

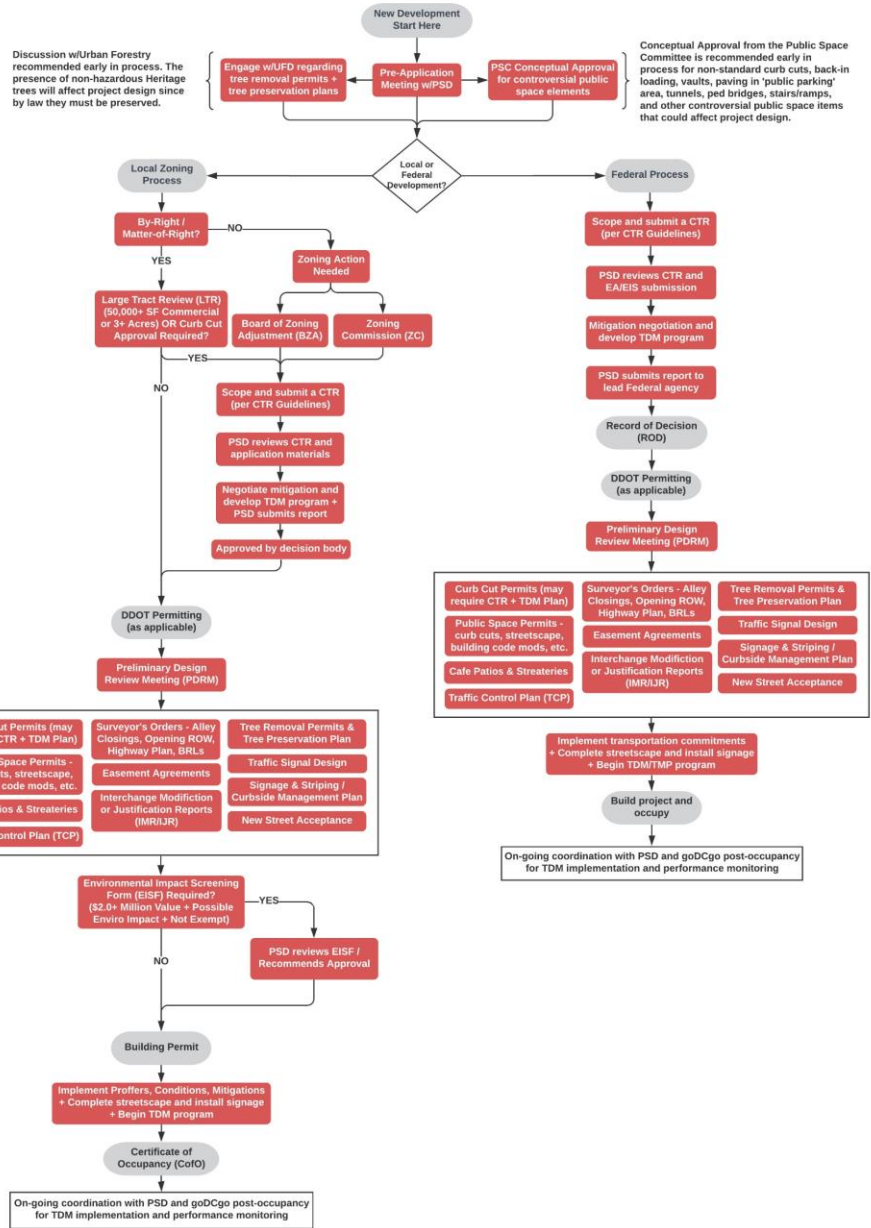


# Summary of Changes to Guidance for Comprehensive Transportation Review

June 2019 Version 1.0 vs January 2022 Version 2.0

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# Process Flowcharts and CTR Requirements by Case Type



- Overview of DR Process
- PUDs, LTRs, Design Reviews
- Campus Plans
- BZA Cases
- Map Amendments
- Site Design Review Priorities



# Preferred Parking Maximums

New 2022 Table

2019 Table Revised

Land Use	Less than ¼ Mile from Metrorail*	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	½ to 1 Mile from Metrorail	More than 1 Mile from Metrorail
<b>Multi-Family Residential</b>	<del>0.30</del> <b>0.25 or less</b> <i>spaces/unit</i>	<del>0.40</del> <b>0.35 or less</b> <i>spaces/unit</i>	<del>0.50</del> <b>0.40 or less</b> <i>spaces/unit</i>	<del>0.60</del> <b>0.55 or less</b> <i>spaces/unit</i>
<b>Office</b>	<b>0.40 or less</b> <i>spaces/1,000 GSF</i>	<b>0.50 or less</b> <i>spaces/1,000 GSF</i>	<b>0.65 or less</b> <i>spaces/1,000 GSF</i>	<b>0.85 or less</b> <i>spaces/1,000 GSF</i>
<b>Hotel</b>	<del>0.40</del> <b>0.35 or less</b> <i>spaces/1,000 GSF</i>	<b>0.45 or less</b> <i>spaces/1,000 GSF</i>	<b>0.60 or less</b> <i>spaces/1,000 GSF</i>	<b>0.75 or less</b> <i>spaces/1,000 GSF</i>
<b>Retail ***</b>	<b>1.00 or less</b> <i>spaces/1,000 GSF</i>	<b>1.25 or less</b> <i>spaces/1,000 GSF</i>	<b>1.60 or less</b> <i>spaces/1,000 GSF</i>	<b>2.00 or less</b> <i>spaces/1,000 GSF</i>
<b>Other Uses</b>	<b>75% of § 701.5 or less</b>	<b>90% of § 701.5 or less</b>	<b>120% of § 701.5 or less</b>	<b>150% of § 701.5 or less</b>

Land Use	Less than ¼ Mile from Metrorail*	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	½ to 1 Mile from Metrorail	More than 1 Mile from Metrorail
Mode Share Goal	85% Non-Auto	80% Non-Auto	75% Non-Auto	65% Non-Auto
<b>Multi-Family Residential</b>	<b>0.25 or less</b> <i>spaces/unit</i> ~1 per 4 units	<b>0.35 or less</b> <i>spaces/unit</i> ~1 per 3 units	<b>0.40 or less</b> <i>spaces/unit</i> ~1 per 2.5 units	<b>0.55 or less</b> <i>spaces/unit</i> ~1 per 2 units
<b>Office</b>	<b>0.40 or less</b> <i>spaces/1,000 GSF</i> ~1 per 6 employees	<b>0.50 or less</b> <i>spaces/1,000 GSF</i> ~1 per 5 employees	<b>0.65 or less</b> <i>spaces/1,000 GSF</i> ~1 per 4 employees	<b>0.85 or less</b> <i>spaces/1,000 GSF</i> ~1 per 3 employees
<b>Hotel</b>	<b>0.35 or less</b> <i>spaces/1,000 GSF</i> ~1 per 6 rooms	<b>0.45 or less</b> <i>spaces/1,000 GSF</i> ~1 per 5 rooms	<b>0.60 or less</b> <i>spaces/1,000 GSF</i> ~1 per 4 rooms	<b>0.75 or less</b> <i>spaces/1,000 GSF</i> ~1 per 3 rooms
<b>Retail ***</b>	<b>1.00 or less</b> <i>spaces/1,000 GSF</i>	<b>1.25 or less</b> <i>spaces/1,000 GSF</i>	<b>1.60 or less</b> <i>spaces/1,000 GSF</i>	<b>2.00 or less</b> <i>spaces/1,000 GSF</i>
<b>Other Uses</b>	<b>75% of § 701.5 or less</b>	<b>90% of § 701.5 or less</b>	<b>120% of § 701.5 or less</b>	<b>150% of § 701.5 or less</b>

**Notes:**  
 \* For sites located within the 1/8 mile buffer from a Metrorail station entrance, the Applicant should start with zero (0) spaces and build a case for why parking should be provided. The target maximum parking ratio for sites within 1/8 mile of Metrorail is the ZR16 minimum from Figure 9 above (§ 701.5 with 50% parking reduction).  
 \*\* DDOT priority transit includes the H Street Streetcar, Streetcar Benning Road Extension, DC Circulator, and WMATA Priority Corridor Network Metrobus Routes defined in DCMR 11, Subtitle C § 702.1(c).  
 \*\*\* These retail rates can be used for either standalone buildings or first floor users of mixed-use projects. This category includes a wide range of related uses such as fast casual restaurant, bank, drinking establishment, pet grooming, coffee shop, grocery, pharmacy, etc.

Change from 2019: Revised methodology of Multi-family Residential and Hotels to match MoveDC mode share goal-based methodology of Office and Retail (85%, 80%, 75%, 65% non-auto by distance to transit). This results in a 0.05-0.10 spaces/unit reduction for Multi-Family Residential in all transit distances and a 0.05 spaces/1,000 GSF reduction for Hotel within ¼ mile of Metrorail category.

New: clarified that sites within 1/8 mile of Metrorail Station entrance should start with zero parking and build a case for why any parking is necessary. If parking is provided, amount should be close to ZR16 minimum (50% of 701.5).

# Low Impact Development Exemption from CTR/TIA

## 2019 Waiver

- Must be located within ½ Mile of Metrorail or ¼ mile of Streetcar, Circulator, Priority Bus
- Must meet parking maximum for ¼ mile category regardless of distance from transit
- 100 or fewer total on-site parking spaces
- Implement Enhanced TDM Plan
- Ensure ped network is up to DDOT standards along walking routes to transit
- A minimum of two (2) EV charging stations
- Curb cuts/loading meet DDOT standards or have been approved by PSC.
- Site meets all ZR16 bike parking and locker/shower requirements.

## 2022 Waiver

- Must be located within ½ Mile of Metrorail or ¼ mile of Streetcar, Circulator, Priority Bus
- **Must meet parking maximum for transit distance category where the project is located**
- 100 or fewer total on-site parking spaces
- **Implement Baseline TDM Plan**
- **Ensure ped network is up to DDOT standards AND install at least 1 Vision Zero or non-auto improvement along routes to other amenities.**
- **A minimum of two (2) EV charging stations only if site has 20 or more parking spaces**
- Curb cuts/loading meet DDOT standards or have been approved by PSC.
- **Site meets all ZR16 short-term bike parking and locker/shower requirements but must exceed long-term bicycle parking requirements**

TDM Plan tier changed b/c standardized Baseline Plan was strengthened, parking ratios reduced, and many of the Enhanced strategies were not applicable to low parking ratio projects.



# Mitigation Matrix

		TRAFFIC IMPACTS TEST			
		No Impacts or No CTR/TIA Required (no intersections degrade to unacceptable levels)	Minor Impacts at One Intersection (signal timing or cycle length adjustments only)	Minor Impacts at Multiple Intersections (signal timing or cycle length adjustments only)	Severe Impacts at One or More Intersections (physical roadway improvements beyond signal timing adjustment)
PARKING SUPPLY TEST (see Figure 10)	At or Below Benchmark	Baseline TDM Plan	Baseline TDM Plan	Enhanced TDM Plan	Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD
	Up to <del>10</del> 15% Over-Parked	Baseline TDM Plan	Enhanced TDM Plan	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD
	Up to <del>20</del> 25% Over-Parked	Enhanced TDM Plan	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD
	Over <del>20</del> 25% Over-Parked	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Additional TDM OR Monetary Contribution OR Non-Auto Upgrades to be negotiated	Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD

New chart: Intended as a starting point for mitigation discussions for projects 500,000 GSF and smaller. There may be situations where it makes sense to deviate from this chart.

Change from 2019: Parking supply category breaks increased from 10% and 20% to 15% and 25%, respectively. This is to balance the reduced Residential and Hotel parking rates.

# Transportation Demand Management (TDM)

- Clarified threshold that TDM Plans are required for all projects of 20 or more residential units/hotel rooms or 10,000 GSF office, retail, commercial. The point where DDOT requires the TDM Plan depends on what process the project goes through. Any projects that meet the size criteria will be required as part of the curb cut approval to implement a TDM Plan (if there is a curb cut and a plan wasn't required at ZC or BZA).
- TDM plans no longer required for relief of less than 5 vehicle parking spaces, per ZC 21-10 text amendment
- Additional strategies added to each plan, including:
  - New bullets regarding continued TDM enforcement after building occupancy
  - If a loading management plan was required, include a bullet in TDM Plan so on-site Transportation Coordinator is aware of that requirement too.
- Thresholds for TDM plan tiers changed from 10% and 20% over-parked to 15% and 25% over-parked due to reduction in some max parking ratios.
- To improve equity with access to fresh food, charging for parking at grocery stores is no longer required. All other types of retail must still charge for parking at market rates.
- Added sections on latest legislation (EV Charging Stations, Parking Cash-Out, Commuter Benefits Law)
- A minimum of 5% of long-term bicycle spaces to be designed for larger cargo/tandem bikes and 10% of spaces be designed with electrical outlets for e-bikes/scooters
- DDOT TDM Team and goDCgo have started going through all previously TDM plans approved by the ZC, BZA, and PS and will now begin coordinating with property owners to assist in implementing TDM program

# Public Space

- Included graphic (Figure 8 Site Review Priorities) highlighting DDOT's focus on site design/public realm design over moving vehicle traffic.
- Added list of controversial public space features requiring PSC approval
- Fresh guidance provided on common public space/streetscape challenges and greater clarity on specific distances, standards, and sections of regulations.
- Art and tactical urbanism in public space, activation under bridges, and experimentation with other types of activation are encouraged and additional guidance provided.
- Added information on Building Restriction Lines (BRL)
- Added guidance on which design vehicles should be used for loading facilities to/from public streets
- Added a list of pedestrian safety best practices (see following slide)
  - Including closure of slip lanes, construct curb extensions, raised crosswalks, reduce curb radii, straighten out skewed intersections, add missing crosswalks & ADA ramps at T intersections.

# Checklist of Pedestrian Safety Improvements

## Geometric and Site Design

- Minimize # of curb cuts
- Curb extensions
- Reduce curb radii
- Remove slip lanes & channelized turn lanes
- Square up skewed intersections
- Head-in/head-out loading
- Add tree boxes and street trees
- Convert bike lanes to protected bikeways
- Road diets, narrower lanes, lower design speed
- Upgrade sidewalks and curb ramps to ADA
- Upgrade to high-visibility crosswalks
- T intersections – ramps & crosswalks all legs
- 300-500 foot block lengths
- Activated streetscape
- Reduced on-site parking
- Lighting for Private Streets/Alleys

## Traffic Signal Changes

- Install HAWK ped signal
- Remove dual left-turns
- Remove right-turn overlaps
- Leading Pedestrian Intervals
- Signal timing progression priority for cyclists in select bike corridors
- Add right-turn-on-red (RTOR) restrictions

Applicants should look for opportunities within the study area and along site frontage to implement any/many of these safety improvements



# Miscellaneous

- Added statement regarding equity in mobility options and the decision-making process.
- No longer require a paper copy of CTR submitted, all files should be electronic.
- CTRs, TIAs, and Transportation Statements must be performed by PE, PTOE, PTP, AICP, EIT, CTP, other ITE.
- Added guidance on design of private streets and ROW closure/opening actions. Minimum alley width 16 feet.
- Updated several sections to reflect 3 recent text amendments to the ZR16 transportation sections (ZC 21-04, 21-10, 21-22) – changes such as reducing private drive aisle width from 20 to 18 feet to match DEM and removed parking minimums for affordable housing units 80% MFI and lower
- Clearer guidance on situations when an on-street loading zone is appropriate and how to implement it.
- DDOT does not support long-term bike parking relief for new construction. DDOT encourages providing extra long-term bike parking b/c many residential buildings have waiting lists and established thresholds for the number of long-term spaces to have electrical outlets (10%) and be designed for larger cargo/tandem bikes (5%). DDOT to have a more “hands on” approach to bike room design.
- Added guidance on increasing or decreasing mode share/trip generation based on supply of veh parking.
- ‘Big data’ sources such as cell data allowed in lieu of fresh TMCs if there is a major transportation disruption.
- TripsDC can be used as another source to help determine mode share for a project.
- Created new section on Pick-Up/Drop-Off Plans. Revamped RPP section and added VPP section.
- Added guidance on intersection monitoring in the Performance Monitoring section.
- Distances are measured “as the crow flies” unless there is a significant barrier like RR tracks, freeway, water.

# Appendices

- Appendix A – Shortened CTR Scoping Form from 13 pages to 10 pages by removing paragraphs of policies, now references the appropriate section of CTR Guidelines for further guidance.
- Appendix B – updated all weblinks, added prior DDOT research studies & new relevant District laws, and added attachments: 1) public space projections chart, 2) Federal Parking Ratios, 3) District Freeways Map for IJR/IMRs, 4) Map of ZR16 curb cut prohibitions, 5) Maps of Future Street connections from MoveDC 2014 that were left out of MoveDC 2021.
- Appendix C – provided clearer guidance on when in the development process a TDM Plan is required, other changes to the TDM Plans noted on the TDM slide of this presentation.
- Appendix E – strategies added to the sample LMP for projects with on-street loading zones.
- Appendix F – added scooter corral diagram.
- Appendix F1 – corrected some incorrect measurements on long-term bike parking section of Bike Parking Design (storage locker dimensions and cargo/tandem space widths)
- Appendix H – 1) added the signal timing/Synchro network request form, 2) cap added to the amount of right-turning volumes (10%) that can be assumed to make a right-turn-on-red (RTOR) movement in Synchro

# New Development Review Program Website



Getting  
Around

On  
Your  
Street

Safety

Projects  
&  
Programs

About

DDOT  
Response to  
COVID-19



## Projects & Programs

- Development Review Program
- DDOT Infrastructure Projects
- Studies and Research
- State Planning
- Notices of Intent
- Transportation Equity and Inclusion
- Arts in the Right of Way
- Transportation Alternatives Program
- Transportation Asset Management Plan (TAMP)

## Development Review Program

### Mission

The DDOT Neighborhood Planning Branch, within the Planning and Sustainability Division (PSD), is tasked with evaluating the impacts of land development actions on the District's transportation network. These actions include a review of the following applications: Zoning Commission (PUDs, Design Reviews, Campus Plans), Board of Zoning Adjustment, Surveyors Orders (alley closures, new ROW), Large Tract Review, NEPA, Environmental Impact Screening Forms, and the Public Space Committee (curb cuts, streetscapes).

The Development Review Program is led by Aaron Zimmerman, PTP – [aaron.zimmerman@dc.gov](mailto:aaron.zimmerman@dc.gov)

### Guidance for Comprehensive Transportation Review

DDOT developed the Guidance for Comprehensive Transportation Review to provide guidance to the development community regarding site design and transportation analysis requirements for each of the land development application types. Below are the CTR Guidelines, CTR Scoping Form, and a presentation summarizing the CTR Guidelines.

## Prior DDOT Research

Since the early 2010s, DDOT has been a national leader in the research of trip generation, off-street parking, and inner-city impact assessment. Each of the studies below has contributed to the industry's body of knowledge and served as a model for the District's Version 1.0 Guidance for Comprehensive Transportation Review that was released in 2019.

- 2013 - DDOT TRB Paper - Transitioning from TIS to CTR Development Review
- 2013 - DDOT TRB Poster - Development Review
- 2014 - DDOT TRB Paper - An Innovative Approach for Establishing Vehicular Trip Caps for New Development
- 2015 - DDOT TRB Paper - Estimating Parking Utilization in Multifamily Residential Buildings
- 2015 - DDOT TRB Poster - Predicting Travel Impacts of New Development[53].pdf
- 2015 - DDOT TRR Report - Methodology to Gather Multimodal Urban Trip Generation Data
- 2015 - DDOT TRR Report - Predicting Travel Impacts of New Development
- 2016 - DDOT TRR Report - Estimating Parking Utilization in Multifamily Residential Buildings
- 2017 - DDOT TRR Report - Multimodal Trip Generation Model to Assess Travel Impacts of Urban Developments
- 2019 - DDOT Poster - CTR Guidelines for ITE Annual Meeting
- 2021 - DDOT APBP TIA Innovations Webinar 6.16.21
- 2021 - DDOT CTR Guidelines TRB Annual Meeting Presentation 1.25.21
- 2021 - DDOT TRB Paper - CTR Guidelines Version 2.0

New website containing CTR files and prior DDOT papers/posters for TRB and ITE:  
<https://ddot.dc.gov/page/development-review-program>

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District Department of Transportation

