

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Meredith Soniat  
Associate Director *MS*

**DATE:** May 8, 2026

**SUBJECT:** ZC Case No. 25-18 – 2384 Champlain Street NW

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#### PROJECT SUMMARY

Champlain Street Partners, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) application to redevelop a property at 2384 Champlain Street NW. The site currently contains a 30-unit residential building. The Applicant proposes to rebuild the site with a 44-unit all-affordable residential building with three (3) on-site parking spaces.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Vehicular access to the site is proposed via surface parking spaces on the rear public alley;
- The project proposes to meet or exceed the minimums for long- and short-term bicycle parking in Titles 11 and 18 of the *District of Columbia Municipal Regulations (DCMR)*, which DDOT supports;
- The project is not meeting current vehicle parking zoning requirements, which are being changed. The revised zoning requirements will require no parking on site, and the Applicant’s proposed parking supply will be in line with DDOT’s preferred parking maximums for an affordable housing development with fewer than 50 units near priority transit; and
- The Applicant proposes a robust Transportation Demand Management (TDM) Plan (Attachment 1) that will support non-automobile ownership lifestyles and encourage usage of non-auto modes.

## **RECOMMENDATION**

DDOT has no objection to the approval of this PUD application with the following condition included in the Zoning Order:

- Implement the TDM Plan as proposed in the January 6, 2026, Transportation Statement ([Exhibit 14A](#)), for the life of the project, unless otherwise noted with the revisions requested in the TDM Section of this report.

## **CONTINUED COORDINATION**

The Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and Office of Planning (OP);
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 1 Arborist regarding the possibility of any impacting existing Special Trees on the property as well as any street trees in public space.

## **TRANSPORTATION ANALYSIS**

The following is DDOT's review of the submitted plans, application materials, and January 6, 2026 Transportation Statement ([Exhibit 14A](#)) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### **Site Access**

Pedestrian access to the residential lobby entrance is on Champlain Street. Vehicular access to the surface parking spaces is proposed via the rear public alley network that connects to Columbia Road NW and 18<sup>th</sup> Street NW. The project proposes no new curb cuts to a public street, consistent with DDOT Design and Engineering Manual standards for vehicle access. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Gorove/Slade 1/6/26 Transportation Statement, Figure 12

### Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

At present, the project is required by Zoning to provide 13 vehicle parking spaces but that will soon change following the Zoning Commission (ZC)'s approval of ZC Case No. 23-17 and more recently ZC 25-12. The combined outcome of these two revisions to the zoning code would result in no parking requirement for the site, as it is located within ¼-mile of priority transit and a publicly assisted affordable project with fewer than 50 units. The Zoning Order for ZC Case No. 23-17 was published on February 4, 2025, and it is likely that the Zoning Order for ZC Case No. 25-12 will be published later this

year. The project proposes three (3) on-site parking spaces and is therefore seeking relief from the parking requirement as a part of the PUD application while the current code is still in effect. DDOT finds the amount of vehicle parking proposed on-site to be appropriate given the project size, distance from transit, and walkability of the neighborhood.

### **Bicycle Parking**

The project is required by zoning to provide 15 long-term and two (2) short-term bicycle parking spaces for 34 residential units. According to the proposed TDM Plan, the project includes 16 long- and two (2) short-term bicycle parking spaces, exceeding these requirements. The short-term racks are proposed to be accommodated with one (1) inverted U-rack.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces be located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces be served by electrical outlets, 5% of spaces (minimum 2 spaces) be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet).

### **Loading**

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. As the Applicant's proposed development has less than 50 dwellings units, a loading berth/delivery space is not required. However, to accommodate the majority of the site's anticipated loading demand, the Applicant is proposing a compact 8x18-foot service/delivery space along the west side of the building that will be accessible via the public alley. Trash is proposed to be stored on site and collected from the public ally, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

### **Heritage and Special Trees**

According to the District's [Tree Size Estimator map](#), the property has no Heritage and nor Special trees, but there is a Special tree on the neighboring property to the north, whose critical root zone extends onto the property. DDOT expects the Applicant to coordinate with the Ward 1 Arborist regarding the preservation and protection of existing Special trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44

inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

### **Streetscape and Public Realm**

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of *DCMR*, DDOT's *Design and Engineering Manual (DEM)* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1 are generally consistent with DDOT standards, the following considerations that need to be reviewed in greater detail during the public space permitting process:

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network. The closest alley entrance is from Columbia Road NW;
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- Submit a detailed curbside management plan with proposed signage for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense; and
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the requirements in Title 11 of *DCMR*, Subtitle C § 800, Title 18 of *DCMR*, § 1214, and DDOT *Bike Parking Guide* best practices, including larger cargo/tandem spaces.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP.

### **Mode Split and Trip Generation**

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were informed by the Census, WMATA's Development-Related Ridership Survey, and mode splits used for nearby developments. As shown in Figure 2 below, the mode splits assumed were 15% automotive for residential and 58% for office with the remainder of trips are anticipated to be made by transit, walking, or bicycling.

**Figure 2 | Summary of Mode Split Assumptions**

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

Source: Gorove/Slade 1/6/26 Transportation Statement, Table 7

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 221 Multi-Family Mid-Rise). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

As shown below in Figure 3, the projected person and vehicle trips did not meet DDOT’s thresholds in the 2024 *Guidance for CTR* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a CTR study with traffic impact analysis was not required.

**Figure 3 | Multi-Modal Trip Generation Summary**

Mode	AM Peak Hour			PM Peak Hour			Weekday Total
	In	Out	Total	In	Out	Total	
<b>Proposed Multifamily Residential Housing (44 du)</b>							
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
<b>Existing Multifamily Residential Housing (30 du)</b>							
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
<b>Net New Trips</b>							
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

Source: Gorove/Slade 1/6/26 Transportation Statement, Table 8

**Pedestrian Network**

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Transportation Statement’s inventory of existing pedestrian infrastructure, shown in Figure 4 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps.

Figure 4 | Existing Pedestrian Network

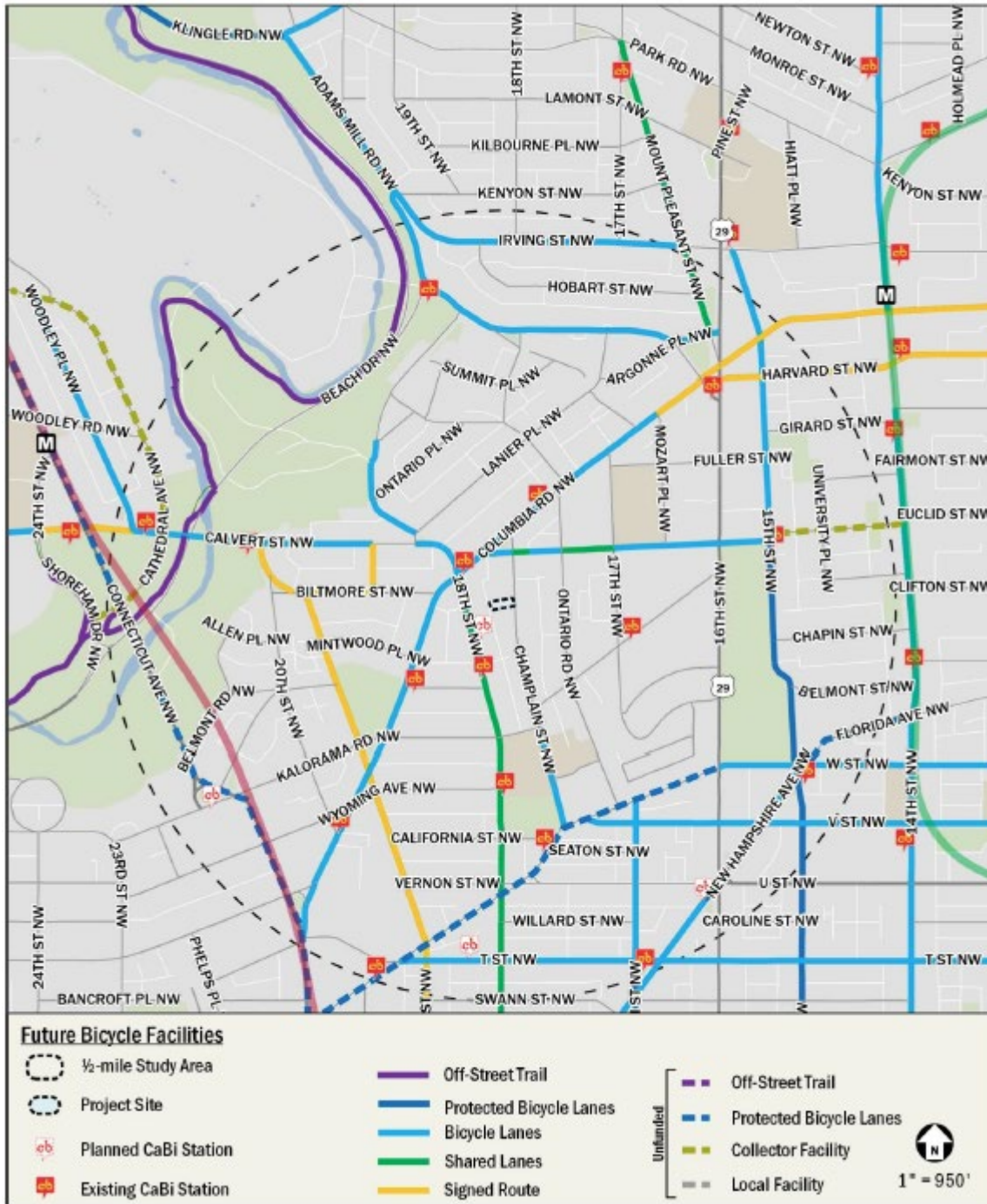


Source: Gorove/Slade 1/6/26 Transportation Statement, Figure 9

**Bicycle Network**

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this development. As shown below in Figure 5, there are currently bicycle lanes and Capital Bikeshare stations in the vicinity of the site.

**Figure 5 | Existing Bicycle Facilities**



Source: Gorove/Slade 1/6/26 Transportation Statement, Figure 8

**Transit Service**

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT’s vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

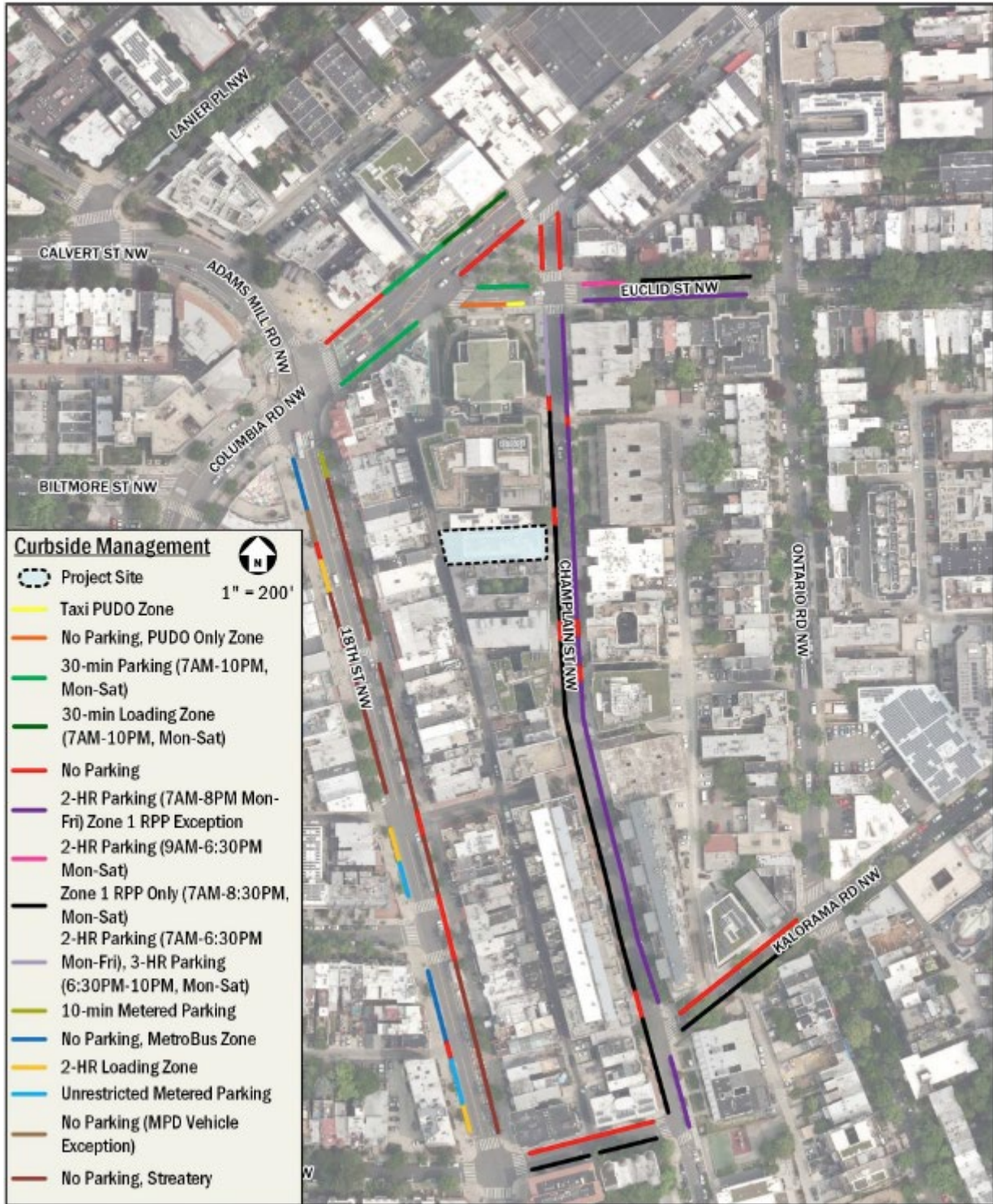
The site is located approximately 0.7 miles, roughly a 16-minute walk, from the Woodley Park-Zoo/Adams Morgan Metrorail station which is served by the Red Line. The site is within 1/8-mile from the Columbia Road NW and 18<sup>th</sup> Street NW intersection served by the D72, D74, C51, and C53 busses, with individual bus headways ranging from 12 to 30 minutes throughout the day.

**Curbside Management**

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) on the property and surrounding neighborhood context.

The site currently has Zone 1 Residential Permit Parking Champlain Street frontage, as shown below in Figure 6. The Applicant is not proposing any changes to curbside management. DDOT is generally supportive of this concept, however, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT’s Curbside Management Division (CMD). At that time, the plan may be refined by CMD and the exact signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant’s expense.

Figure 6 | Proposed Curbside Designations



Source: Gorove/Slade 1/6/26 Transportation Statement, Figure 11

**Transportation Demand Management (TDM)**

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive TDM plan to help mitigate an action’s transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in

order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the January 6, 2026, Transportation Statement, which is included to this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel.

## **ATTACHMENTS**

- 1) Proposed TDM Plan, Gorove/Slade, January 6, 2026

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## 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](mailto: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

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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.