Comprehensive Transportation Review (CTR) in the District of Columbia
A Parking and Design-Focused Alternative to the Traffic Impact Study

DDOT Released New CTR Guidelines in June 2019

- Replaced LOS with parking ratio, particularly near transit, as primary metric for evaluating development projects. LOS still used to evaluate roadway impacts in certain situations.
- DDOT-preferred parking rates based on MoveDC Mobility Plan’s 75% non-auto mode share goal for all home-work trips to accommodate estimated 200,000 new residents by 2035 without expanding roadway capacity.
- “Form-based” review with focus on keys to high quality development: site design, minimizing vehicle parking, Vision Zero principles, streetscape, and TDM programming.
- Continues shift away from Traffic Impact Study in urban setting. Now a smaller component of a comprehensive multimodal CTR, when required. TIA can be waived in more situations.
- Significantly revamped TDM programming and standardized plans tied to parking ratio, distance to transit, and impacts.

Policies Based on Distance to Transit

DDOT’s Preferred Maximum Parking Rates

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Less than ¼ Mile from Metrorail</th>
<th>% to ½ Mile from Metrorail OR Less than ¾ Mile from Priority Transit**</th>
<th>% to 1 Mile from Metrorail</th>
<th>More than 1 Mile from Metrorail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>0.30 or less</td>
<td>0.50 or less</td>
<td>0.85 or less</td>
<td>1.00 or less</td>
</tr>
<tr>
<td>Office</td>
<td>0.40 or less</td>
<td>0.75 or less</td>
<td>1.25 or less</td>
<td>2.00 or less</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.40 or less</td>
<td>0.85 or less</td>
<td>1.50 or less</td>
<td>2.50 or less</td>
</tr>
<tr>
<td>Retail ***</td>
<td>1.00 or less</td>
<td>1.50 or less</td>
<td>3.00 or less</td>
<td>5.00 or less</td>
</tr>
<tr>
<td>Other Uses</td>
<td>75% of § 701.5 or less</td>
<td>120% of § 701.5 or less</td>
<td>150% of § 701.5 or less</td>
<td>200% of § 701.5 or less</td>
</tr>
</tbody>
</table>

Why Focus on Parking + TDM?

- Parking is a permanent site feature and driver of vehicle trips. Availability of parking induces more driving and reinforces auto dependency.
- Minimizing parking allows for more density while generating minimal additional new personal vehicle trips, especially in conjunction with high quality transit service, unbundled parking that is price appropriately, and TDM programming.
- Providing little or no parking brings in “transit-ready” residents and workforce.
- Parking is costly to construct. Not building parking saves $5 that can be passed on to future residents/tenants.
- If meeting DDOT-preferred parking rates, more money can be saved by not conducting CTR or TIA studies.
- With no on-site parking there is no need for a curb cut, thus minimizing conflicts with pedestrians, consistent with DDOT’s Vision Zero strategy.

DDOT Site Review Priorities

A “form-based” review...

1) Site Access + Connectivity
2) Loading Design
3) Minimize # of Parking Spaces
4) Public Realm Design (Vision Zero, ADA accessible, quality streetscape)
5) Transit Supportive
6) Bicycle Facilities
7) Transportation Demand Management (TDM)
8) Curbside Management
9) Traffic Impact Analysis (if necessary)

Waiver from TIA

Must meet all...

- Within ½ Mile from Metrorail OR ¾ mile from Streetcar/Priority Bus
- Meet ¾ mile from Metrorail parking rate
- Fewer than 100 spaces proposed
- “Enhanced” Tier TDM Plan
- Complete pedestrian network
- Curb cuts & loading meet standards
- Meet bike parking, shower, locker requirements
- Provide 2 EV charging stations

Mitigation

Must meet high parking ratio and impacts to intersections and non-auto modes, in order of DDOT preference...

1) Optimal Site Design
2) Reduce Vehicle Parking
3) Implement More TDM
4) Off-Site Ped/Bike/Transit Upgrades
5) Performance Monitoring/Enforcement
6) $5 Contribution to Mitigation Fund
7) Roadway Capacity Changes

Standardized TDM Plans by Land Use + Impact

- **Priority transit includes the H Street Streetcar, Streetcar Banning Road Extension, DC Circulator, and Priority Corridor Network Metrorail Routes defined by zoning in UCAR 11, Subtitle C § 701.11.

Guidance for Comprehensive Transportation Review including Parking Rates, Standardized TDM Plans, and CTR Scoping Form can be found at: https://ddot.dc.gov/node/470382

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