedestrians and bicyclists, reduce operational conflicts during loading/unloading, manage disruptions to traffic flow, and promote the safety of all roadway users and Georgetown University students and staff. The detailed LMP is included in Attachment C.

Transportation Demand Management

As part of the Georgetown University Campus, the proposed boathouse will be subject to the University's Transportation Demand Management (TDM) Plan. Key components of the TDM Plan are summarized below:

- Georgetown University continues to operate the Georgetown University Transportation Shuttle (GUTS) providing key connections between the Hilltop Campus and the Rosslyn Metro Station, Dupont Circle Metro Station, Arlington, the University's Capitol Campus, and other key destinations.
- The University provides discounted (50 percent) Capital Bikeshare memberships for faculty, staff, and students. This spring, the University actively promoted Capital Bikeshare by offering a free

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day pass to try it while collecting information on how individuals will use it before encouraging them to purchase a discounted annual membership. Targeted messaging through the University's typical communication channels were used to garner further interest.

- The University participates in Smart Benefits. Last year, the University focused on actively promoting Smart Benefits. As a result, they saw an increase of nearly 100 employees participating in the program (a 55 percent increase) between September 2024 and August 2025.
- The University provides discounted parking for carpools. Discounts are graduated depending on the number of people in the carpool, with four or more person carpools receiving the highest discount.
- The University actively promotes various events and initiatives. For example, in April, communications were distributed to promote classes offered by the Washington Area Bicycle Association (WABA), Earth Day, and Bike to Work Day in addition to the Capital Bikeshare promotions.
- The Hoya Transit Program provides a \$50 monthly credit applied to a Smart Trip account for up to 3,200 students each semester. Students are selected through an anonymous, random selection process among eligible students who submit a request form.
- The University recently updated their transportation webpage to include "Rethink Your Commute," which provides information on alternatives to driving to campus.
- The University currently is working on a Commute Options Video that will be incorporated on various pages to promote options and programs to new hires in addition to creating shorts for social media. The video is expected to be finalized in the next month or so.
- The University continually monitors the need for additional electric vehicle charging stations and installs new infrastructure to meet the University's demand.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of potential transportation impacts associated with Georgetown University's proposed Campus Plan Amendment and Further Processing Application for the proposed non-motorized boathouse. Below is a summary of the findings of the evaluation.

- Though travel to the site via transit is expected to be very low, the proposed non-motorized boathouse will be served by multiple Metrobus routes within $\frac{1}{4}$ to $\frac{1}{3}$ mile of the site.
- The project will include the construction of a sidewalk along the site's Water Street frontage with a minimum five foot clear width, directly addressing a known sidewalk gap.
- With the addition of the sidewalk along the boathouse's Water Street frontage, a completed sidewalk network will connect the site to campus and nearby bus stops. Students walking between the boathouse and campus will be readily accommodated.
- The site is well-served by bicycle infrastructure, including proximity to the Capital Crescent Trail and C&O Canal Towpath, protected bike lanes on Water Street, and Capital Bikeshare stations near the boathouse site and immediately adjacent to campus.

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- The proposed bicycle parking exceeds minimum zoning requirements, with 12 short-term spaces provided to accommodate students who bike to the boathouse.
- The boathouse design accommodates the continuation of the protected bike lane along Water Street. The buffer should break at the proposed curb cut to facilitate trailers and rowing shells as they are maneuvered in and out of their respective storage areas. The bike lanes should be painted green to discourage vehicle intrusion into the bike lanes at the curb cut.
- No traffic fatalities have occurred within ¼ mile of the site since 2020, though vehicular and pedestrian injury crashes have occurred, primarily on M Street.
- The University's proposed measures, including sidewalk construction, no on-site parking, trailer handling via mechanical dolly, and formalized loading procedures, advance Vision Zero and Safe System principles.
- Peak boathouse activity is expected to occur during early morning rowing practices, which typically occur six days per week, March through November. The peak hour (6:00 to 7:00 AM) is expected to see 108 person trips, overwhelmingly pedestrian-based (85%), with limited bike/scooter trips and minimal auto trips.
- Peak hour vehicle trips are expected to be minimal (just seven during the AM peak hour).
- No on-site vehicle parking is proposed, consistent with the Campus Plan.
- Adequate off-site parking supply (over 1,700 spaces) exists within a 5 to 10 minute walk for coaches and staff who drive.
- Although off-street loading is not required, the project includes a dedicated 110-foot on-street "No Parking" loading zone on Water Street.
- Trailer and shell movements will be managed using mechanical dollies, eliminating truck backing maneuvers across sidewalks and bike lanes.
- A detailed Loading Management Plan (LMP) has been developed and should be implemented to standardize procedures and minimize conflicts with pedestrians, cyclists, and traffic.

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FIGURES

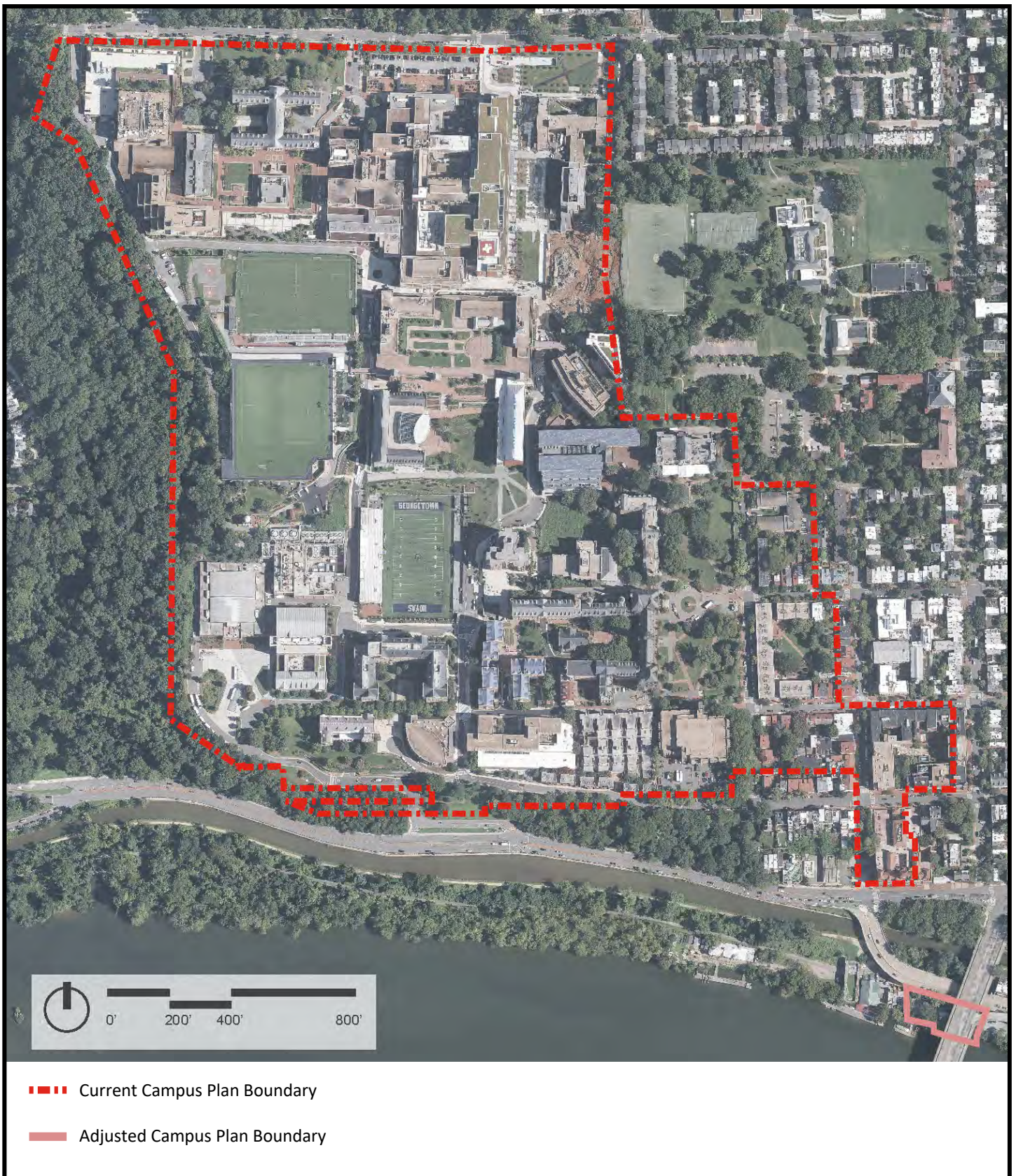
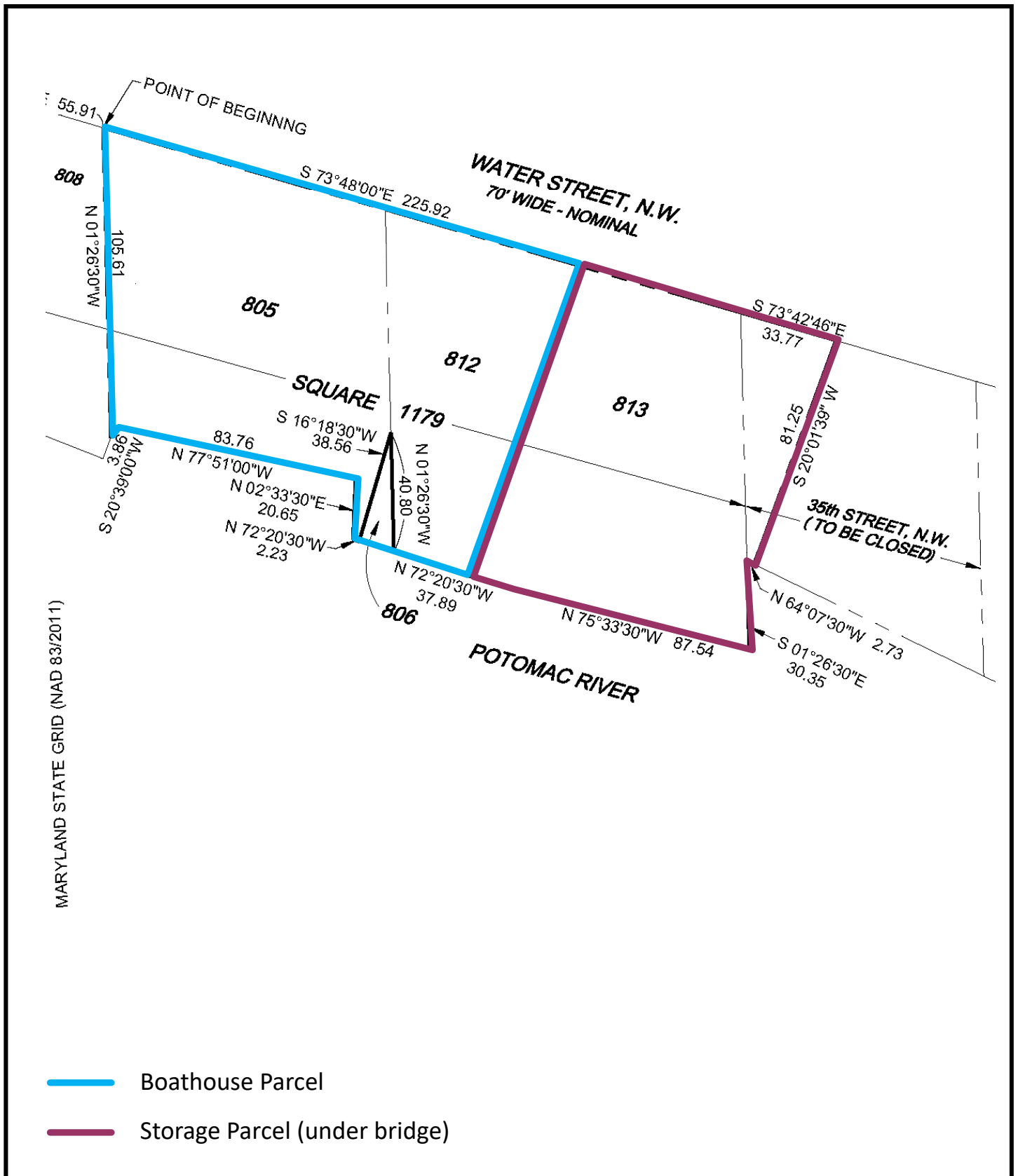


Figure 1
Campus Plan Boundaries



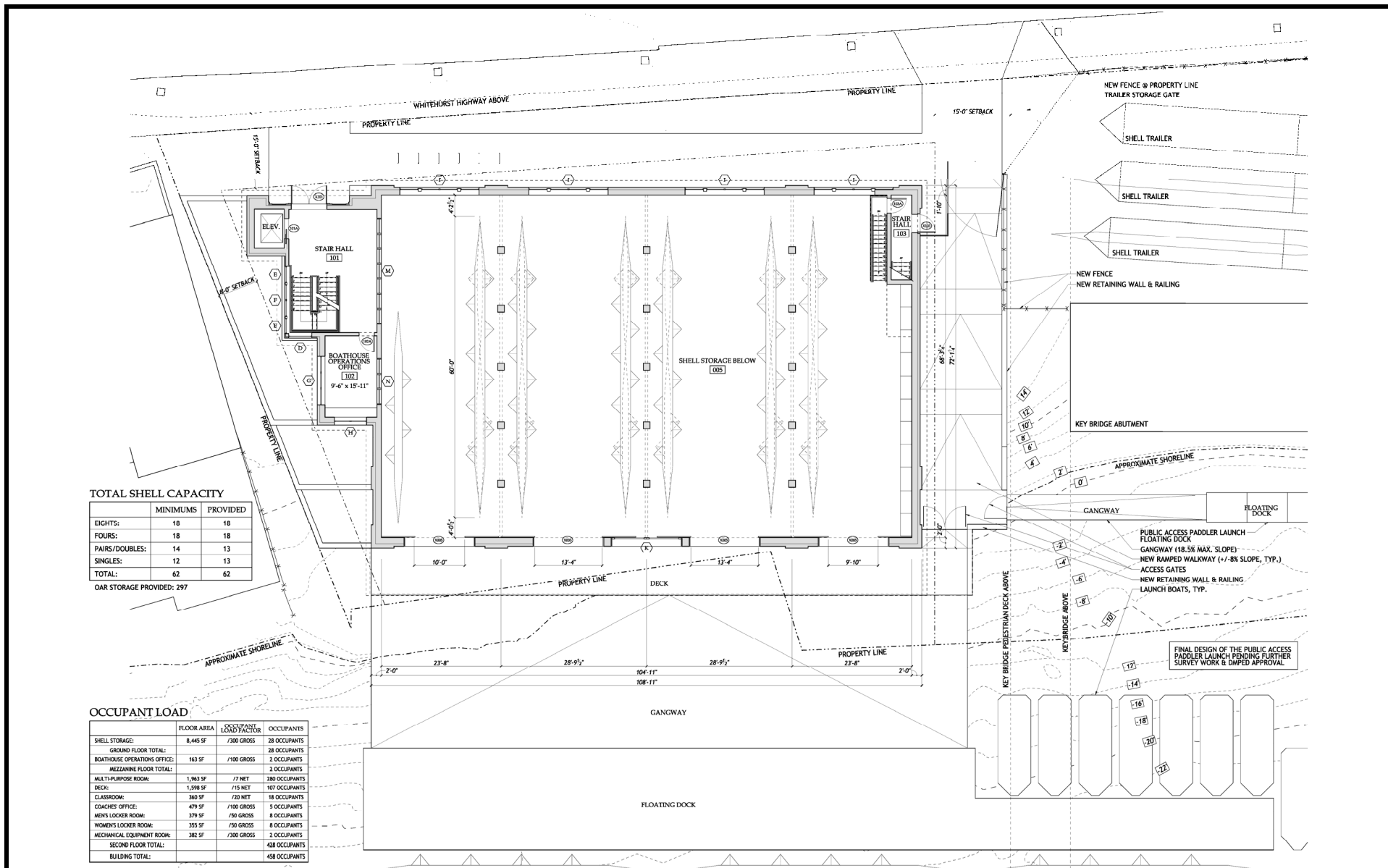


Figure 3A
Lower Level Boathouse Plan



NORTH

**3500 Water Street NW
Washington, DC**



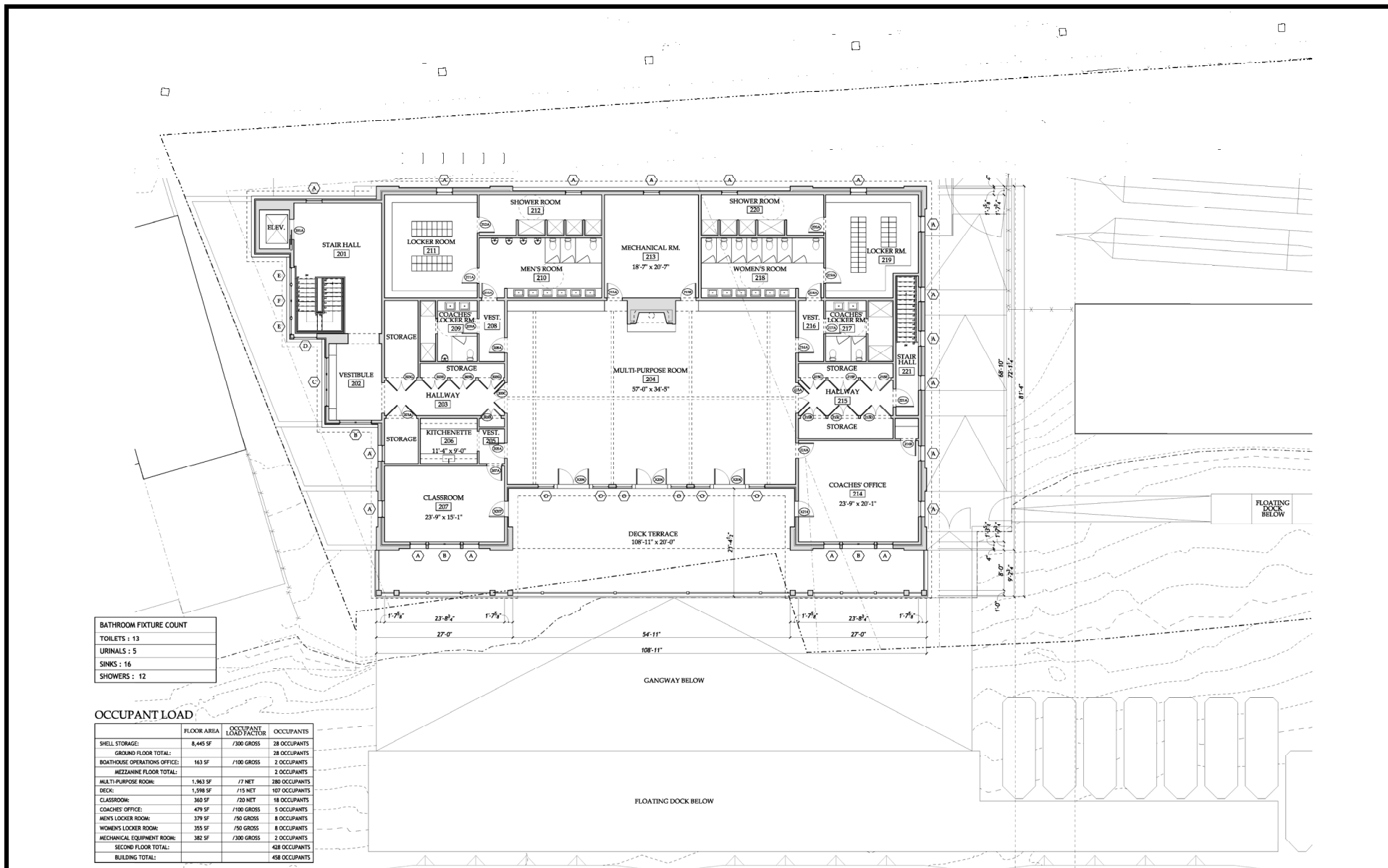


Figure 3B
Upper Level Boathouse Plan



NORTH

**3500 Water Street NW
Washington, DC**





Figure 4
Multi Modal Transportation Options



NORTH

**3500 Water Street NW
Washington, DC**



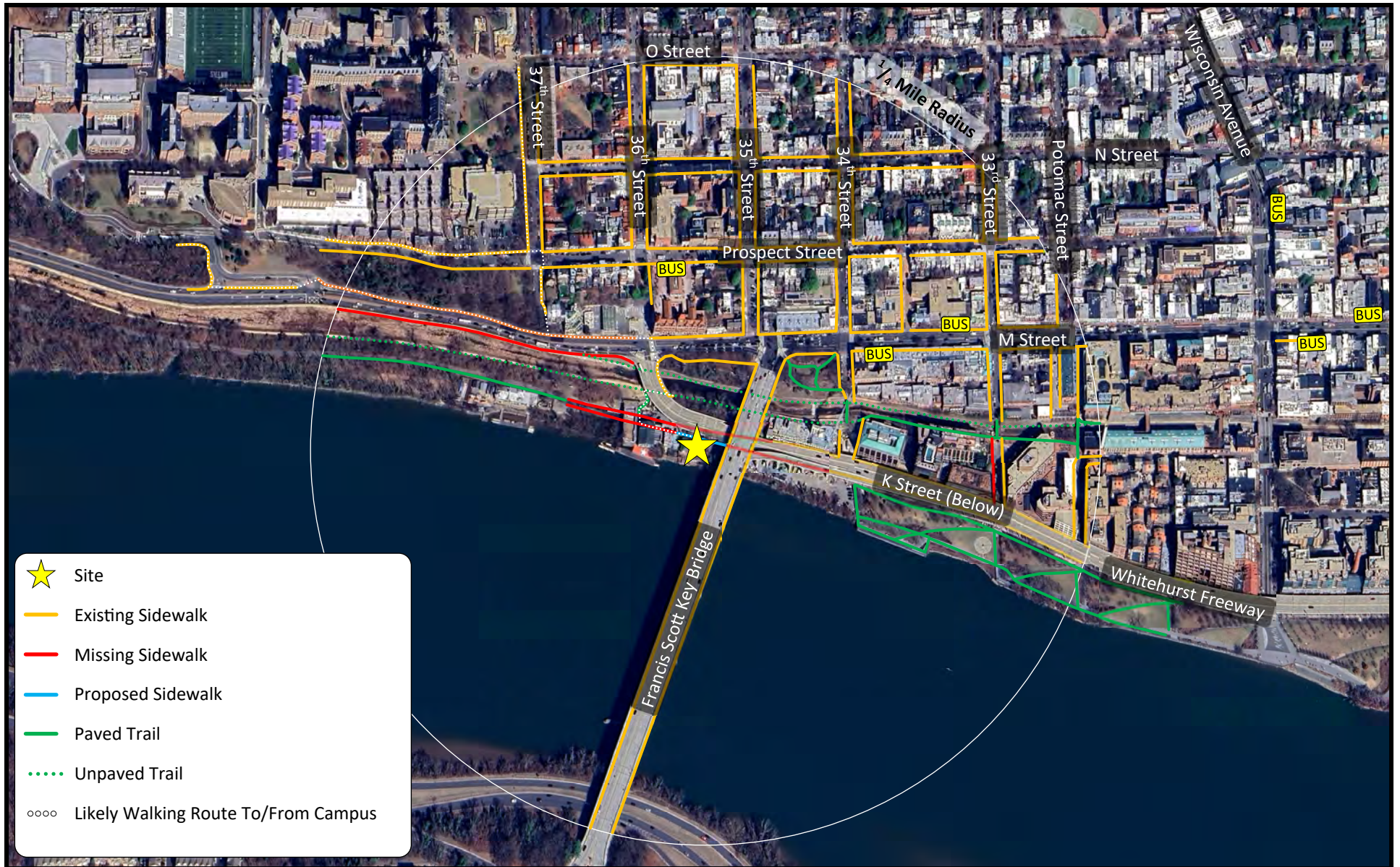


Figure 5
Quarter Mile Walk Shed



NORTH

3500 Water Street NW
Washington, DC



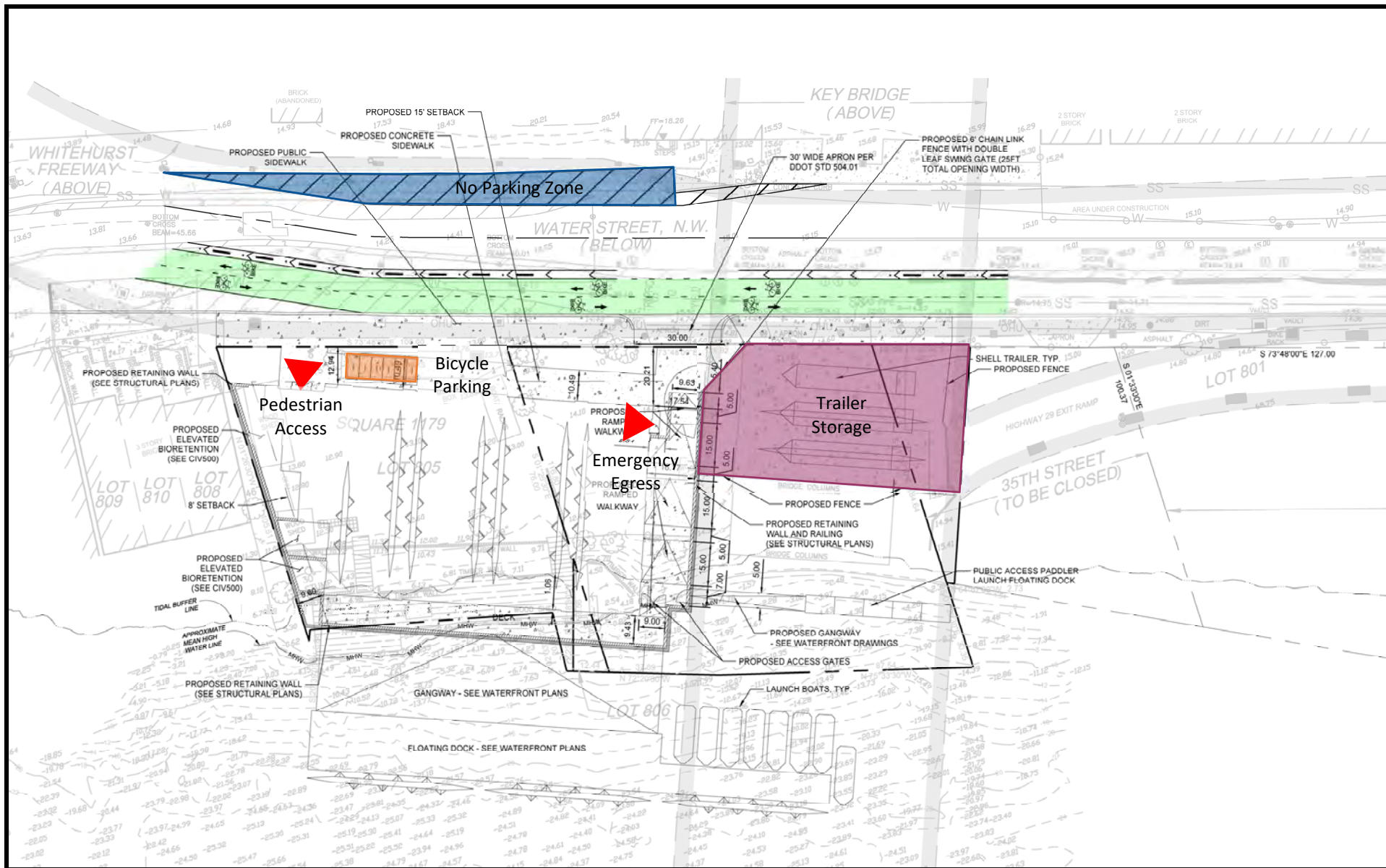


Figure 7

Site Circulation Plan



NORTH

**3500 Water 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:	
DDOT Case Manager: Erkin Ozberk	
Date(s) Scoping Form Comments Returned to Applicant: 4/14/2026	
Date Scoping Form Finalized: 4/17/2026	
Project Overview	Proposed Development Program
Project Name: Georgetown University Boathouse	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): ZC – Campus Plan Amendment and Further Processing	Residential (dwelling units):
Applicant/Developer Name: Georgetown University	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: Goulston & Storrs – David Avitabile, davitabile@goulstonstorrs.com	Hotel (rooms):
Site Street Address: 3500 Water Street NW	Other: Boathouse - 13,523 SF of GFA
Site Square & Lot: Square 1179, Lots 800, 805, 806	# of Vehicle Parking Spaces: No off-street parking proposed
Current Zoning and/or Overlay District: MU-12	# of Carshare spaces: N/A
Estimated Date of Hearing: Estimated – July 2026	# of Electric Vehicle Stations: N/A
ANC/SMD No. & SMD Commissioner Name: 2E-05, Mimsy Linder	Bicycle Parking Facilities
OP Small Area Plan (if applicable): N/A	Long-term / Short-Term spaces: 0 LT/12 ST
DDOT Livability Study (if applicable): N/A	Showers / Lockers (non-residential): N/A

Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: NA – The site is located just over ½ mile from the Rosslyn Metro Station and approximately 0.38 mi from the nearest High-Frequency bus route stop (Route C82)	Loading Berths/Spaces: No off-street loading is proposed
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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).*

Georgetown University intends to file an application for review and approval of (1) an amendment to the 2017 Hilltop Campus Plan and (2) further processing approval of a new campus building to facilitate the construction of a non-motorized boathouse. The property that is the subject of the application consists of Square 1179, Lots 800, 805, and 806, and a portion of 35th Street to be closed. Lot 800 is owned by the National Park Service, Lot 805 is currently owned by the District of Columbia and, subject to administrative jurisdiction by NPS, and Lot 806 is owned by the University. The total land area for the Property is approximately 25,105 square feet. The Property is bounded by Water Street to the north, the Potomac River to the south, vacant land owned by the District and subject to NPS administrative jurisdiction to the east, and three low-scale buildings to the west. In the forthcoming application, the University proposes to amend the 2017 Campus Plan to add the Property to the Campus Plan and designate the Property as a development site for campus life/athletic use. Concurrent with the amendment, the University will also seek further processing approval to construct the Boathouse and associated storage area. The Boathouse will be used by the University’s men’s and women’s crew program, including crew shell storage on the lower level and program space on the upper level. Space under the Key Bridge will be used as open storage for trailers for crew shells. The Project will also feature two in-water improvements: a primary dock that will be used by the University for crew-related launches (and available for public use during hours when not in use by the University) and a separate dock for smaller paddler float launches (e.g kayaks and paddleboards) that will be available for public use at all times. The Boathouse will be constructed to a proposed height of approximately 39 feet with a total gross floor area of approximately 13,523 square feet, which equates to a 0.90 FAR when measured against the anticipated “Boathouse Parcel.” The Boathouse will occupy approximately 57% of the lot on which it will be constructed. Due to site constraints (e.g. small size of the property, significant grade changes, and the presence of columns supporting the elevated Whitehurst Freeway and piers of the Key Bridge), the proposed boathouse will not include any off-street parking and loading facilities. Instead, to accommodate the required loading activities not only for the University, but also for the adjacent Potomac Boat Club, and for public users of the site, the University proposes a Boathouse Loading Zone on the south side of Water Street. The curbside loading zone will also manage potential conflicts with pedestrian, bicycle, and vehicle traffic. A storage area for unloaded trailers will be provided under the Key Bridge, on the east side of the site, and a curb cut will be required for access to the trailer storage area.

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

The Project will facilitate the implementation of NPS’s 2017 Non-Motorized Boathouse Study, which identified a series of sites along the Potomac River, including the subject Property, as potential sites to expand non-motorized boating activities along the river. The subject Property, identified as “Site D” in the Study, will be assembled after several land transfers. The University recently acquired Lot 806 in Square 1179. NPS will transfer administrative jurisdiction over Lot 805 and Lot 800 in Square 1179 to the District and the District will, in turn, convey Lot 805 to the University and ground lease a portion of Lot 800 west of the Key Bridge to the University for construction of the Boathouse. The remainder of the Property, which is located under the Key Bridge, will be used by the University pursuant to a license agreement with the District. As a part of the land transfers, NPS will also transfer administrative jurisdiction over property east of the Key Bridge identified as “Site E” in the Study to the District (to be administered by the Deputy Mayor for Planning and Economic Development, and the University will donate an upriver parcel of land to NPS that will be added to the Chesapeake and Ohio Canal National Historic Park.

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.	Two curb cuts on Water Street currently provide access to the site. In the future, a single, 24’ wide proposed curb cut will provide access to the trailer storage area under the Key Bridge. The curb cut is shown on Figure 2A (under Water Street’s current configuration) and on Figure 2B (under the future Water Street concept). ☒ Scoping Graphic: Project Location Map (See Figure 1) ☒ Scoping Graphic: Site Circulation Plan (See Figures 2A and 2B) ☒ 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 4/14/26: Clarify that no vehicles are intended to use the curb cut. The associated street closure (35 th) and DDOT bridge maintenance easement should be noted in the Transportation Statement. W+A Response 4/16/26: Correct – no vehicles would use the curb cut, other than trailers. Trailers will be maneuvered using a mechanical dolly. This will be noted in the Transportation Statement along with info about the 35 th Street closure and maintenance easement.								
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.	The loading requirements of ZR16 §901.1 are summarized in the table below: <table border="1"> <thead> <tr> <th>Use</th><th>ZR16 Requirement</th><th>Calculation</th><th>Proposed</th></tr> </thead> <tbody> <tr> <td>Marine (13,523 SF)</td><td>< 30,000 SF</td><td>No off-street loading required</td><td>N/A</td></tr> </tbody> </table> Although the proposed boathouse would not require off-street loading, to ensure functionality of the boathouse and to minimize conflicts between pedestrians, bicycles, and vehicles on Water Street, the University proposes an on-street “Boathouse Loading Zone,” as shown on Figures 2A and 2B, to allow space for shells to be loaded and unloaded from the trailers. Per discussion with DDOT at the PDRM, the loading zone has been moved from the south side of Water Street to the north side. The length of the loading zone will be approximately 110’. The anticipated use of the proposed curb side loading zone will be described in detail in the Transportation Statement. ☐ Scoping Graphic: Location of loading area with internal building routing ☐ Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)		Use	ZR16 Requirement	Calculation	Proposed	Marine (13,523 SF)	< 30,000 SF	No off-street loading required	N/A	DDOT 4/14/26: Given the unique operations at the site, a tailored loading management plan should be provided, to ensure spotters and other safety provisions for trail users when boat loading occurs. W+A Response 4/16/26: Noted. A customized Loading Management Plan will be provided in the Transportation Statement.
Use	ZR16 Requirement	Calculation	Proposed								
Marine (13,523 SF)	< 30,000 SF	No off-street loading required	N/A								

Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking. <i>See Section 1.3 of the CTR Guidelines for more detailed guidance.</i>	Minimum parking requirements per ZR16 Subtitle C, Section 701.1 are presented in the table below along with DDOT's preferred parking ratio. <table border="1"> <thead> <tr> <th>Component</th> <th>Required Minimum[†]</th> <th>Preferred Maximum[‡] (½ to 1 mi from Metro)</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Marine (13,523 SF)</td> <td>0.5 per 1,000 SF = 0.5*13,523/1,000 = 7 spaces</td> <td>≤ 1.2 * 7 spaces ≤ 8 spaces</td> <td>0</td> </tr> </tbody> </table> [†] Per ZR16 §701.5. [‡] Per DDOT's <i>Guidance for Comprehensive Transportation Review</i>. Per Subtitle C, Section 701.12, uses subject to a campus plan are subject to the parking requirements of the campus plan. Here, the 2017 Campus Plan sets forth a parking maximum of 4,080 spaces. The Project contains no parking and will not affect compliance with the Campus Plan. ☒ <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking</i> ☐ <i>Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</i>	Component	Required Minimum [†]	Preferred Maximum [‡] (½ to 1 mi from Metro)	Proposed	Marine (13,523 SF)	0.5 per 1,000 SF = 0.5*13,523/1,000 = 7 spaces	≤ 1.2 * 7 spaces ≤ 8 spaces	0	DDOT 4/14/26: Concur.						
Component	Required Minimum [†]	Preferred Maximum [‡] (½ to 1 mi from Metro)	Proposed													
Marine (13,523 SF)	0.5 per 1,000 SF = 0.5*13,523/1,000 = 7 spaces	≤ 1.2 * 7 spaces ≤ 8 spaces	0													
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. <i>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</i>	The required and proposed long-term and short-term bike parking is shown in the table below. <table border="1"> <thead> <tr> <th rowspan="2">Component</th> <th colspan="2">Required</th> <th colspan="2">Proposed</th> </tr> <tr> <th>Long-term</th> <th>Short-term</th> <th>Long-term</th> <th>Short-term</th> </tr> </thead> <tbody> <tr> <td>Marine (13,523 SF)</td> <td>None</td> <td>1 sp per 3,500 SF = 13,523/3,500 = 4 spaces</td> <td>None</td> <td>12 spaces</td> </tr> </tbody> </table> Per Subtitle C, Section 802.9, uses subject to a campus plan are subject to the bicycle parking requirements of the campus plan. Here, the 2017 Campus Plan. Notwithstanding the foregoing, the Project will provide 12 short-term bicycle parking spaces. The proposed short-term bicycle parking is shown on Figures 2A and 2B. Per §806.4, no shower facilities are required since the building is less than 25,000 SF. Per §806.5, no lockers are required since long-term bicycle parking is not required. ☐ <i>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 – figure showing location of bicycle parking will be provided in the Transportation Statement</i>	Component	Required		Proposed		Long-term	Short-term	Long-term	Short-term	Marine (13,523 SF)	None	1 sp per 3,500 SF = 13,523/3,500 = 4 spaces	None	12 spaces	DDOT 4/14/26: Concur.
Component	Required		Proposed													
	Long-term	Short-term	Long-term	Short-term												
Marine (13,523 SF)	None	1 sp per 3,500 SF = 13,523/3,500 = 4 spaces	None	12 spaces												
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. <i>See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also</i>	Preliminary streetscape improvements are shown on Figures 2A and 2B. The University has been and will continue to work with DDOT on the ultimate design and streetscape for Water Street. ☐ <i>Scoping Graphic: Preliminary Public Space Concept</i>	DDOT 4/14/26: Concur – DDOT looks forward to ongoing coordination on the streetscape planning.														

<i>documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i>		
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. <i>See Section 1.6 of the CTR Guidelines for more detailed guidance.</i>	No off-street vehicle parking is proposed; therefore, no electric vehicle charging stations are proposed.	DDOT 4/14/26: 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. <i>See Section 1.7 of the CTR Guidelines for more detailed guidance.</i>	As shown on Figure 4 (UFD's street tree map), no street trees are located along the site frontage. There is an existing heritage tree on the adjacent property to the west that extends into the subject property. The tree directly abuts the rowhouse on the adjacent property and is hazardous because its root structure and possibly the trunk itself are putting pressure on the rowhouse wall, causing stress, damage, and potentially failure of the wall. The University has been coordinating with the adjacent property owner and UFD regarding the tree and will continue coordination to determine the best course of action regarding the tree.	DDOT 4/14/26: Street tree planting in the ROW is not feasible due to the FSK Bridge. UFD has spoken with the applicant and the adjacent property owner regarding the Heritage tree. Either party may submit the supporting documentation with a Special Tree Removal Permit (STP) in TOPS to allow the ward forester to evaluate the tree as a candidate for removal. If the applicant is applying for the permit as part of the boathouse project, then documentation from the adjacent property owner consenting to the tree removal should be included with the STP. W+A Response 4/16/26: Noted.

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 splits were based on information provided by the Georgetown University Rowing coaches. The coaches are expected to drive to the Boathouse and park in a nearby garage. Students are not permitted to have cars; therefore, they will walk, bike, or take a scooter between campus and the boathouse. <table><thead><tr><th rowspan="2">Mode</th><th colspan="2">Mode Splits</th></tr><tr><th>Coaches</th><th>Students</th></tr></thead><tbody><tr><td>Auto</td><td>100%</td><td>0%</td></tr><tr><td>Transit</td><td>0%</td><td>0%</td></tr><tr><td>Bike/Scooter</td><td>0%</td><td>15%</td></tr><tr><td>Pedestrian</td><td>0%</td><td>85%</td></tr></tbody></table> ☒ Scoping Table: Mode Split Assumptions by Land Use	Mode	Mode Splits		Coaches	Students	Auto	100%	0%	Transit	0%	0%	Bike/Scooter	0%	15%	Pedestrian	0%	85%	DDOT 4/14/26: Concur.																																																																																											
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Trip Calculations Provide site-generated person trip estimates, utilizing the most recent version of ITE Trip Generation Manual or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes. The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly. See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.	The University’s rowing teams practice six days per week, between 6:00 and 10:00 AM. The practices start between 6:00 and 7:30 AM with the four squads staggering their start times. Each squad has 30-35 athletes for a total of 130. There are a total of 14 coaches and staff across the four squads. Coaches arrive before their squad members. Coaches leave throughout the day, typically after 10:00 AM. Public use of the facility will not be permitted when in use by Georgetown. Since no parking is provided at the site, no boat rental will be provided (in fact, boats will be able to be rented at the NPS parcel west of the aqueduct), and private boats cannot be stored at the site, the Georgetown practices are assumed to be the higher traffic generator. The table below summarizes the trip generation expected during the week, resulting from practices. The boathouse will not be open/in use during winter months. Derivation of Peak Hour Person Trips <table><thead><tr><th rowspan="2">COMPONENT</th><th colspan="3">6:00 – 7:00 AM</th><th colspan="3">7:00 – 8:00 AM</th><th colspan="3">8:00 – 9:00 AM</th><th colspan="3">9:00 – 10:00 AM</th></tr><tr><th>IN</th><th>OUT</th><th>TOT</th><th>IN</th><th>OUT</th><th>TOT</th><th>IN</th><th>OUT</th><th>TOT</th><th>IN</th><th>OUT</th><th>TOT</th></tr></thead><tbody><tr><td>Practice 6 days/week</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Students</td><td>100</td><td>0</td><td>100</td><td>30</td><td>0</td><td>30</td><td>0</td><td>30</td><td>30</td><td>0</td><td>100</td><td>100</td></tr><tr><td>Coaches</td><td>8</td><td>0</td><td>8</td><td>3</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Total</td><td>108</td><td>0</td><td>108</td><td>33</td><td>0</td><td>33</td><td>0</td><td>30</td><td>30</td><td>0</td><td>100</td><td>100</td></tr></tbody></table> As shown in the table above, the peak hour is expected to be 6:00 AM – 7:00 AM. The peak hour trip gen, by mode, is summarized in the table below. Peak Hour Trip Generation, by Mode <table><thead><tr><th rowspan="2">User</th><th colspan="3">AM PEAK HOUR</th></tr><tr><th>IN</th><th>OUT</th><th>TOTAL</th></tr></thead><tbody><tr><td>Person Trips¹</td><td>108</td><td>0</td><td>108</td></tr><tr><td>Auto²</td><td>8</td><td>0</td><td>8</td></tr><tr><td>Transit²</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Bike/Scooter²</td><td>15</td><td>0</td><td>15</td></tr><tr><td>Pedestrian²</td><td>85</td><td>0</td><td>85</td></tr><tr><td>Vehicle Trips³</td><td>7</td><td>0</td><td>7</td></tr></tbody></table> ¹ Person-trips calculated based on number of coaches and students per squad, as shown in table above. ² Mode splits based on info provided by the university, as described in more detail in the “Mode Split” section. ³ Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT’s CTR Guidelines.	COMPONENT	6:00 – 7:00 AM			7:00 – 8:00 AM			8:00 – 9:00 AM			9:00 – 10:00 AM			IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	Practice 6 days/week													Students	100	0	100	30	0	30	0	30	30	0	100	100	Coaches	8	0	8	3	0	3	0	0	0	0	0	0	Total	108	0	108	33	0	33	0	30	30	0	100	100	User	AM PEAK HOUR			IN	OUT	TOTAL	Person Trips ¹	108	0	108	Auto ²	8	0	8	Transit ²	0	0	0	Bike/Scooter ²	15	0	15	Pedestrian ²	85	0	85	Vehicle Trips ³	7	0	7	DDOT 4/14/26: In the Transportation Statement, please clarify the active months when the practice is occurring. W+A Response 4/16/26: Noted. The months during which practice occurs will be noted in the Transportation Statement.
COMPONENT	6:00 – 7:00 AM			7:00 – 8:00 AM			8:00 – 9:00 AM			9:00 – 10:00 AM																																																																																																				
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Pedestrian ²	85	0	85																																																																																																											
Vehicle Trips ³	7	0	7																																																																																																											

	Prior to away meets, the shells need to be loaded onto the trailers to depart the boathouse. The process will be as follows: • A mechanical dolly will be used to retrieve up to two trailers from under the Key Bridge. A mechanical dolly will be used to maneuver the trailers onto Water Street and turn them so that they are aligned in the eastbound direction and can be hitched to pick-up trucks that haul the trailers. • Once the trailers are on the south side of Water Street, the shells will be loaded on the trailers. • The process of loading the shells on the trailers typically takes approximately 1 to 1½ hours. One trailer can be loaded at a time in the loading zone on the north side of Water Street. Due to the time associated with the retrieval of the trailers, the entire process is expected to take approximately 1½ to 2 hours per trailer. • During the Fall Semester, the number of away meetings is typically six to eight over the three-month period between September and November. During the Spring Semester, the number of away meets is typically weekly (on average) from mid-March through the end of May. However, the number of trailers needed depends on the men's and women's rowing team schedules and can vary from one to two at a time. • Approximately 90 percent of the meets are on Saturday. Trailers typically are loaded after practice the day before the meet. The trailers typically leave the day before the meet. Approximately five times per year, the trailers are loaded the day before the meet but don't leave until the day of the meet. Upon return from the away meets, the shells will need to be unloaded and the trailers stored. The process will be as follows: • The trucks pulling the loaded trailers will stop on the south side of Water Street (headed in the westbound direction). • Shells will be unloaded from the trailers. A mechanical dolly will be used to maneuver the empty trailers from Water Street to the storage area under the Key Bridge. • The process of unloading shells typically takes 40 minutes. Due to the time associated with the parking the trailers in the storage area, the overall process could take 60-75 minutes per trailer. • Due to the travel time required for some meets, arrival back at the boathouse will be late on Sunday night. On those days, the loaded trailers would remain parked on Water Street until Monday morning when the shells would be unloaded and the trailers stowed. Parking overnight from Sunday night to Monday morning is expected to occur six to seven times per year. The number of home meets per year is minimal (for example, the 2025-2026 rowing schedule has only one home meet). When home meets do occur, visiting teams will launch from the Thompson Boat Center (as they do today) and the GU rowing teams will launch from the new Boathouse, making the trip generation at the new boathouse the equivalent of the trip generation for practices. ☒ <i>Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)</i>	
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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. <i>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.</i>	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 • Georgetown Nonmotorized Boathouse Zone Environmental Assessment (including Appendix B - Transportation Impact Assessment)	DDOT 4/14/26: 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. <i>See Section 3.2 of the CTR Guidelines for more detailed guidance.</i>	The ¼ mile walk shed will be provided in the Transportation Statement. ☐ <i>Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</i>	DDOT 4/14/26: Concur.
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. <i>See Section 3.3 of the CTR Guidelines for more detailed guidance.</i>	The ½ mile bike shed will be provided in the Transportation Statement. ☐ <i>Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails</i>	DDOT 4/14/26: 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. <i>See Section 3.4 of the CTR Guidelines for more detailed guidance.</i>	The site is served by a number of Metrobus routes, including: - o Routes A58 C85, which stop within ¼ mile of the site at the M Street/34th Street intersection. - o Route C91, which stops within ¼ mile of the site at the Prospect Street/36 Street and the 35th Street/N Street Intersections. - o Route D80 and Route D82, which is on the high frequency network, stop just over ½ mile from the site, at the Wisconsin Street/M Street intersection Multi-modal transportation options, including transit stops and bus routes within the vicinity of the site will be included in the Transportation Statement. ☐ 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 (See Figures 5 and 6)	DDOT 4/14/26: 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. <i>See Section 3.5 of the CTR Guidelines for more detailed guidance.</i>	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 4/14/26: 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. <i>See Section 3.6 of the CTR Guidelines for more detailed guidance.</i>	As shown on Figures 2A and 2B, a curbside loading zone is proposed. Per discussions with DDOT, the loading zone has been shifted from the south side of Water Street to the north side. ☐ Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)	DDOT 4/14/26: 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. <i>See Section 3.6.4 of the CTR Guidelines for more detailed guidance.</i>	NA	DDOT 4/14/26: Concur.
On-Street Parking Occupancy Study	NA	DDOT 4/14/26: Concur.

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. <i>See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.</i>	☐ <i>Scoping Graphic: Study Area and Block Faces (see Figure 8)</i>	
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. <i>See Section 1.3.4 of CTR Guidelines for more detailed guidance.</i>	N/A	DDOT 4/14/26: 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.). <i>See Section 3.7 of the CTR Guidelines for more detailed guidance.</i>	N/A	DDOT 4/14/26: Concur.

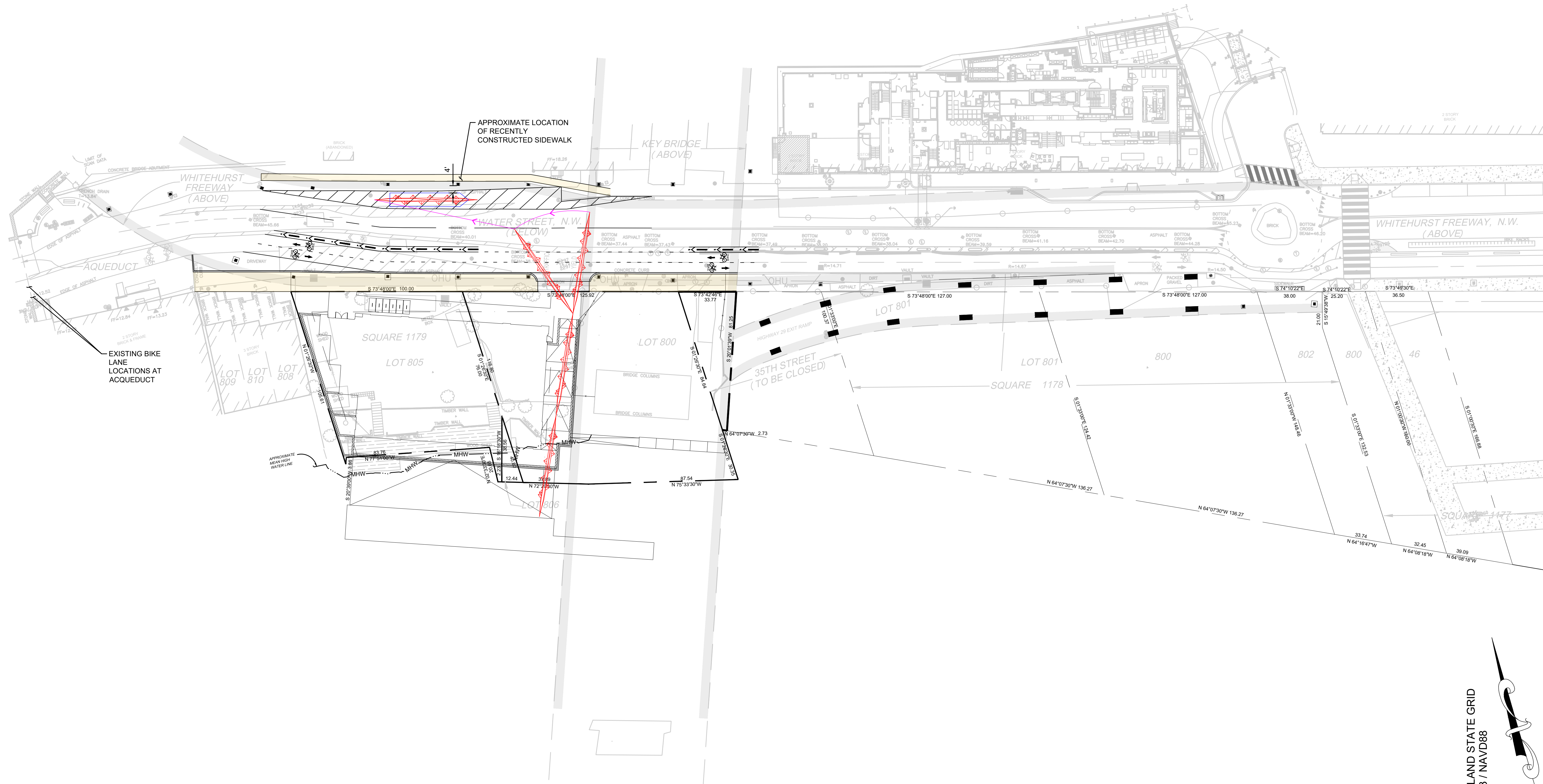
Section 4: TRAFFIC IMPACT ANALYSIS (TIA)		
The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, 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. <i>See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.</i>	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 4/14/26: 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. <i>See Section 4.3 of CTR Guidelines for guidance on study scenarios.</i>	N/A	DDOT 4/14/26: 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. <i>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.</i>	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 4/14/26: 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. <i>See Section 4.5 of the CTR Guidelines for more detailed guidance.</i>	N/A ☐ Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years	DDOT 4/14/26: 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. <i>See Section 4.6.1 of the CTR Guidelines for more detailed guidance.</i>	N/A ☐ <i>Scoping Graphic: Background Development Projects Near Study Area</i> ☐ <i>Scoping Table: Completion Amounts/Portions Occupied of Background Developments</i>	DDOT 4/14/26: 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. <i>See Section 4.6.2 of the CTR Guidelines for more detailed guidance.</i>	N/A ☐ <i>Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day</i>	DDOT 4/14/26: 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. <i>See Section 4.7 of the CTR Guidelines for more detailed guidance.</i>	N/A ☐ <i>Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)</i>	DDOT 4/14/26: 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 <i>Scoping Form</i> 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. <i>See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.</i>	☒ <i>The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i> ☒ <i>The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.</i> ☒ <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.</i>	DDOT 4/14/26: 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. <i>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</i>	☒ <i>The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.</i>	DDOT 4/14/26: 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. <i>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.</i>	☐ <i>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.</i> As part of the Georgetown University Campus, the subject site will be subject to the University's TDM strategies. The TDM plan will be summarized in the Transportation Statement.	DDOT 4/14/26: 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.	N/A	DDOT 4/14/26: Concur.

See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.		
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 4/14/26: 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 presented the Project to the ANC at its June 30, 2025 meeting in connection with its initial review by the Old Georgetown Board. In response to comments from the ANC at that meeting, the Applicant engaged in discussions regarding and evaluated the configuration of Water Street in the vicinity of the Project. The Applicant anticipates meeting with the ANC and SMD in the coming weeks in connection with the forthcoming zoning application.	DDOT 4/14/26: 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?		DDOT 4/14/26: The associated land transfer and adjacent street closure (35th) should be noted in the Transportation Statement. W+A Response 4/16/26: Noted. Information regarding the 35th Street closure will be included in the Transportation Statement.

ATTACHMENT B
TRAILER AND ROWING SHELL
MANEUVERING DIAGRAMS



SIDEWALK

MARYLAND STATE GRID
NAD83 / NAVD88

0 15 30
SCALE: 1"=30'

GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE

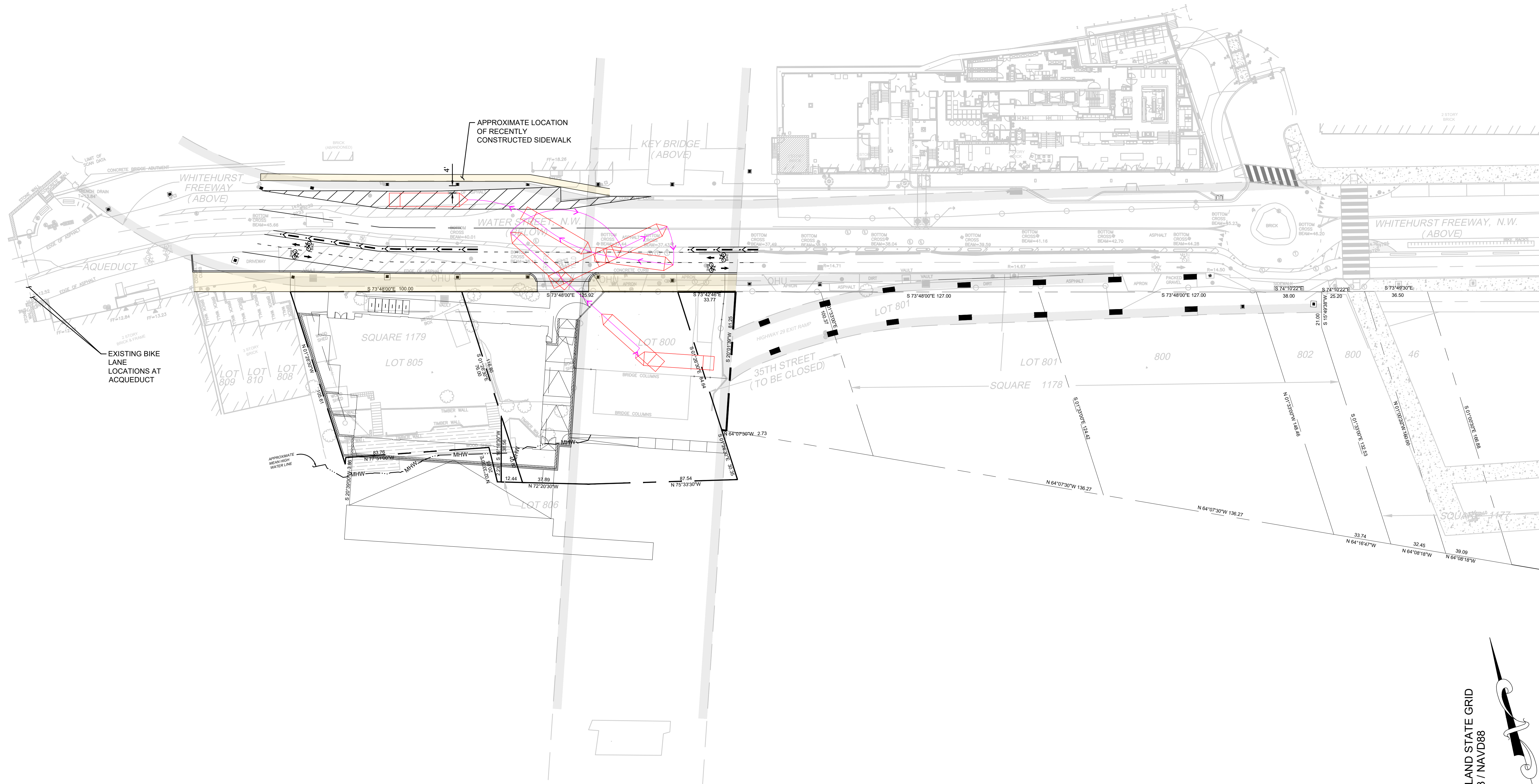
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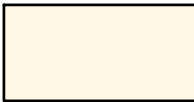
BOAT MANEUVERING DIAGRAM

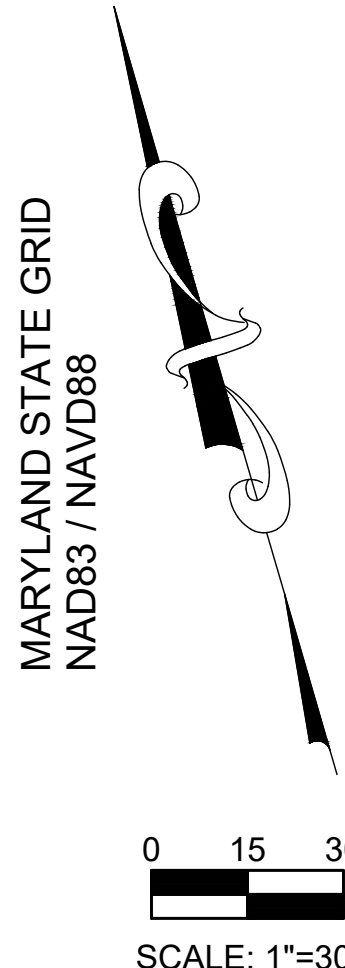
SHEET NO.
CIV301

MUSE | KIRWAN ARCHITECTS
7401 Wisconsin Avenue, Suite 500, Bethesda, MD 20814 Phone: 301.718.8118 www.musekirwan.com

DRAWN BY: ENGINEERS, INC. (Civil Engineering Consultant)
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EHLERT/IRBY, INC. (Structural Engineering Consultant)
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JAMES POSEY ASSOCIATES (Mechanical, Electrical, Plumbing Engineering Consultant)
11155 Red Run Boulevard, Suite 310, Baltimore, MD 21117 Tel: 410.265.6100



 SIDEWALK



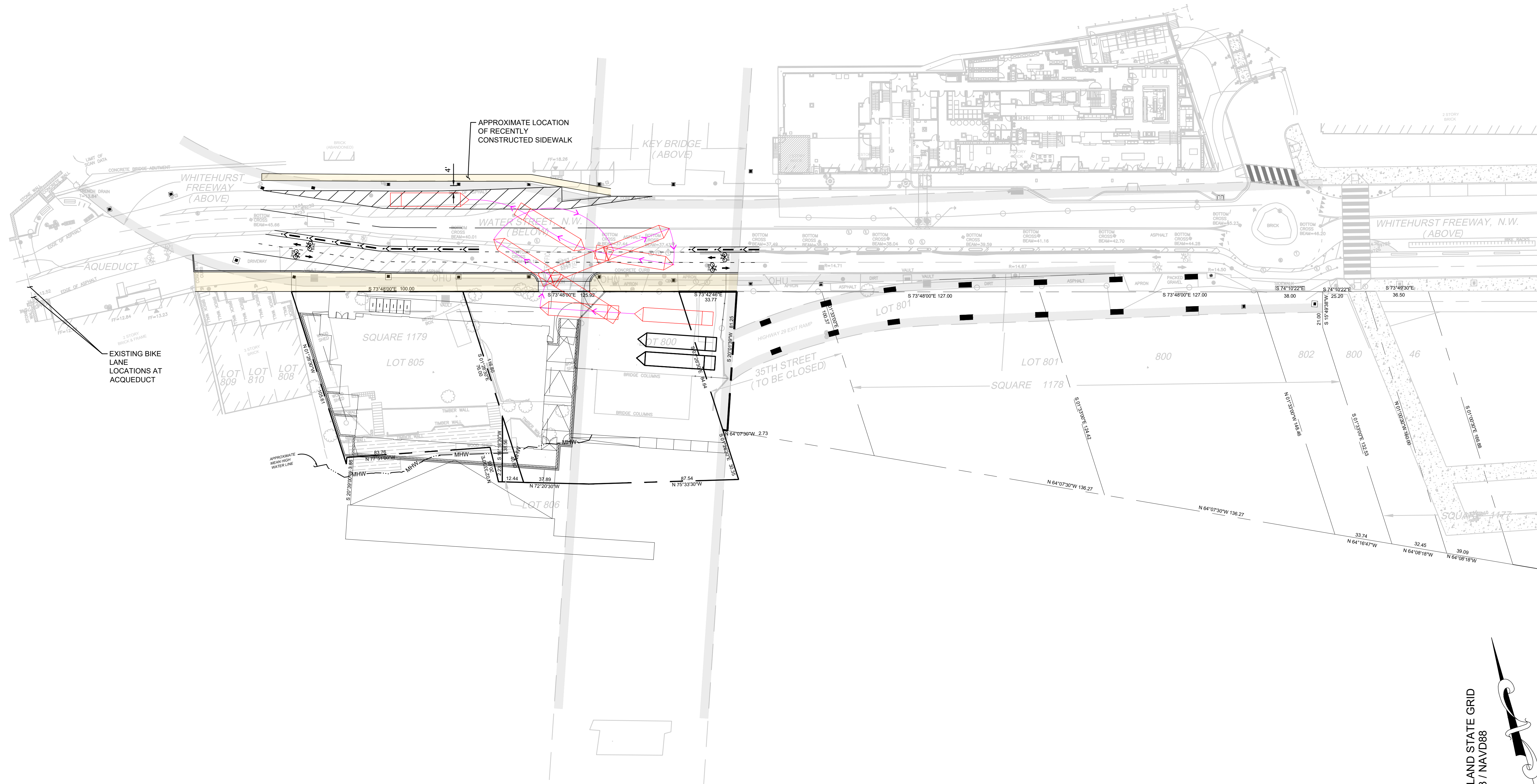
GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE
3500 WATER STREET, NW, SITE D, WASHINGTON, DC 20007

24.07

BOAT TRAILER MANEUVERING
DIAGRAM

SHEET NO.
CIV302

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SIDEWALK

GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE

3500 WATER STREET, NW, SITE D, WASHINGTON, DC 20007

24.07

BOAT TRAILER MANEUVERING
DIAGRAM

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ATTACHMENT C LOADING MANAGEMENT PLAN

Georgetown University Boathouse

Loading Management Plan

Purpose and Scope

This Loading Management Plan (LMP) establishes standardized procedures for loading and unloading rowing shells and equipment to/from boat trailers for away meets. The LMP is designed to: (a) protect pedestrians and bicyclists, (b) reduce operational conflicts during loading/unloading, (c) manage disruptions to traffic flow, and (d) promote the safety of all roadway users and Georgetown University students and staff.

Roles and Responsibilities

- **Boathouse Manager:** Responsible for implementation of the LMP; coordinates with University Police Department (UPD), Metropolitan Police (MPD), and DDOT, as may be necessary.
- **Staff on Duty (SOD):** Leads loading/unloading day movements; assigns spotters and dolly operator; ensures that the LMP is followed.
- **Dolly Operator (DO):** Operates the mechanical trailer dolly; follows spotter instructions.
- **Traffic Control Officer (TCO):** Has the authority from the City to manage and direct traffic on public streets.
- **Spotter:** Provides an extra set of eyes for the DO; promotes safe maneuvering of trailers by covering blind spots that the DO cannot see.
- **Shell Handlers:** Carry/move shells and equipment; follow SOD instructions; do not enter the sidewalk, bike lanes, or travel lanes until directed by the TCO.
- **All Users:** Report hazards or incidents; comply with posted rules and staff directions.

Trailer Loading and Unloading Procedures

- At the beginning of each season, spotters and shell handlers shall receive training from coaching staff regarding policies and procedures outlined in the LMP.
- Post temporary advanced warning signs in the eastbound and westbound directions prior to initiating loading/unloading activities to warn approaching pedestrians, bicyclists, and motorists of crossing activity.
- When feasible, trailer loading and unloading shall occur outside of the weekday morning peak period (7:00 to 9:30 AM) and afternoon peak period (4:00 to 6:30 PM).
- The University shall designate a qualified Traffic Control Officer (TCO) to direct vehicular, pedestrian, and bicycle traffic when trailers and rowing shells are removed from or stowed in their respective storage areas. The TCO shall stop vehicular, pedestrian, and bicycle traffic to allow trailers and rowing shells to be safely maneuvered across the sidewalks, bike lanes, and travel lanes. During the overall loading and unloading procedure, the TCO

shall periodically allow vehicles, pedestrians, and bicyclists to proceed when they can do so safely and so that no significant delays are incurred.

- Once trailer(s) are removed from or returned to the storage area, the gate to the storage area should be immediately closed to minimize disruption to the sidewalk.
- At least one spotter should be on hand to assist with the trailer maneuvering into or out of the trailer storage area. Spotter and DO shall be in visual contact at all times during active movements.
- The DO, TCO, spotters and shell handlers are prohibited from using phones and headphones during active movements.
- The DO, TCO, spotters and shell handlers must wear high-visibility vests during active movements.
- Remove all temporary signs after trailer loading/unloading is completed.
- At the conclusion of the loading/unloading activity, verify that no equipment is left in the loading zone, travel lanes, bicycle lanes, and/or sidewalk.