TECHNICAL MEMORANDUM

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From:	Salem Zewdu	
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Date:	January 6, 2026	
Subject:	2384 Champlain Street NW PUD (Case No. 25-18) – Transportation Statement	

Introduction

The purpose of this memorandum is to provide a brief summary of the existing and proposed site design and trip generation of the proposed redevelopment at 2384 Champlain Street NW as part of the consolidated PUD and related Map Amendment application for an all-affordable multi-family housing development (ZC Case No. 25-18).

The project is located in the Adams Morgan neighborhood of northwest DC and is bounded by a public alley to the west, residential properties to the north and the south, and Champlain Street NW to the east. Figure 1 shows the regional location of the site and Figure 2 provides an aerial view of the site. The site is currently improved with a 30-unit multi-family residential building. The Applicant is proposing to redevelop the site to construct 14 additional units, yielding a 44-unit, all-affordable multi-family apartment building with three (3) onsite parking spaces.

The Applicant is requesting to rezone the entirety of the site from the existing RA-2 zone to the RA-3 zone to increase the allowable FAR through the PUD to preserve and expand affordable housing on the 7,348 square-foot property. The Applicant is also requesting relief from 10 parking spaces to meet the 11 DCMR Subtitle C § 701.5 requirement of providing a minimum of 13 parking spaces due to small lot size and the desire to maximize the developable area on the property and the number of affordable housing units that can be provided. The site is located within a quarter mile of the 18th Street NW/U Street-Garfield NW Priority Transit Network servicing 11 bus stops, six (6) Capital Bikeshare stations, and a bicycle- and pedestrian-friendly environment that will provide all residents with easy access to non-vehicular means of transportation.

As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side of the building that will be accessible via the public alley.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and

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- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The 2384 Champlain Street NW site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The requested relief from providing 10 onsite parking spaces is not expected to have a detrimental impact due to the site's proximity to transit and bicycle facilities;
- The proposed project will provide two (2) short-term and 16 long-term bicycle parking spaces, meeting or exceeding zoning requirements;
- Although not required by zoning, the proposed project will provide a compact 8' X 18' service/delivery space to accommodate the majority of the site's anticipated loading demand;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

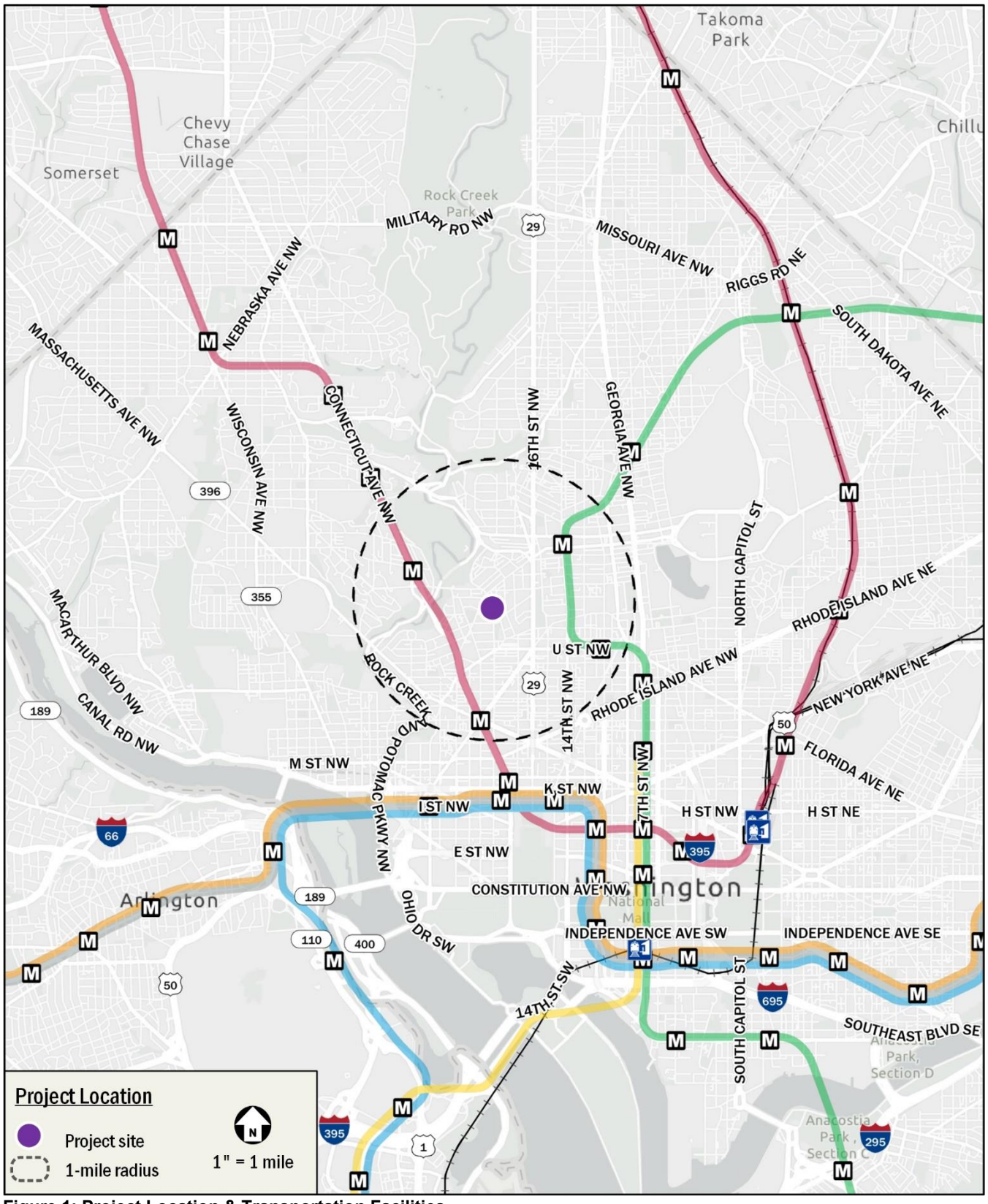

Figure 1: Project Location & Transportation Facilities

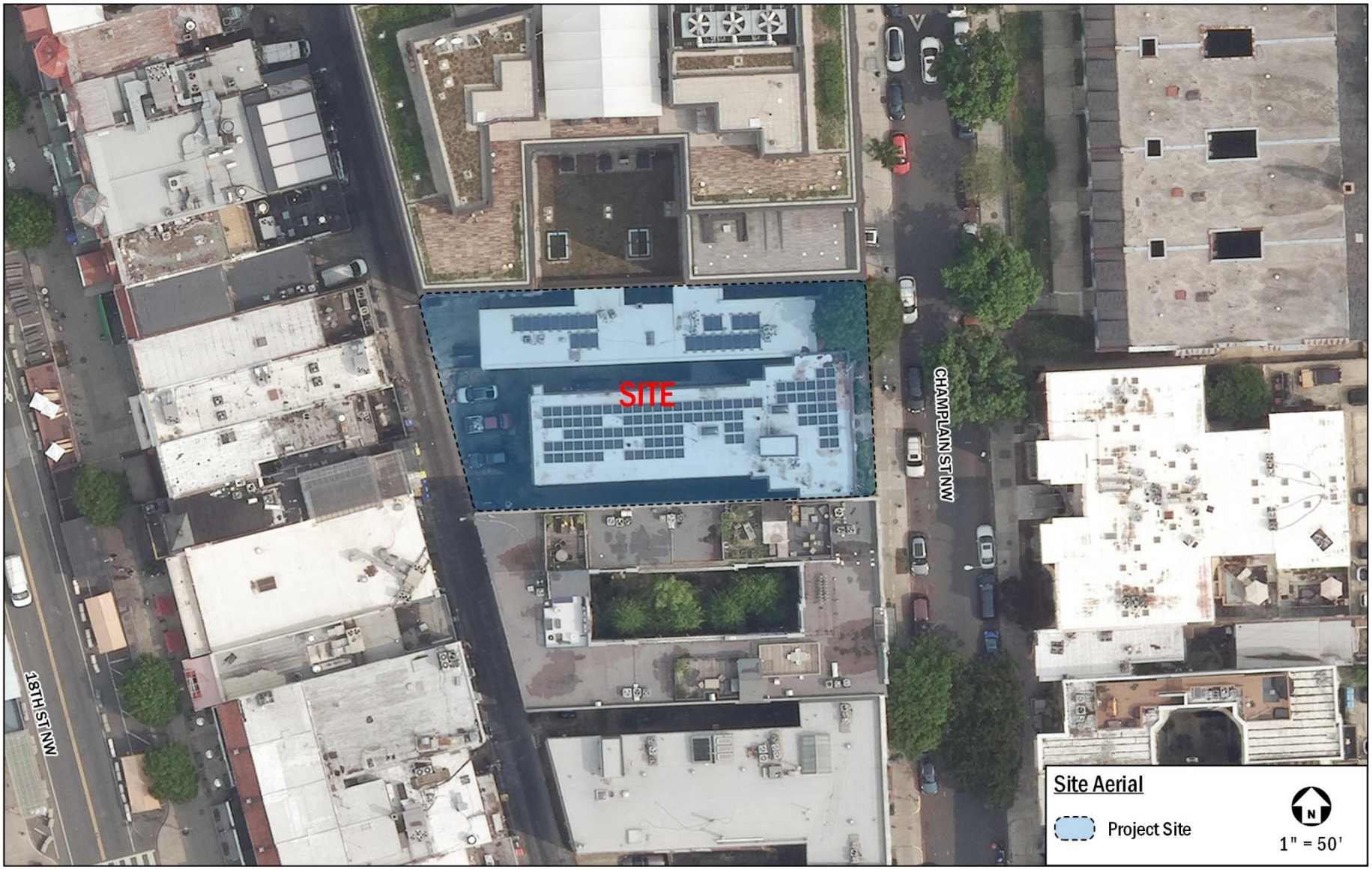

Figure 2: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The 2384 Champlain Street NW site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly neighborhood, minimizing the need for personal vehicles. The site is well-served by seven (7) bus routes that connect the site to other parts of DC as well as Maryland and Virginia. Additionally, the site is surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is served by local streets, Champlain Street NW and Kalorama Road NW, and a collector, Euclid Street NW. These roadways connect the site to minor and principal arterials such as Columbia Road NW, 18th Street NW, and 16th Street NW. The existing network of arterials and local streets provides connections to other principal arterials, minor arterials, collectors, and local roads. These roadways provide connectivity to I-295, I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland.

The project proposes three (3) on-site parking spaces, which are accessible from the 16-foot-wide public alley west of the property. The Applicant is requesting flexibility from 10 parking spaces to meet the ZR16 requirement of providing a minimum of 13 parking spaces. The request for flexibility will not have significant impacts to the neighborhood due to the transit-rich area within which the site is located.

As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side of the building that will be accessible via the public alley. Move-in and move-out operations will be conducted on-street with the use of "Emergency No Parking" permits via DDOTs Transportation Online Permitting System (TOPS).

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users access to various automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are two (2) Zipcar locations within a quarter mile of the project site:

- One (1) vehicle is located within a three-minute walk on-street on Champlain Street NW north of Kalorama Road NW; and
- Two (2) vehicles are located within a two-minute walk along Cincinnati Alley NW at Adams Mills Road NW.

Transit Facilities

Existing Transit Service

The site is well-served by eight (8) Metrobus routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes provide connections to 25 Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located at 18th Street NW and Columbia Road NW, as shown in Figure 3. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 2 shows WMATA's recommended amenities for each type of bus stop. Table 3 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The closest Metrorail station to the site is the Woodley Park-Zoo/Adams Morgan Metrorail station, which is served by the Red Line and is located approximately 0.7 miles or a 16-minute walk northwest of the site. The Red Line travels south from Rockville, MD through the Northwest DC before turning north at Union Station through Northeast DC to Glenmont, MD.

Table 4 and Table 5 provide details of Metrorail information, including service hours and timetables.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 4. As shown in the figure, the transit facilities within the vicinity of the site connect the development to Downtown and much of North Washington as well as parts of Maryland and Northern Virginia including the neighborhoods of Bethesda, Silver Spring, Hyattsville Crossing, and Rosslyn within 30 minutes of travel from the project site.

Planned Transit Service

The Transit Priority Network in the approved moveDC 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Three (3) transit priority corridors are proposed near the site:

- Columbia Road NW from Connecticut Avenue NW to Warder Street NW
- 16th Street NW from H Street NW to Eastern Avenue NW
- U Street NW from 16th Street NW to 9th Street NW

The U Street NW Bus Priority project is currently in the design phase and will begin the construction process mid-2027. The project aims to address bus delays, loading/delivery and pick-up/drop-off operations along the commercial corridor, and increase bus speed and reliability. Currently, the proposed bus priority tools include installing bulb-outs and curb extensions, bus stop rebalancing, offsetting bus lanes, curbside management, and closure of slip lanes.

The 16th Street NW Bus Priority project was completed in June 2022 and installed 3 lane-miles of bus lanes, expanded bus zones, two (2) new crosswalks, and 14 transit signal priority signals and three (3) queue jumps.

The Columbia Road NW Bus Priority Project between 16th Street NW and California Street NW began with a needs assessment in the Fall of 2021 and recently completed construction in December 2024. The project features bus only lanes, rebalanced bus stops, and protected bike lanes.

The Metrobus routes servicing the study area are covered by the Columbia Road NW, 16th Street NW, and U Street NW transit priority corridors as well as additional priority corridors outside of the study area. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future. Any proposed transit infrastructure improvements can potentially improve bus speeds and service to the project site in the future.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)	Walking Distance to Nearest Bus Stop[2]
		Weekday	Saturday	Sunday		
WMATA Routes						
C51	U St-Anacostia	5:13am-12:08am	5:10am-11:48pm	5:40am-12:08am	20-30	0.2 mi (4 minutes)

C53	U St-Congress Heights	5:07am-4:47am	5:07am-4:47am	5:07am-4:47am	12-20	0.2 mi (4 minutes)
C61	Brookland-Tenleytown	5:12am-4:52am	5:12am-4:52am	5:12am-4:52am	12-20	0.7 mi (16 minutes)
D60	16th St	5:08am-4:48am	5:09am-4:45am	5:10am-4:46am	15-20	0.4 mi (8 minutes)
D6X	16th St Limited	5:17am-11:50pm	6:52am-12:20am	6:51am-9:47pm	12-20	0.4 mi (8 minutes)
D70	Connecticut Av-Chevy Chase	6:07am-2:11am	6:26am-2:08am	6:27am-2:11am	20-30	0.7 mi (15 minutes)
D72	Connecticut Av-Mt Pleasant	5:16am-4:56am	5:12am-4:52am	5:12am-4:52am	15-22	0.2 mi (4 minutes)
D74	Rhode Island Av-Foggy Bottom	6:24am-12:17am	7:18am-12:36am	7:19am-12:17am	15-23	0.2 mi (4 minutes)

[1] Service hours are based on the most recent effective schedules available on WMATA website.
[2] Only bus stops within the transit review area shown in Figure 3 are included.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
16 St NW+U St NW (NB)	1001666	D6X, D60	●	●	●	●	●	●	●		●
U St NW+New Hampshire Av NW (EB)	1001673	C51, C53	●			●				●	●
Connecticut Av NW+California St NW (NB)	1001681	D70	●			●					

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
U St NW+Florida Av NW (WB)	1001684	C51, C53	●			●				●	
Columbia Rd NW+California St NW (NB)	1001686	D72, D74	●		●		●			●	●
U St NW+New Hampshire Av NW (WB)	1001689	C51, C53	●			●					●
Columbia Rd NW+California St NW (SB)	1001694	D72, D74	●		●		●				
Connecticut Av NW+Wyoming Av NW (SB)	1001697	D70	●		●						●
18 St NW+California St NW (SB)	1001708	C51, C53	●			●	●				●
18 St NW+California St NW (NW)	1001711	C51, C53	●			●					
Connecticut Av NW+Kalorama Rd NW (NB)	1001717	D70	●		●						●
Connecticut Av NW+Kalorama Rd NW (SB)	1001722	D70	●	●		●	●	●		●	●
Columbia Rd NW+19 St NW (SB)	1001744	D72, D74	●		●		●			●	
18 St NW+Belmont Rd NW (NW)	1001763	C51, C53	●			●				●	
16 St NW+Crescent Pl NW (NB)	1001777	D60	●		●	●					●
18 St NW+Columbia Rd NW (SB)	1001808	C51, C53	●	●	●	●	●	●			●
Columbia Rd NW+18 St NW (NB)	1001809	D72, D74	●		●	●		●		●	
Columbia Rd NW+Biltmore St NW (SB)	1001810	D72, D74	●	●		●	●	●	●		●
16 St NW+Euclid St NW (NB)	1002915	D60, D6X	●		●						●
Calvert St NW+Lanier Pl NW (SB)	1001827	C51, C53	●		●	●	●	●			●
Calvert St NW+Biltmore St NW (SB)	1001829	C51, C53	●	●	●	●	●	●	●	●	●
Calvert St NW+Biltmore St NW (NB)	1001832	C51, C53	●		●	●					●
Calvert St NW+Duke Ellington Bridge (SB)	1001838	C53	●		●	●				●	●
Columbia Rd NW+Ontario Rd NW (SB)	1001878	D72, D74	●	●	●	●	●	●	●	●	●
16 St NW+Harvard St NW (NB)	1001922	D60	●	●	●	●	●	●	●	●	●
Harvard St NW+Argonne Pl NW (NB)	1001945	C61, D72, D74	●		●	●	●				●
Mt Pleasant St NW+Harvard St NW (SB)	1001947	D72	●	●	●	●	●	●		●	●
Columbia Rd NW+16 St NW (SB)	1001951	C61, D74	●		●	●	●	●		●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Harvard St NW+Adams Mill Rd NW (NB)	1001978	C61	●	●	●	●	●	●		●	●
Irving St NW+Hobart St NW (EB)	1002013	C61	●	●	●	●					●
16 St NW+Irving St NW (SB)	1002872	D60, D6X	●	●	●	●	●	●	●	●	●
16 St NW+Harvard St NW (SB)	1002873	D60	●		●	●	●	●	●	●	●
16 St NW+Euclid St NW (SB)	1002874	D60, D6X	●	●	●	●	●	●	●	●	●
16 St NW+Belmont St NW (SB)	1002875	D60	●			●				●	
16 St NW+U St NW (SB)	1002877	D60, D6X	●	●	●	●	●	●	●		●
18 St NW+Belmont Rd NW (SB)	1003760	C51, C53	●		●	●				●	
Adams Mill Rd NW+Columbia Rd NW (NB)	1003678	C51, C53	●	●	●	●	●	●	●	●	●
Columbia Rd+17 St NW (NB)	1004009	D72, D74	●	●	●	●	●	●		●	●

Table 4: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 2 AM
Saturday	6 AM – 2 AM
Sunday	6 AM – midnight

Table 5: Metrorail Service Intervals

Rail Line	Monday & Friday	Tuesday, Wednesday, Thursday	Saturday & Sunday
Red	5 AM – 9:30 PM: 8 min 9:30 PM – close: 10 min	5 AM – 9:30 PM: 8 min 9:30 PM – close: 10 min	6 AM – 9:30 PM: 8 min 9:30 – close: 10 min

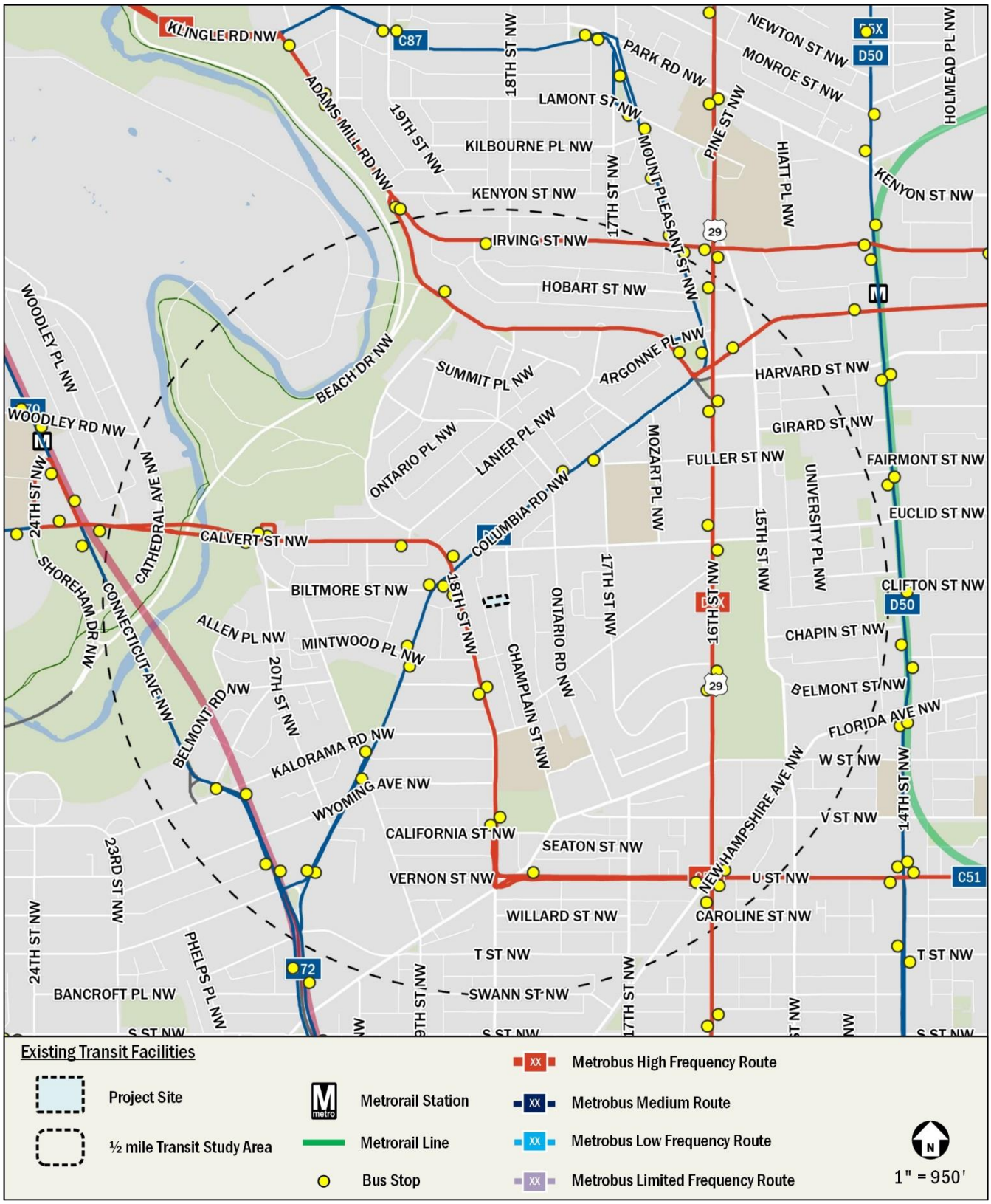

Figure 3: Existing Transit Service

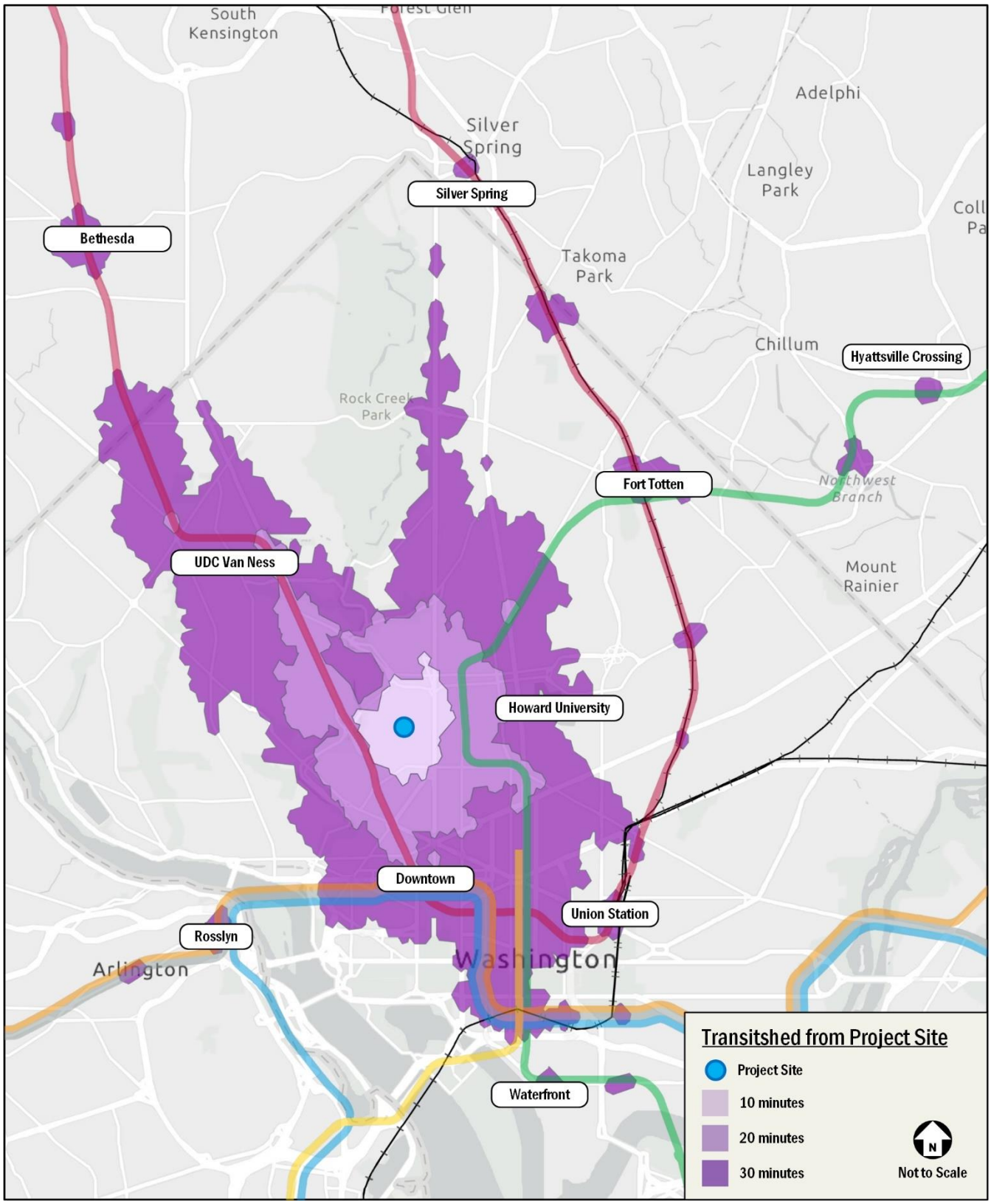

Figure 4: Transitshed from Project Site

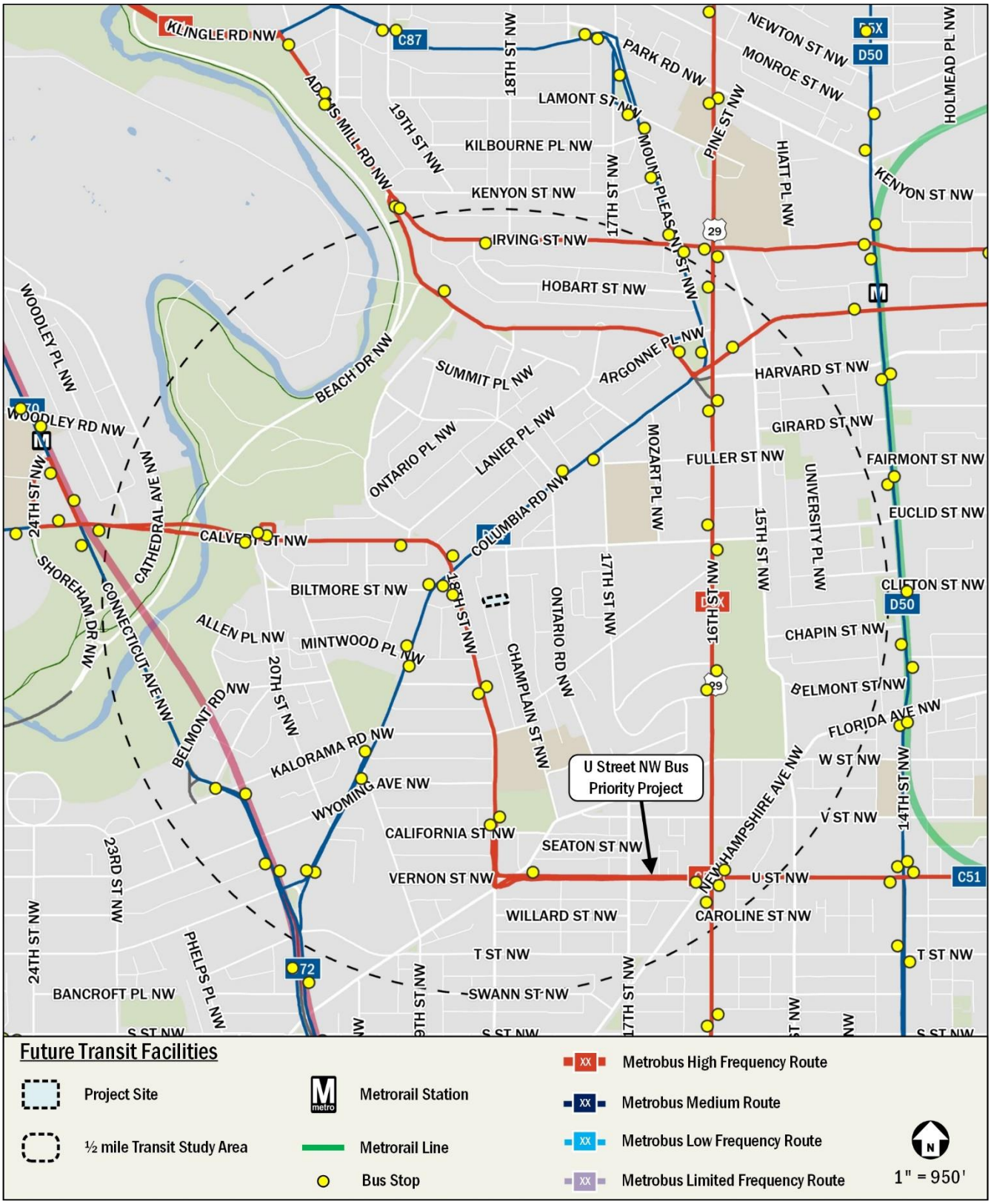

Figure 5: Recent and Future Transit Facilities

Bicycle Facilities

Existing Bicycle Facilities

The project will have access to existing on- and off-street bicycle facilities. The site is located near bicycle lanes along Columbia Road NW and Calvert Street NW and shared lanes west of the site along 18th Street NW, which can be used to access bicycle lanes on 15th Street NW. Additionally, the Rock Creek Trail is located approximately 0.9 miles north of the site, which provides connections along Northwest DC. Figure 6 shows the existing bicycle facilities near the site.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 7. Destinations in Washington such as Georgetown, Arlington Cemetery, the Catholic University of America, Smithsonian National Zoo, the National Mall, and the United States National Arboretum are accessible within 30 minutes via bicycle as well as the neighborhoods of Rosslyn and Tacoma Park outside of Washington.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of the proposed project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Six (6) existing Capital Bikeshare stations are within a quarter mile of the site:

- An existing 19-dock Capital Bikeshare station is available within a four-minute walk on the northeast corner of Columbia Road NW and Adams Mill Road/18th Street NW.
- An existing 16-dock Capital Bikeshare station is available within a three-minute walk on the east side of 18th Street NW just north of Belmont Road NW.
- An existing 20-dock Capital Bikeshare station is available within a five-minute walk on the northeast corner of Columbia Road NW and Belmont Road NW.
- An existing 24-dock Capital Bikeshare station is available within a six-minute walk at 18th Street NW and Wyoming Avenue NW.
- An existing 23-dock Capital Bikeshare station is available within a three-minute walk on the northwest corner of Columbia Road NW and Ontario Road NW.
- An existing 11-dock Capital Bikeshare station is available within a seven-minute walk on the northeast corner of 17th Street NW and Kalorama Road NW.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020 and shows one (1) planned Capital Bikeshare station near the proposed project at 18th Street NW between Belmont Road NW and Columbia Road NW.

Planned Bicycle Facilities

moveDC Bicycle Priority Network

The 2021 update to *moveDC* includes future planned, not yet funded improvements along Connecticut Avenue NW, Florida Avenue NW, and Euclid Street NW. Based on Connecticut Avenue NW and Florida Avenue NW being classified as arterials, improvements will be fully protected bicycle facilities. Improvements on Euclid Street NW could range from protected bike lanes to a standard bike lane based on its classification as a collector.

Shared Mobility

As of March 2024, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4)

companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

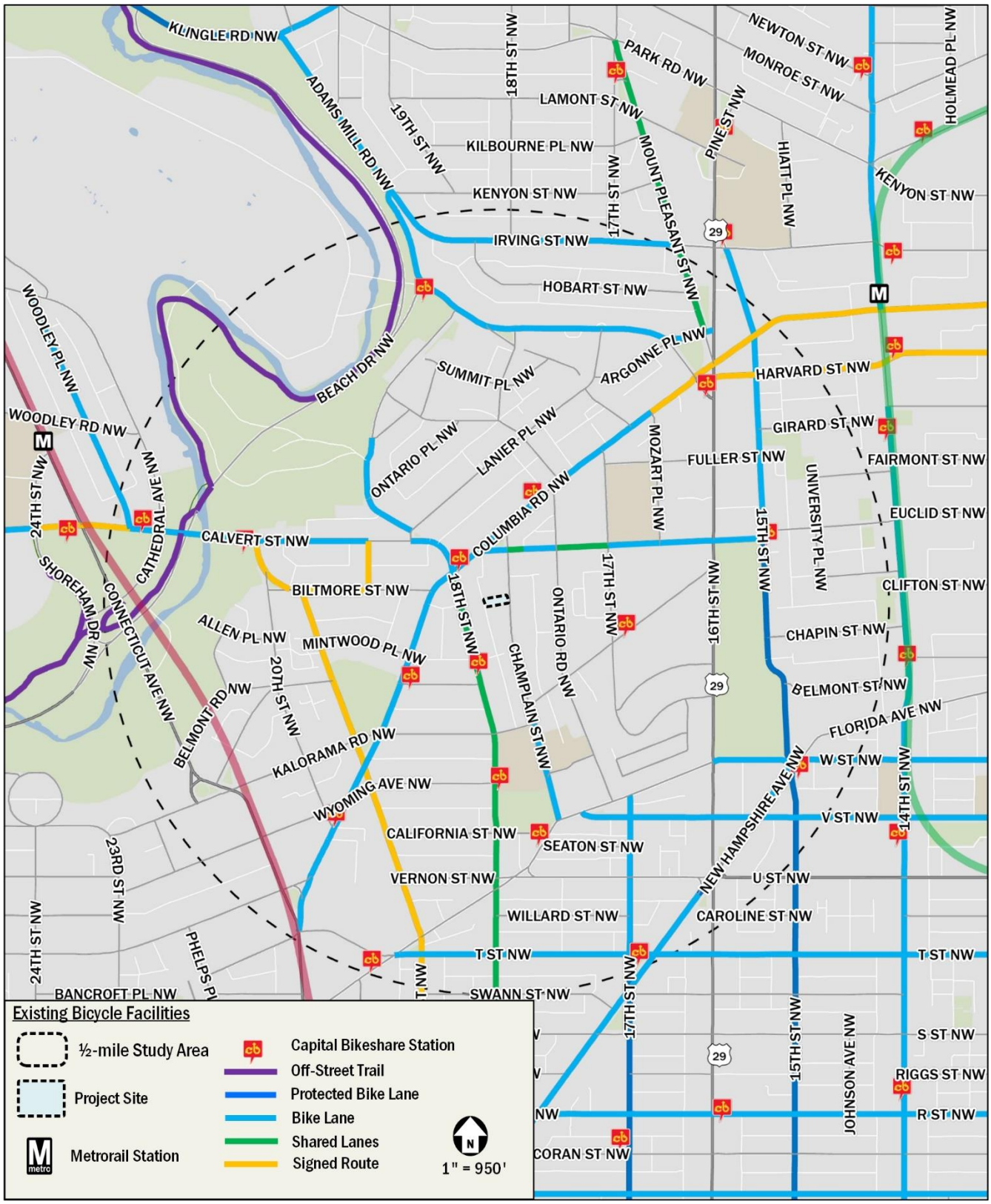

Figure 6: Existing Bicycle Facilities

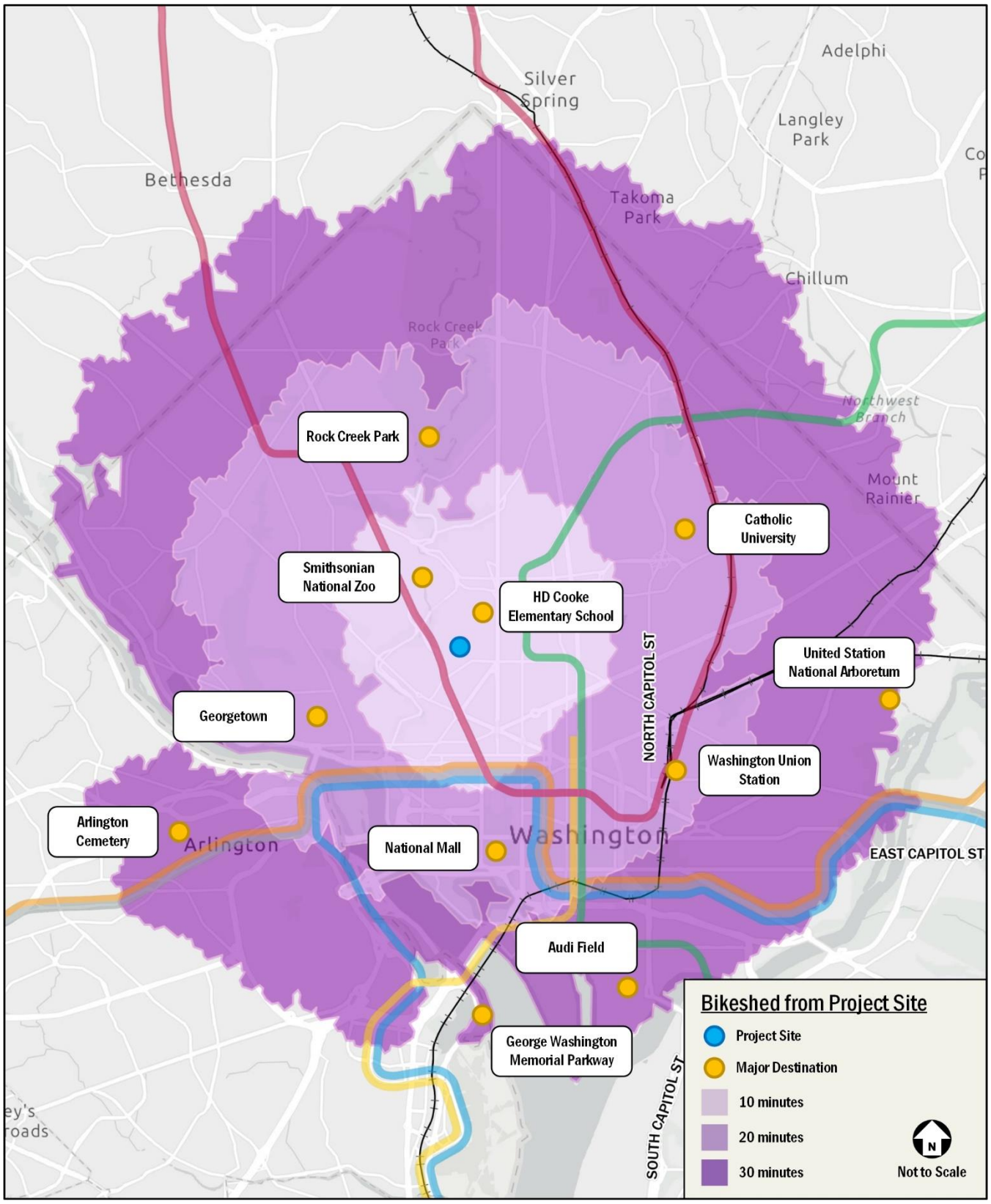

Figure 7: Bikeshed from Project Site

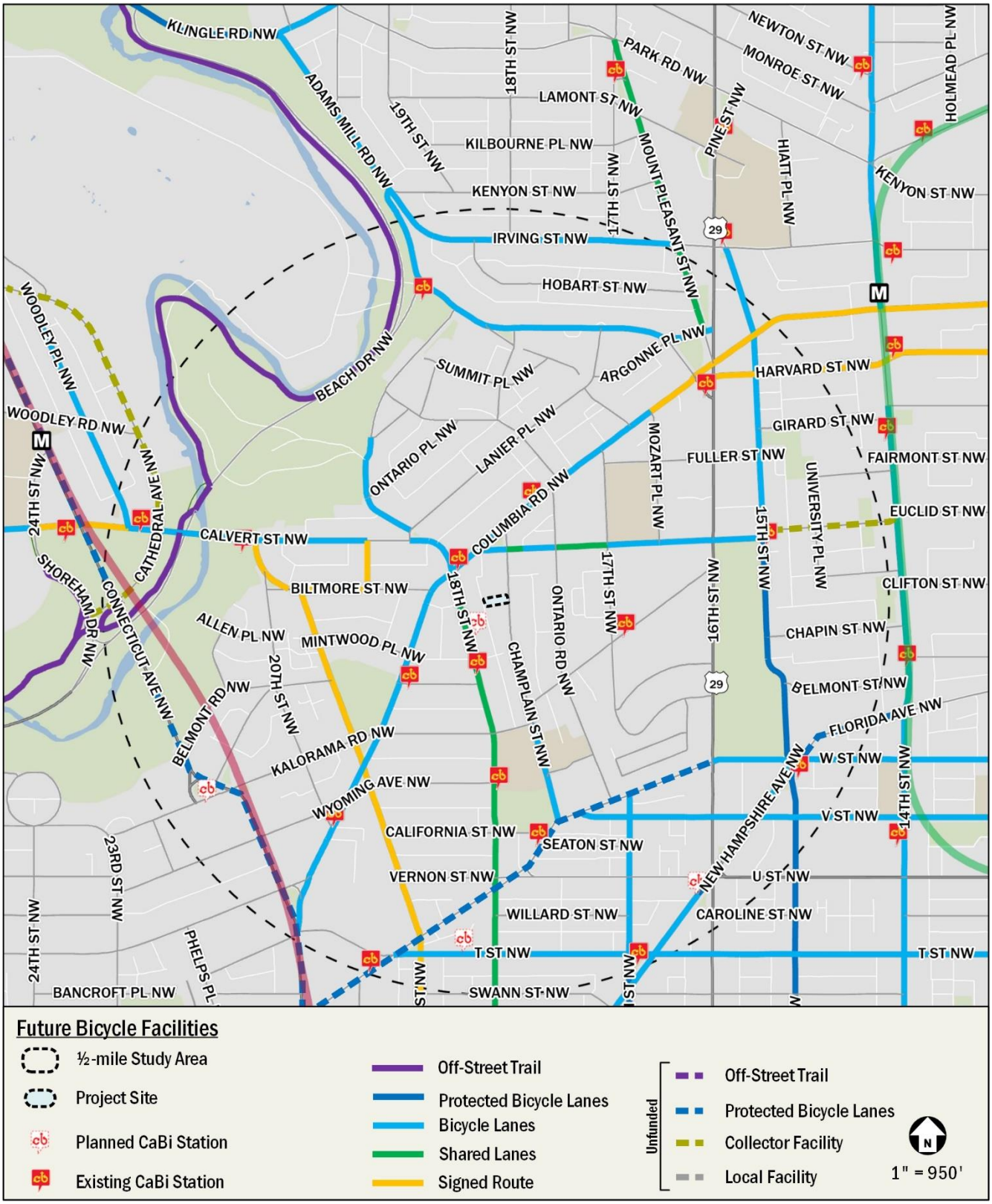

Figure 8: Recent and Future Bicycle Facilities

Pedestrian Facilities

Overall, the site is served by very well-connected pedestrian facilities within the study area that provide connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius is shown in Figure 9, with a summary of sidewalk width requirements shown in Table 6. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the project site are shown in Figure 10.

As shown in Figure 9, the streets within the pedestrian study area fall into the "low density to moderate density residential" and "high density residential to light commercial" categories of sidewalk width requirements. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category is shown in Table 6. All sidewalks adjacent to the project site meet or exceed the minimum sidewalk and buffer width.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 9, under existing conditions, curb ramps are present where there is a crosswalk.

As shown in Figure 10, Harris Teeter and Marie Reed Elementary School are located within a 10-minute walk from the site, while Smithsonian National Zoo, DC USA Mall, Rock Creek Park, and Georgetown are located within a 20- to 30-minute walk from the site.

Pedestrian Infrastructure Improvements

Pedestrian facilities along the project site's frontage on Champlain Street NW meet DDOT and ADA standards. Future pedestrian facilities are shown in Figure 10.

Table 6: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

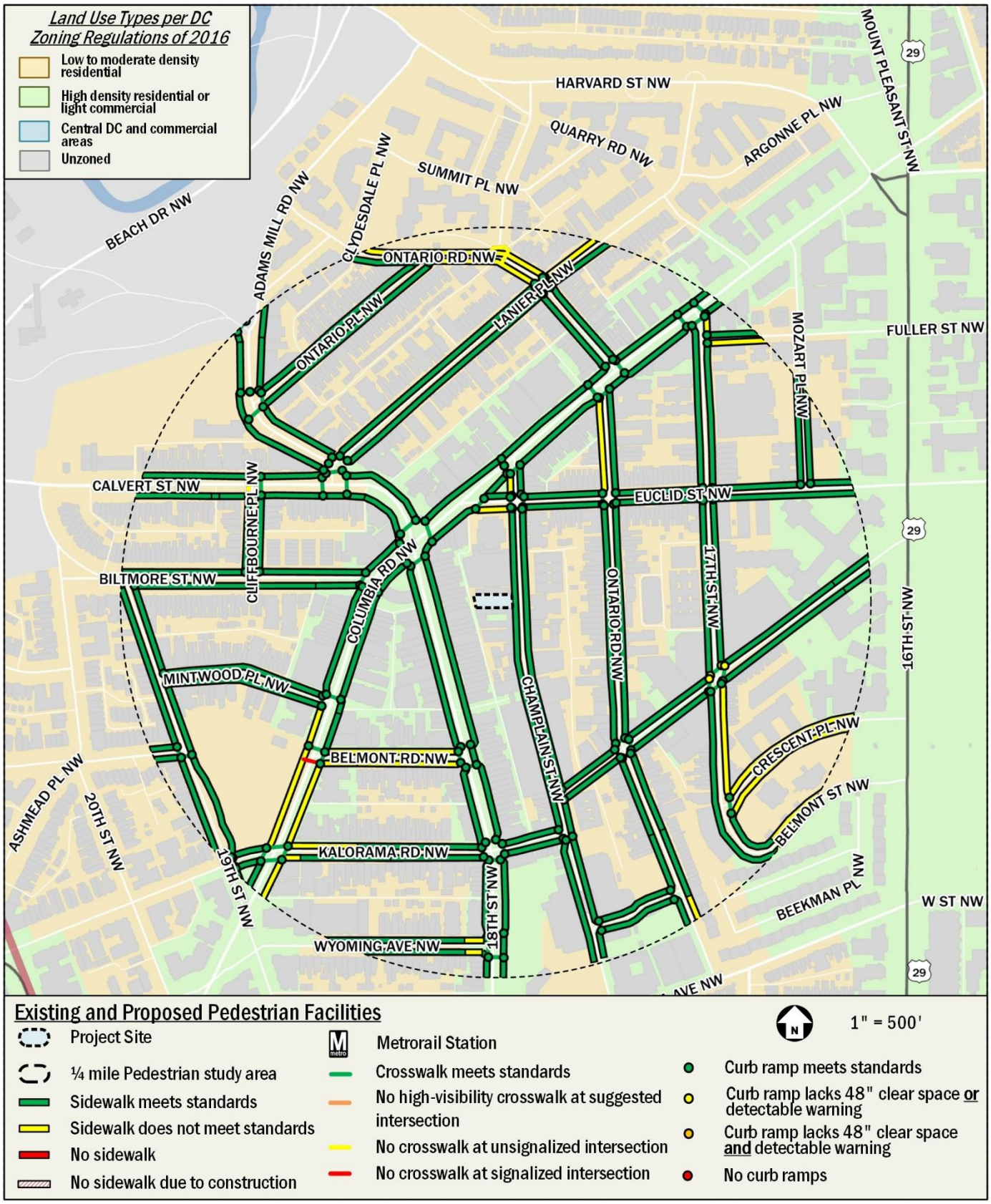

Figure 9: Existing and Proposed Pedestrian Facilities

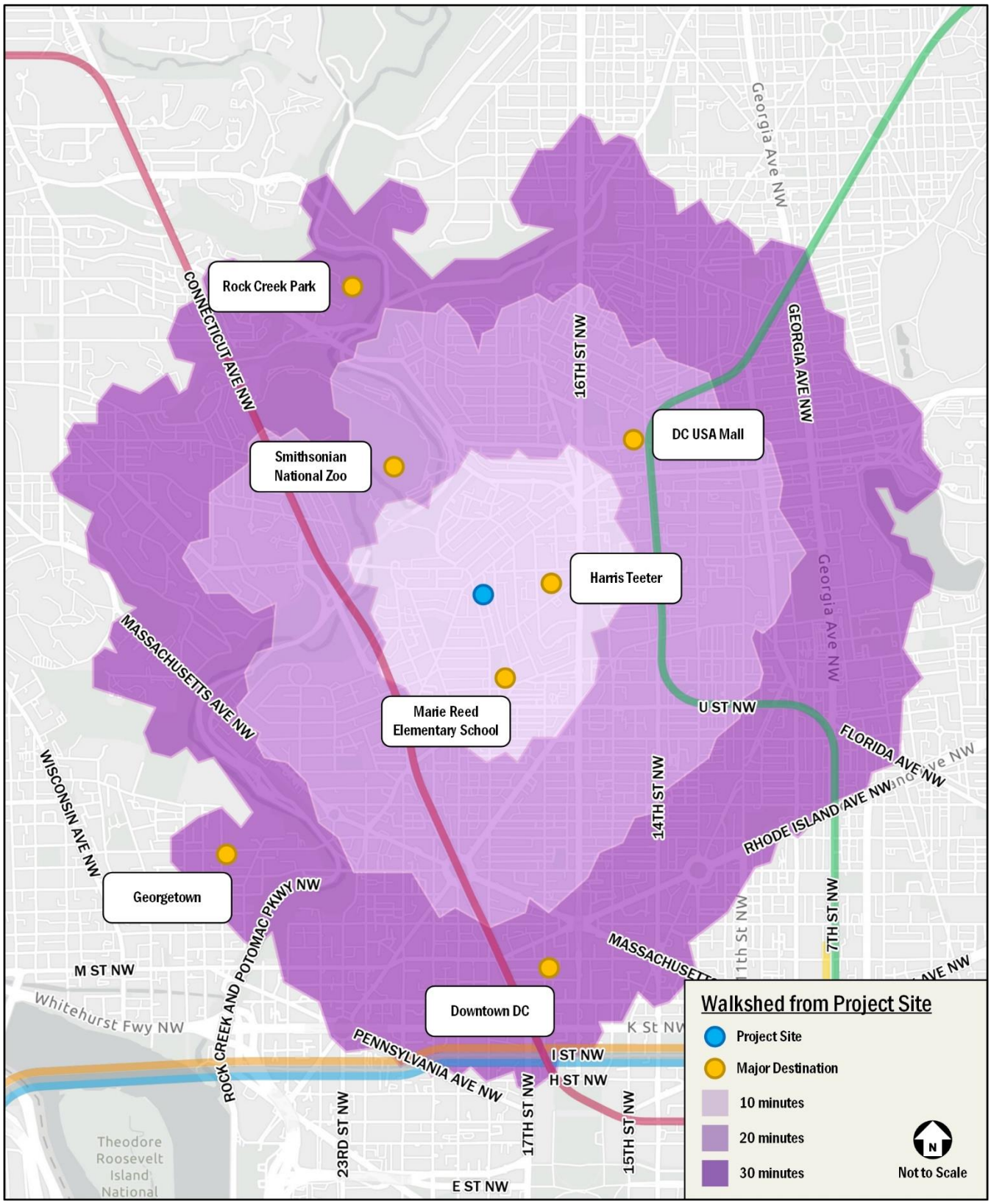

Figure 10: Walkshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site, as shown in Figure 11. Existing curbside uses along the site's frontage on Champlain Street NW are largely dedicated to on-street parking reserved for Zone 1 Residential Parking Permit (RPP) holders. The east side of Champlain Street NW is mainly signed for 2-hour metered parking with exceptions for Zone 1 RPP holders.

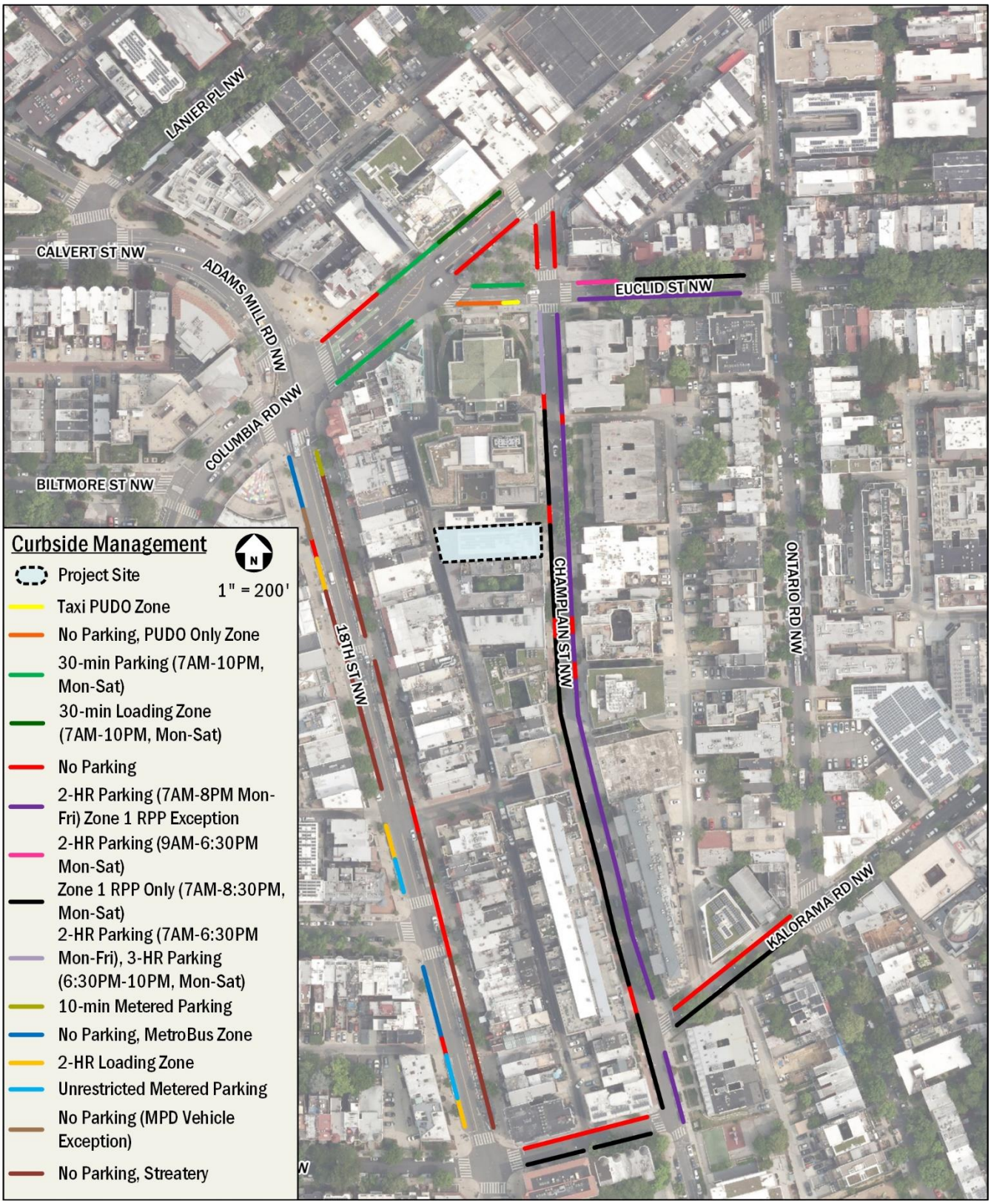

Figure 11: Curbside Management

Recent District of Columbia Initiatives

Two recently completed projects and one undergoing project are located near the site. They are summarized below.

16th Street NW Bus Priority Project

The 16th Street SE Bus Priority project, completed in June of 2022, improved upon the state of transit facilities along the corridor by installing 3 lane-miles of bus lanes, expanding bus zones, installing two new crosswalks, installing 14 transit signal priority signals and 3 queue jumps. Near the project site, the final construction includes: peak period bus lanes, new crosswalks at intersections and midblock, and southbound left-turn restrictions at the intersection of Euclid Street NW.

The infrastructure improvements decreased all roadway crashes by 35%, reduced injuries by 23%, and reduced bicycle crashes by 57%. Additionally, bus speeds increased by 24% while bus lanes are active and overall travel times were reduced by 82 seconds during rush hours. Upcoming improvements along 16th Street NW include installing a High Intensity Activated Crosswalk (HAWK) signal at Spring Place NW and bus stop rebalancing along the corridor.

U Street NW Bus Priority Project

The U Street NW Bus Priority Project aims to improve bus speed, bus reliability, safety, pick-up/drop-off operations, and maintain and support loading and delivery services along the commercial corridor. DDOT's key tools for achieving these goals are offsetting bus lanes, installing bulb-outs/curb extensions, bus stop rebalancing, curbside management, and pedestrian safety measures. Near the project site between 18th Street NW and 17th Street NW, the proposed improvements include:

- Offsetting bus lanes in both directions; and
- Removing stops on 17th Street NW and adding bulb-out for new Eastbound stop.

The infrastructure improvements along U Street NW will enhance the multimodal connectivity between the greater DC area and the site while improving safety at nearby intersections.

WMATA Better Bus Network

In 2022, Metro launched the Better Bus Network Redesign project, the first comprehensive redesign of Metrobus service in its 50-year history. Through two years of research, planning, and outreach, Metro developed the 2025 Better Bus Network, which launched on June 29, 2025.

The network was developed to:

- Better connect people to where they want to go
- Provide more frequent, consistent bus service
- Advance access to opportunity for Equity Focus Communities
- Make bus service easier to understand
- Prepare us for the future

This project is the first comprehensive redesign of the entire Metrobus network since 1973. As part of the effort, Metro also supported its partner agency in Prince George's County (TheBus) in redesigning their local bus network as well as Montgomery County's Ride On new network began on June 29. The project was broken into three (3) phases to ensure collaboration with users was taken into consideration throughout the project.

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Transportation and Infrastructure

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Three (3) transit priority corridors: Columbia Road NW, 16th Street NW, and U Street NW; and
- Future planned on-street bicycle facilities without committed funding along Connecticut Avenue NW, Florida Avenue NW, and Euclid Street NW to provide a well-connected bicycle network.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving

- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by not proposing curb cuts along the site's frontage on Champlain Street NW and providing a designated off-street delivery space that is accessed via the public alley.

Adams Morgan Vision Framework

The Adams Morgan Vision Framework is a strategic planning document completed by the Office of Planning in the Fall of 2016 that provides a framework for the future of the Adams Morgan neighborhood. This framework identifies goals for the neighborhood by providing an overview of the characteristic of the neighborhood regarding items such as the neighborhood history, character, public space, typical roadway cross sections, zoning, future land use, transportation and access, and commercial and retail.

Land Use and Sustainability

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- "*Policy T-1.1.4: Transit-Oriented Development*. Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations."
- *"Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged."
- "*Policy T-1.2.3: Discouraging Auto-Oriented Uses*. Discourage certain uses, like "drive-through" businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas."

The proposed project's location provides excellent access to public transportation options. In particular, the site is within a quarter mile of 11 bus stops services by seven (7) Metrobus routes and six (6) Capital Bikeshare stations which connect the site to other parts of DC as well as Virginia and Maryland. The proposed project is designed to discourage the need for personal automobiles by providing only three (3) vehicular parking spaces.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia's major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the 2384 Champlain Street NW development:

- "BE2.3 Locate affordable, high-density housing close to commercial zones and high-capacity transit."

The proposed development supports this action by being located in a high-density residential area close to commercial zones, near the Woodley Park-Zoo/Adams Morgan Metrorail station and seven (7) Metrobus routes.

Site Trip Generation

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the project site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for the residential land use of the proposed and existing site were calculated in a General Urban/Suburban setting based on ITE land use 221 (Multifamily Housing (Mid Rise – Not Close to Rail Transit)).

Table 7 shows mode split assumptions based on the 2022 State of the Commute Survey, Census data at the tract level of residents that work near the site, the use as an affordable housing development, data contained in WMATA's 2005 Development-Related Ridership Survey, proximity to transit, and the proposed parking supply to inform assumptions. Table 8 shows a net new multimodal trip generation summary of the proposed project. As can be seen in the table, the project will generate fewer than 25 net new peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT's CTR Guidelines, a vehicular capacity analysis is not required. Detailed mode split and trip generation information is provided in the Technical Attachments.

Table 7: Mode Split Assumptions

Land Use	Drive	Transit	Bike	Walk	Telecommute/Other
Residential	15%	45%	5%	30%	5%

Table 8: Net New Multimodal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday Total
	In	Out	Total	In	Out	Total	
Proposed Multifamily Residential Housing (44 du)							
Auto	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr	25 veh
Transit	1 ppl/hr	3 ppl/hr	4 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	86 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	10 ppl
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	57 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	10 ppl
Existing Multifamily Residential Housing (30 du)							
Auto	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	14 veh
Transit	0 ppl/hr	1 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr	51 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	6 ppl
Walk	0 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	34 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	6 ppl
Net New Trips							
Auto	0 veh/hr	1 veh/hr	1 veh/hr	1 veh/hr	0 veh/hr	1 veh/hr	11 veh
Transit	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	35 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	4 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	23 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	4 ppl

Project Design

This section provides an overview of the proposed development's on-site transportation features, including site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The proposed development is located at 2384 Champlain Street NW in the Adams Morgan neighborhood of Washington, DC. The site is bounded by a public alley to the west, residential properties to the north and the south, and Champlain Street NW to the east.

The existing site consists of 30-unit multifamily residential housing development. The proposed development will replace the existing use on the site and includes the following:

- Approximately 44 all-affordable residential units;
- Three (3) vehicle parking spaces, accessed via the public alley;
- 16 long-term and two (2) short-term bicycle parking spaces, meeting or exceeding the 15 long-term and two (2) short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's residential uses; and
- One (1) compact, 8' X 18' service/delivery space along the west side (rear) of the building that will be accessed via the public alley.

The Applicant is requesting relief from 10 parking spaces to meet the ZR16 requirement of providing a minimum of 13 parking spaces. As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side of the building.

Site Access and Circulation

A proposed site and circulation plan including expected pedestrian, bicycle, vehicle, and loading routes to the project site is shown in Figure 12.

Pedestrian Access

Pedestrian access to the site will be primarily provided via Champlain Street NW, which will function as the main point of entry to the site. A circulation plan including expected pedestrian routes to the building is shown in Figure 12.

Bicycle Access and Parking, Showers and Lockers

Per DC zoning requirements, a residential land use with three (3) or more units is required to provide one (1) long-term bicycle parking space for each 3 dwelling units and one (1) short-term space for each 20 dwelling units, therefore requiring the development to provide at least 15 long-term and two (2) short-term bicycle parking spaces, as shown in Table 9. Long-term bicycle parking will be accessed by elevator via the site's primary entrance on Champlain Street NW, as well as from the rear of the property. The 16 long-term bicycle spaces will be located in a secure bicycle storage room on the cellar floor. Two (2) short-term bicycle parking spaces will be provided along the site's frontage on Champlain Street NW via a U-rack.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 12.

Table 9: Bicycle Parking Requirements and Supply

Land Use	Size	Bicycle Parking ZR16 Requirements		Bicycle Parking Spaces Required		Provided	
		Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
Residential	44 du	1 for 3 du	1 for 20 du	15	2	16	2
Total				**15**	**2**	**16**	**2**

Vehicle Access

The Applicant will provide three (3) parking spaces and is requesting relief from the 10 additional required vehicle parking spaces in the consolidated PUD and related Map Amendment application.

The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units totaling 13 off-street parking spaces for the proposed 44 units. The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per Subtitle C § 702.1, the development is within one-quarter mile of a Priority Bus Route. However, since Champlain Street NW permits participation in Residential Parking Permit program, a 50% reduction in minimum parking requirements is not permitted in accordance with current regulations. It should be noted that with the approval of Z.C. Case 23-17, the ZR16 amended Table C § 701.5 revises parking requirements for publicly assisted affordable dwelling units in multiple dwelling developments to one (1) parking space per three (3) affordable dwelling units in excess of 50 affordable dwelling units if the development meets Subtitle C § 1001.6(a) and Subtitle C § 702.1. Currently, the proposed development meets the criteria of Subtitle C § 1001.6(a) but does not meet the criteria outlined in Subtitle C § 702.1 as Champlain Street NW allows Residential Parking Permit (RPP) participation. However, the Zoning Commission has recently voted to approve Z.C Case 25-12 - Omnibus Text Amendment to Modify & Clarify Various Provisions of 11-DCMR, which modifies Subtitle C § 702.1 and removes the restriction on streets on which a District Residential Parking Permit program is permitted from applying the 50% reduction in minimum parking requirements. Once the ZC order is published, the proposed development would meet the criteria of both Subtitle C § 1001.6(a) and Subtitle C § 702.1 and would not have a minimum parking requirement as the Applicant is proposing to provide only 44 all-affordable units. **As such, no parking relief would be required once the order is published.**

Table 10: Vehicular Parking Requirements and Supply

Land Use	Size	ZR16 Parking Requirement	ZR16 Spaces Required[1]	DDOT Preferred Maximum Parking Rate	DDOT Preferred Maximum Parking Spaces	Proposed Parking
Residential	44 du	1 space/3 units in excess of 4 units	13	0.35 spaces/unit	15	3
Total			**13**		**15**	**3**

[1] The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per Subtitle C § 702.1, the development is within one-quarter mile of a Priority Bus Route. Since Champlain Street NW permits participation in Residential Parking Permit program, a 50% reduction in minimum parking requirements is not permitted in accordance with current regulations. However, the Zoning Commission has recently voted to approve ZC Case 25-12, which removes the restriction on streets on which an RPP program is permitted from applying this reduction. Once the order is published, the requested relief would no longer be required.

The location of the site in a transit-rich, pedestrian- and bicycle friendly that promotes multi-modal transportation minimizes the reliance on vehicular parking, six (6) Capital Bikeshare stations and 11 Metrobus stops serviced by eight (8) bus routes are located within a quarter mile of the site. Additionally, as previously mentioned, the site is located less than one mile from the Woodley Park-Zoo/Adams Morgan Metro Station.

Loading

As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side of the building that will be accessible via the public alley. Trash collection will occur within the public alley, and residential move-in and move-out operations will be conducted on-street with the use of "Emergency No Parking" permits via DDOTs Transportation Online Permitting System (TOPS).

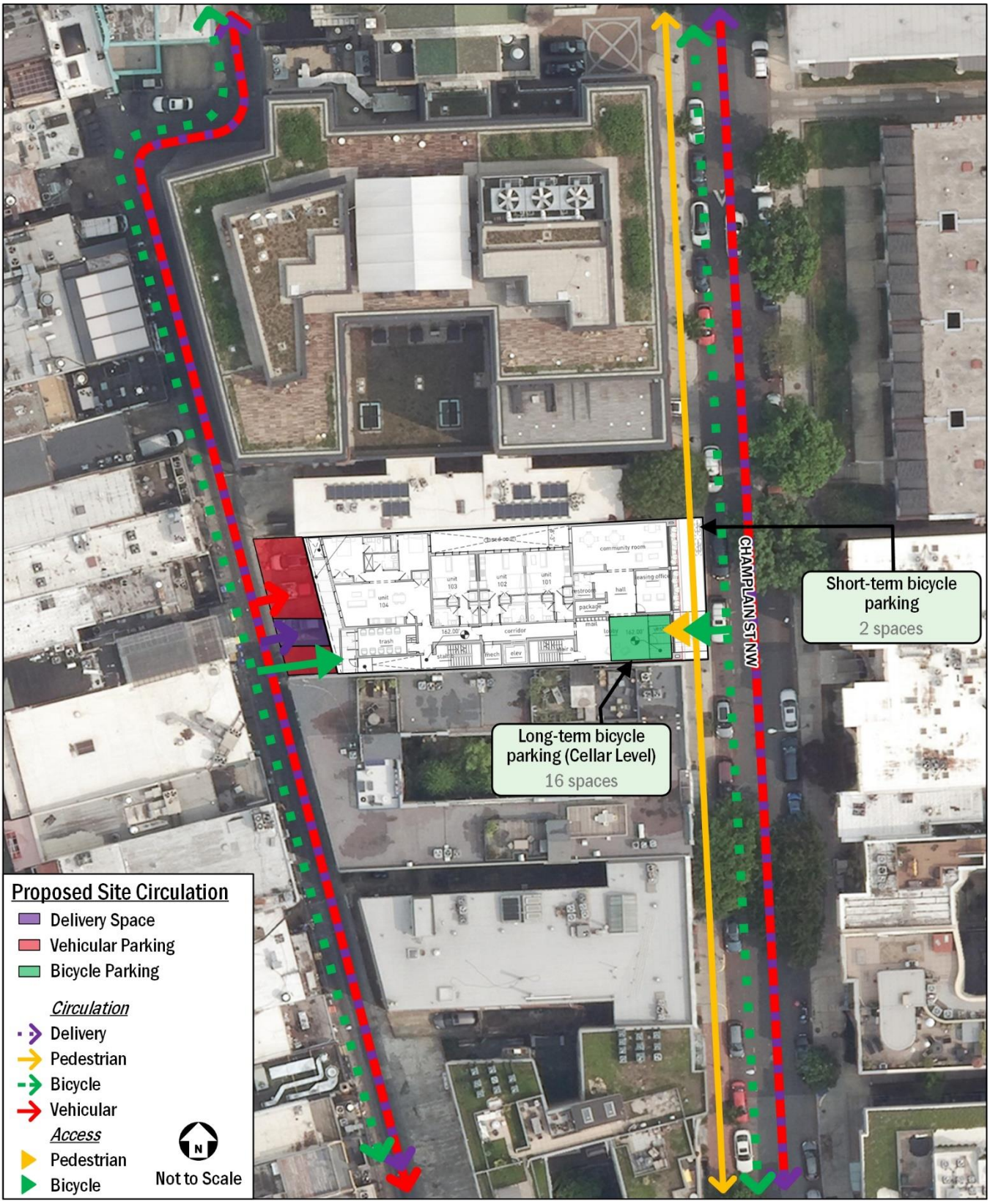

Figure 12: Proposed Site Plan & Anticipated Site Circulation

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. The following is a list of TDM strategies the Applicant proposes for the 2384 Champlain Street NW development. As part of the site's TDM plan, the Applicant will:

- Identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
- Transportation Coordinator will conduct an annual commuter survey of building residents onsite, and report TDM activities and data collection efforts to goDCgo once per year;
- Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
- Direct the Transportation Coordinator to subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan;
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local Metrobus lines, carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;
    - Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident;
- Provide at least two (2) short- and 16 long-term bicycle parking spaces, meeting or exceeding ZR16 minimum requirements for at least two (2) short- and 15 long-term bicycle parking spaces; and
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum 5% of spaces (minimum of 2) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters.
    - There will be no fee to the residents for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the

building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The 2384 Champlain Street NW site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The requested relief from providing 10 onsite parking spaces is not expected to have a detrimental impact due to the site's proximity to transit and bicycle facilities;
- The proposed project will provide two (2) short-term and 16 long-term bicycle parking spaces, meeting or exceeding zoning requirements;
- Although not required by zoning, the proposed project will provide a compact 8' X 18' service/delivery space to accommodate the majority of the site's anticipated loading demand;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

Technical Attachments

2384 Champlain Street NW PUD

Washington, DC

January 6, 2026

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Finalized Scoping Form

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: 11/4/2025
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: **11/14/2025**
Date Scoping Form Finalized:

Project Overview	**Proposed Development Program**
Project Name: 2384 Champlain Street NW PUD	**Use(s)** Multi-Family Residential
Case Type & No. (ZC, BZA, PSC, etc.): Consolidated PUD, Map Amendment; ZC Case No. 25-18	**Residential (dwelling units):** 44 affordable dwelling units (30 existing and 14 new)
Applicant/Developer Name: Champlain Street Partners LLC	**Retail (square feet):** N/A
Transportation Consultant and Contact Info: Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Daniel Solomon, 202-540-1928, dsolomon@goroveslade.com Ashley Orr, 202-293-7263, ashley.orr@goroveslade.com	**Office (square feet):** N/A
Land Use Counsel and Contact Info: Goulston & Storrs, PC 1999 K Street NW, Suite 500 Washington, DC 20006	**Hotel (rooms):** N/A

Jeff Utz, 202-721-1132, jutz@goulstonstorrs.com Shane Dettman, 202-721-1118, sdettman@goulstonstorrs.com	
Site Street Address: 2384 Champlain Street NW, Washington, D.C., 20009	**Other:** N/A
Site Square & Lot: Square 2560 & Lot 827	**# of Vehicle Parking Spaces:** 3 proposed, 13 required
Current Zoning and/or Overlay District: RA-2	**# of Carshare spaces:** N/A
Estimated Date of Hearing: TBD	**# of Electric Vehicle Stations:** N/A
ANC/SMD No. & SMD Commissioner Name: ANC 1C, SMD 1C07, Commissioner Jean Evans	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): Adams Morgan Vision Framework (Adams Morgan Small Area Plan)	**Long-term / Short-Term spaces:** Long-Term: 15 required spaces, 16 spaces provided Short-Term: 2 required spaces, 2 spaces provided
DDOT Livability Study (if applicable):	**Showers / Lockers (non-residential):**
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within ¼ mile of U Street/Garfield NW Priority Bus Route	**Loading Berths/Spaces:** Not required for Residential uses with less than 50 dwelling units; One (1) compact 8' X 18' service/delivery space is proposed

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

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

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

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

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

☐ **Other, specify:** _____

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

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

The project, referred to as the **2384 Champlain Street NW**, is seeking approval of a consolidated PUD and related Map Amendment application for an all-affordable multi-family housing development. The Applicant is requesting to rezone the entirety of the site from the existing RA-2 zone to the RA-3 zone.

The property is bounded by a public alley to the west, residential properties to the north and the south, and Champlain Street NW to the east. The properties surrounding the site are located in MU and RA Zoning Districts representing moderately dense mixed-use development and low- to moderate density residential areas with access to main roadways or rapid transit stops. The proposed development program consists of approximately 44 units of affordable housing (30 existing and 14 new) and three (3) vehicle parking spaces, which are accessible from the 16-foot-wide public alley west of the property. The Applicant is requesting flexibility from 10 parking spaces to meet the ZR16 requirement of providing a minimum of 13 parking spaces.

The proposed site is not required to provide on-site loading berths/delivery spaces as part of this application. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side (rear) of the building that will be accessible via the public alley.

Pedestrian and bicycle access to the site will be located along the site's eastern frontage at the primary entrance. Bicycle access will also be provided at the rear western frontage from the public alley. Bicycle storage is located in a below-grade, secure bicycle room and is accessed via an interior elevator.

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.*

None.

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.*	Site access points for vehicles, pedestrians, and cyclists will be highlighted in the Transportation Statement. Under existing conditions, Champlain Street NW does not contain any curb cuts that facilitate direct vehicular access to the property. No curb cuts are proposed as part of the development. All vehicular access to the site will be accommodated via the 16-foot-wide public alley located along the western boundary of the property. This alley will serve as the sole point of entry and exit for motor vehicles and will provide access to three (3) on-site parking spaces designated for residential use. Pedestrian access will be primarily provided via Champlain Street NW, which will function as the main point of entry to the site. Bicycle storage can be accessed by elevator via the site's primary entrance on Champlain Street NW, as well as from the rear of the property. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	**DDOT 11/14/25:** Concur

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.

As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, in order to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8' X 18' service/delivery space along the west side of the building that will be accessible via the public alley.

☐ *Scoping Graphic: Location of loading area with internal building routing*

☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*

DDOT 11/14/25: Concur.

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.

See Section 1.3 of the CTR Guidelines for more detailed guidance.

The proposed affordable development is required to provide 13 vehicle parking spaces per ZR16 requirements. However, the Applicant is proposing to provide three (3) parking spaces and is requesting flexibility from the 10 additional required vehicle parking spaces in the consolidated PUD and related Map Amendment application.

The transit-rich area where the site is located minimizes the need for vehicular parking, as the 18th Street NW/U Street-Garfield NW Priority Networks servicing 11 bus stops and five (5) Capital Bikeshare stations are within a quarter mile of the site.

Land Use	Size	ZR16 Parking Requirement	ZR16 Spaces Required[1]	DDOT Preferred Maximum Parking Rate	DDOT Preferred Maximum Parking Spaces	Proposed Parking
Residential	44 du	1 space/3 units in excess of 4 units	13	0.35 spaces/unit	15	3
Total			**13**		**15**	**3**

[1] The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per Subtitle C § 702.1, the development is within one-quarter mile of a Priority Bus Route. However, since Champlain Street NW permits participation in Residential Parking Permit program, a 50% reduction in minimum parking requirements is not permitted in accordance with current regulations.

As previously stated, the Applicant is requesting flexibility from providing 10 additional parking spaces to meet minimum parking requirements. It should be noted that with the approval of Z.C. Case 23-17, the ZR16 amended Table C § 701.5 revises parking requirements for publicly assisted affordable dwelling units in multiple dwelling developments to one (1) parking space per three (3) affordable dwelling units in excess of 50 affordable dwelling units if the development meets Subtitle C § 1001.6(a) and Subtitle C § 702.1. Currently, the proposed development meets the criteria of Subtitle C § 1001.6(a) but does not meet the criteria outlined in Subtitle C § 702.1 as Champlain Street NW allows Residential Parking Permit (RPP) participation. However, the Zoning Commission is hearing Z.C Case 25-12 - Omnibus Text Amendment to Modify & Clarify Various Provisions of 11-DCMR on October 30, 2025, which proposes to modify Subtitle C § 702.1 and remove the restriction on streets on which a District Residential Parking Permit program is permitted from applying the 50% reduction in minimum parking requirements. If the text amendment is adopted, the proposed development will meet the criteria of both Subtitle C § 1001.6(a) and Subtitle C § 702.1 and would not have a minimum parking requirement as the Applicant is proposing to provide only 44 units. In that case, no parking relief would be required.

DDOT 11/14/25: Concur.

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)*

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

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

The application proposes bike parking that meets or exceeds the requirements set forth in ZR16. Specifically, 16 long-term bike parking spaces are proposed to be located in a secure storage room in the cellar that can be accessed by elevator via the site's primary entrance on Champlain Street NW and from the rear off the public alley. The two (2) short-term spaces can also be accessed along the site's frontage on Champlain Street NW. All proposed bicycle parking facilities will be designed and implemented to comply with ZR16.

Land Use	Size	Bicycle Parking ZR16 Requirements		Bicycle Parking Spaces Required		Provided	
		Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
Residential	44 du	1 for 3 du	1 for 20 du	15	2	16	2
Total				**15**	**2**	**16**	**2**

☒ *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*

DDOT 11/14/25: Concur.

Streetscape and Public Realm

Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.

See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).

A conceptual layout will be provided in the Transportation Statement. The Applicant will work with DDOT to ensure the design of the public realm meets current standards.

☐ *Scoping Graphic: Preliminary Public Space Concept*

DDOT 11/14/25: Concur.

Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	No electric vehicle (EV) charging stations nor carshare spaces are proposed as part of this application.	**DDOT 11/14/25:** Concur.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted by this work.	**DDOT 11/14/25:** Concur.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS

Mode Split

Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.

See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.

Residential Mode splits are primarily based on the 2022 State of the Commute Survey, Census data at the tract level of residents that work near the site, the use as an affordable housing development, data contained in WMATA's *2005 Development-Related Ridership Survey,* proximity to transit, and the proposed parking supply to inform assumptions.

Land Use	Drive	Transit	Bike	Walk	Telecommute/Other
Residential	15%	45%	5%	30%	5%

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

DDOT 11/14/25: Concur.

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

Proposed multi-modal trip generation was calculated using ITE Trip Generation, 11th Edition rates for Land Use 221 (Multifamily Housing (Mid-Rise) - Not Close to Rail Transit) following DDOT CTR guidelines set forth in section 2.2. Attached to this form are details on the trip generation and mode split assumptions. The ITE trip generation is shown below. As shown in the table below, the number of peak hour vehicular trips in the peak direction does not exceed 25 in any peak hour. As such, a vehicular capacity analysis is not proposed for this project.

Mode	AM Peak Hour			PM Peak Hour			Weekday Total
	In	Out	Total	In	Out	Total	
Proposed Multifamily Residential Housing (44 du)							
Auto	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr	25 veh
Transit	1 ppl/hr	3 ppl/hr	4 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	86 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	10 ppl
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	57 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	10 ppl
Existing Multifamily Residential Housing (32 du)							
Auto	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	16 veh
Transit	0 ppl/hr	1 ppl/hr	1 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	56 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	6 ppl
Walk	0 ppl/hr	1 ppl/hr	1 ppl/hr	3 ppl/hr	1 ppl/hr	4 ppl/hr	38 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	6 ppl
Net New Trips							
Auto	0 veh/hr	1 veh/hr	1 veh/hr	1 veh/hr	0 veh/hr	1 veh/hr	9 veh
Transit	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	30 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	4 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	19 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	4 ppl

DDOT 11/14/25: Concur.

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

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	The Transportation Statement will consider the following studies located near the development: ▪ Sustainable DC Plan ▪ moveDC Multimodal Transportation Plan ▪ Vision Zero Action Plan ▪ District of Columbia Comprehensive Plan ▪ WMATA Better Bus Network ▪ 16th Street NW Priority Bus Project	**DDOT 11/14/25:** Concur.
Pedestrian Network Evaluate the condition of the existing pedestrian network and	The Transportation Statement will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT's CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards.	**DDOT 11/14/25:** Concur.

forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	A review of existing and planned bicycle facilities serving the site within a half mile will be included in the CTR with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 11/14/25:** Concur.
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a quarter mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Any planned transit improvements will be included in the report. ☒ *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 (Figures 11 and 12)*	**DDOT 11/14/25:** Concur.

Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	**DDOT 11/14/25:** 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. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	A curbside management plan will be provided in the CTR, including existing and proposed curbside designations within two (2) blocks of the site. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 11/14/25:** 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	A pick-up and drop-off plan is not necessary. The type and intensity of the development program is not expected to have significant pick-up and drop-off operations.	**DDOT 11/14/25:** Concur.

adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*		
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	Per DDOT CTR Guidelines, an on-street parking study is required to support any parking relief requested greater than five (5) vehicular parking spaces. However, in light of the impending October 30th decision on Z.C Case 25-12, which would exempt the Applicant from minimum parking requirements and therefore would not require the Applicant to request flexibility from on-site vehicle parking spaces, an on-street parking occupancy study is not proposed as part of the Transportation Statement. The site will not generate a significant amount of vehicular activity, as the Applicant is seeking flexibility from a relatively small number of vehicular parking spaces (10 spaces). Additionally, as the proposed development is an affordable housing project, any additional costs interfere with the desire to maximize the number of affordable dwelling units that can be provided. ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 11/14/25:** Concur.
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	A parking garage queuing analysis is not applicable to this project.	**DDOT 11/14/25:** 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	No material motorcoach activity is anticipated.	**DDOT 11/14/25:** Concur.

significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*		

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *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 11/14/25:** Concur.
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	**DDOT 11/14/25:** Concur.

TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *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 11/14/25:** Concur.
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 11/14/25:** 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.	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 11/14/25:** Concur.

See Section 4.6.1 of the CTR Guidelines for more detailed guidance.		
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 11/14/25:** 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	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 11/14/25:** Concur.

scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*		

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	**DDOT 11/14/25:** 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.	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**DDOT 11/14/25:** Concur.

See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.		
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	**DDOT 11/14/25:** Concur.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*	The Applicant is not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP is proposed for the site.	**DDOT 11/14/25:** Concur.

Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	No roadway operational and geometric changes are being proposed with the proposed development.	**DDOT 11/14/25:** 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 will continue to work closely with the ANC and other community stakeholders as the application proceeds.	**DDOT 11/14/25:** Concur.
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?	N/A	**DDOT 11/14/25:** Concur.