EXHIBIT D

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MEMORANDUM

To: Jonathan Rogers, District Department of Transportation

Cc: Brook Katzen, SB-Urban
David Avitabile, Goulston & Storrs

From: Jami L. Milanovich, P.E.
Jason J. Shetler, E.I.T

Date: March 10, 2014

Re: Preliminary Transportation Assessment (BZA Case #18744)
15 Dupont Circle (Square 136, Lot 34)
Washington, DC

OVERVIEW

SB-Urban (referenced herein as the Applicant) proposes to redevelop the property located at 15 Dupont Circle in northwest Washington, DC. The subject site is located on Square 136 (Lot 34) in Ward 2, as shown on Figure 1. The site is zoned SP-1 in the Dupont Circle (DC) overlay district and is located in the Dupont Circle Historic District. The property currently is occupied by the historic Patterson House and an existing two story addition, both of which formerly housed the Washington Club. The Applicant proposes to convert the historic Patterson House to multifamily use. As part of the redevelopment, the existing addition will be torn down and a new seven story addition (plus half-basement) will be constructed. The proposed residential development will include approximately 92 furnished studio apartments. The proposed site plan is shown on Figure 2A and the first floor plan is shown on Figure 2B; a full set of plans are included in Attachment A.

No parking is proposed in conjunction with the redevelopment. Therefore, the existing curb cut on P Street will be closed. Additionally, the curb cuts providing access to/from the existing circular driveway on Dupont Circle also will be closed (although the drive itself will be retained since it contributes to the historic designation). Pedestrian access to the site is proposed via entrances on P Street and Dupont Circle.

The proposed development will be located within close proximity to an abundance of non-auto transportation options. Most notably, the site is located approximately 500 feet from the Dupont Circle Metro Station and is served by 13 Metrobus routes and a major DC Circulator route. Other non-auto transportation options are available in the site vicinity, including 11 car-sharing vehicles located within a ¼ mile of the site and a Capital BikeShare station with 45 docks located one block from the site. Additionally, four dedicated bicycle lanes provide

east-west and north-south travel within five blocks of the site.

As demonstrated herein, both national and regional trends show that auto ownership and auto travel have declined in recent years. In Washington, DC, the increased use of non-auto modes of travel is, in large part, due to the City's investment in a variety of transportation options. This investment, coupled with private entrepreneurial investment, has resulted in a comprehensive transportation system that is among the best in the nation. The Applicant's proposed Transportation Demand Management (TDM) plan will further enable the use on non-auto transportation modes.

A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment B.

SITE CHARACTERISTICS

The proposed residential building will be marketed to young professionals seeking an urban living environment. Since all 92 units are planned as furnished studio apartments, the vast majority of residents will be singles. The target demographic suggests that the auto ownership rate for the residents of the proposed building will be very low.

The target demographic, nearby amenities including numerous restaurants, parks, pharmacies, and food markets, and the prevalent non-auto transportation modes in the site vicinity allow for minimal use of personal automobiles by making travel outside of the immediate area more accessible by non-auto modes of transportation and by eliminating the need to leave the immediate area for certain trips.

ANALYSIS OF RESIDENTIAL MODE SPLIT TRENDS

Regional Trends

Washington, DC currently has the second-highest rate of households without cars of all major U.S. cities (second only to New York).[1] In fact, in 2012, 37.9 percent of households in Washington, DC did not have a car in 2012, an increase of 2.4 percent since 2007 (the third highest rate of increase among major U.S. Cities).[2]

Another recent study evaluated changing travel patterns in urbanized areas in the United States. The study found that in the Washington, DC area, driving has decreased and non-auto travel has increased. Specifically:

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[1] Has Motorization in the U.S. Peaked? Part 4: Households without a Light-Duty Vehicle, Michael Sivak, University of Transportation Research Institute, January 2014.

[2] Ibid.

- The percentage of workers commuting to work by private vehicle decreased by 4.7 percent from 2000 to 2007-2011 in the Washington, DC urban area (note that the 2007-2011 data was taken from the five year estimates from the American Community Survey while the 2000 data was taken from the 2000 U.S. Census),
- The number of vehicle miles traveled per capita decreased by 4.9 percent in the Washington, DC urban area between 2006 and 2011, and
- The percent increase in passenger miles traveled on transit per capita increased by 7.0 percent in the Washington, DC urban area between 2005 and 2010.[3]

Additionally, bicycling in the District increased by an estimated 82 percent between 2005 and 2011[4] and increased 30 percent from 2012 to 2013.[5]

The trend toward decreasing auto ownership and increasing use of non-auto modes of transportation in the region is further substantiated by Arlington County's recently published Residential Building Performance Monitoring Study.[6] The study is a compilation of 16 performance monitoring studies conducted to gather information about travel and parking behaviors in residential buildings where TDM services are provided by Arlington County Commuter Services. While some of the underlying conditions in the study differ from those in the District, it does illustrate some general trends relating to auto ownership. For example:

- Auto ownership for apartments and condos in Metro corridors were substantially lower than in non-metro corridors,
- Vehicle ownership decreased as the Transit Score increased,
- Vehicle ownership decreased as the number of spaces provided decreased,
- Vehicle ownership decreased as the cost of parking increased, and
- The percentage of residents who walked and biked increased when information on walking and biking was provided and when bicycle parking was provided.

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[3] Transportation in Transition, A Look at Changing Travel Patterns in America's Biggest Cities. U.S. PIRG Education Fund and Frontier Group, December 2013.

[4] LaFrance, Adrienne. "In Washington, Options Open Up for Commuting on Two Wheels." *The Washington Post*. Updated March 1, 2014. *The Washington Pos*t. Web. March 3, 2014.

[5] Tregoning, Harriet. "Transportation and Cities of the Future." Transportation Research Board 93rd Annual Meeting, Washington Hilton, Washington, DC, January 15, 2014. Presentation.

[6] Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.

National Trends

A recent study conducted to determine the changing characteristics of the transportation systems in America presents several indications of a decrease in vehicle usage in recent years.[7] The information further substantiates the notion that fewer trips will be made via personal vehicles, car ownership will be lower, and that the recent trends indicate an increase in non-auto transportation modes (i.e. public transit, bicycling, etc.).
The statistics include:

- From 2001 to 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds decreased from 10,300 miles to 7,900 miles per capita, a drop of 23 percent.
- Among people between 30 and 34 years of age, per-capita driving fell by 17 percent from 2001 to 2009.
- In 2011, the percentage of 16 to 24 year-olds with a driver's license dropped to 67 percent, the lowest percentage since 1963.
- In 2009, 16 to 34 year-olds as a whole took 24 percent more total bike trips than they took in 2001, despite the age group shrinking in size by two percent.
- From 2001 to 2009, the number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40 percent.
- In 2011, nearly ten percent more trips were made via public transportation than had been made in 2005. This growth continued into 2012, despite reduced services and increased fares in many locations.
- The number of bicycle commuters increased by 39 percent between 2005 and 2011.
- Between 2005 and 2009, the number of people making their commute on foot increased by 20 percent.
- Advancements in technology have broadened the appeal of non-auto travel options, provided new transportation options (car-sharing, bike sharing, taxi booking services, etc.), and have provided substitutes for driving such as teleworking, shopping online, online education, and teleconferencing.

[7] A New Direction: Our Changing Relationship with Driving and the Implications for America's Future. U.S. PIRG Education Fund and Frontier Group, Spring 2013.

PUBLIC INVESTMENT IN TRANSPORTATION

Over the years, the District has invested heavily in non-auto modes of transportation. As summarized below, these efforts have resulted in a world-class public transportation system and the first bikeshare program in North America.

Metrorail/Metrobus

Metro is the cornerstone of the District's transportation system. Since its opening in 1976, Metrorail has grown to 86 stations and 106 miles of track. Metrobus provides service 24 hours a day, seven days a week via 1,500 buses.

Metro operates the nation's second busiest heavy rail system behind only New York. In 2012, the average weekday ridership on all Metrorail lines was 744,918 passenger trips per day. The annual ridership for 2012 was 212,188,640 passenger trips. Metro also operates the sixth largest bus system in the U.S.

In 2012, Metro began to implement Metro Forward, a six-year improvement program. The $5 billion program will modernize Metro by renovating and rebuilding infrastructure (including track, railcars, and buses) and updating technology.

In addition, construction of Phase 1 of a 23.1 mile extension of the Metrorail system, known as the Silver Line, is nearing completion. Phase 1 of the extension will extend rail service from the existing Orange Line in Falls Church west through Tysons to Reston. Phase 1 is expected to be operational in Summer 2014. Once complete, the expanded Metrorail system will provide another option for residents in the western suburbs who commute to the District, and for residents of the District to access more of the region. Phase 2 of the extension will extend the Silver line to Dulles International Airport.

While the Metro system has been the cornerstone of the District's transportation system, several years ago, the District undertook a study to identified gaps in transit and identified ways to enhance the City's public transportation options and to better meet the needs of its residents. As a result of that effort, DDOT began focusing, in part, on expanding transit service in the form of the DC Circulator and streetcar.

DC Circulator

The DC Circulator is the result of a public-private partnership between DDOT, WMATA, and DC Surface Transit, Inc. Begun in 2005, the DC Circulator provides efficient, low-cost transportation options by providing 10 minute headways and $1 fares. The five existing Circulator routes link the District's neighborhoods and Rosslyn, VA to downtown. In 2013, ridership on the five Circulator routes exceeded 5.5 million passengers.[8]

DC Streetcar

The planned streetcar system will serve 150,000 people daily and will stretch 37 miles.[9] The first phase of the streetcar system, the H/Benning Road Line is under construction and is anticipated to begin operation in mid-2014. The H/Benning Road Line will provide direct service to Union Station to the west (providing access to Metro's Red Line) and will terminate at Benning Road/Oklahoma Avenue to the east. Ultimately, the H/Benning Road Line will be just one piece of the overall One City Line that will traverse the city east to west from beyond the Anacostia to the Georgetown waterfront.

Bicycling

The District also has made great strides in promoting and facilitating bicycling as an emergent mode of transportation. Today, the District has 56 miles of bicycle lanes and 55 miles of trails.

In 2008, DC became the first city in North America to implement a bikesharing system. The system initially began as SmartBike DC with just 120 bicycles at 10 stations in the District. In 2010, the District joined forces with Arlington County and launched Capital Bikeshare, which has grown to 2,500 bicycles at 300 stations in Washington, DC, Arlington and Alexandria, VA, and Montgomery County, MD.[10] As a result of the District's investment in bikeshare, the number of annual members has increased steadily, with 22,200 annual members in November 2012.[11] The number of trips taken using Capital Bikeshare also has increased, with expected seasonal declines during the winter. As shown on Chart 1, the number of Capital Bikeshare trips reached a peak in August 2013 with nearly 300,000 trips for the month.

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[8] DC Circulator. 2013 Ridership. http://circulatordashboard.dc.gov/cirdashboard/#Ridership/ StartDate = 9/6/2013EndDate=2/6/2014PubDate=2/6/2014.

[9] Sustainability DC – Sustainable DC Plan, http://sustainable.dc.gov/sites/default/files/dc/sites/ sustainable/ page_content/attachments/DCS-008%20Report%20508.3j.pdf.

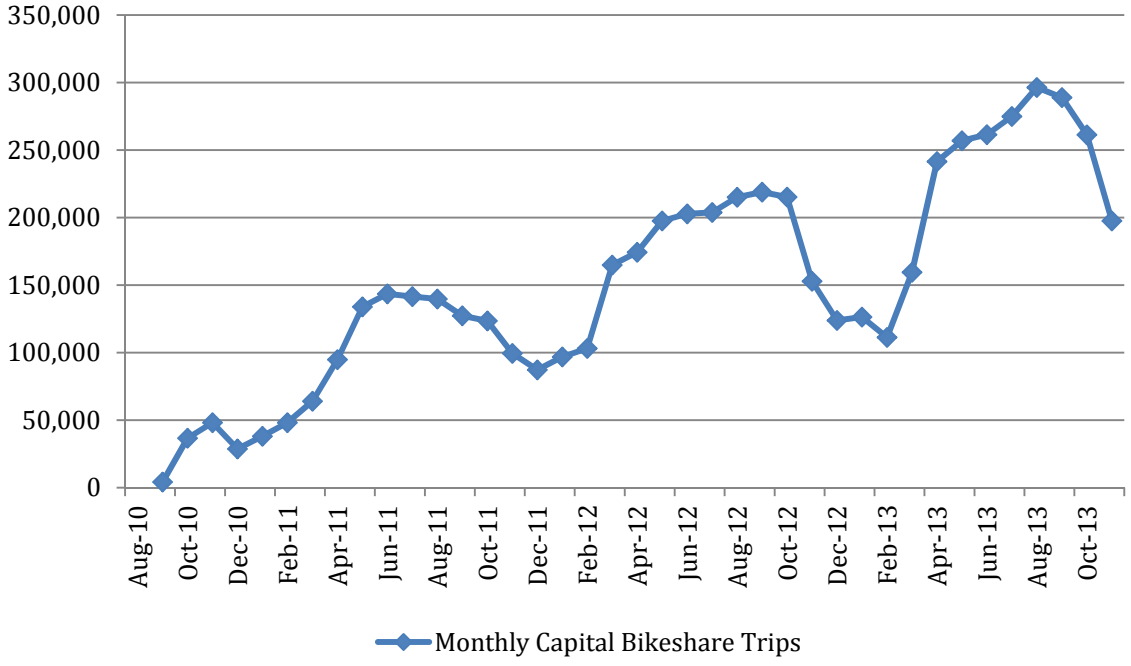
[10] http://capitalbikeshare.com/about

[11] 2013 Capital Bikeshare Member Survey Report. LDA Consulting, May 22, 2013.

According to a 2013 survey of Capital Bikeshare members, the average driving reduction among respondents was 198 miles per year, which when extrapolated to all annual members, yields a reduction of 4.4 million vehicle miles per year.[12]

More than half of the members surveyed indicated that they do not have a personal vehicle. Approximately four percent of those surveyed indicated that they sold a car since joining Capital Bikeshare and that bikeshare was a factor in their decision.[13]

Chart 1
Monthly Capital Bikeshare Trips[14]



PRIVATE INVESTMENT IN TRANSPORTATION

Washington, DC also has seen significant investment in private transportation options. Perhaps most significant is the advent of car-sharing services in the District. Car-sharing was first introduced in the District in 2001 when Flexcar was awarded a contract from WMATA to establish and operate a car-sharing operation at select Metro stations. Since then, DDOT has encouraged the growth of car sharing. In 2005, DDOT reserved over 80 curbside parking spaces for car-sharing vehicles. More recently, DDOT granted a permit that allows Car2Go

[12] 2013 Capital Bikeshare Member Survey Report. LDA Consulting, May 22, 2013.

[13] Ibid.

[14] http://capitalbikeshare.com/about

vehicles to park in any legal space in the City.[15] Currently, four car-sharing companies provide service in the District.

An online survey of the nation's leading car-sharing providers conducted in 2008 revealed that auto ownership decreased from 0.47 vehicles per household before joining car-sharing to 0.24 vehicles per household after joining car-sharing (a reduction of nearly 50 percent).[16] Importantly, 80 percent of those surveyed did not own any vehicles after joining car-sharing.[17]

Additional transportation options continue to emerge. One such option is Uber, which is a private on-demand car service offered in the Washington, DC area. Four types of services are available: 1) a traditional taxi-like Black Car service, 2) a similar service that operates with SUV livery, 3) non-taxi ridesharing called UberX that is operated by private drivers, and 4) traditional taxi service booked through Uber. The service is available via a mobile app, text message, or the internet, which allows anyone to request a ride. Customers can track their car's location via the app. The customer's credit card on file is then charged after the ride and a receipt detailing the trip will be sent through email. Uber's pricing is similar to metered taxis. If the Uber car is traveling at a speed greater than 11 mph, the price is calculated on a distance basis. Otherwise, the price is calculated on a time basis.

PRIVATE INCENTIVES FOR TRANSPORTATION ALTERNATIVES

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

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[15] Chavez, Nicole. "Car-sharing picks up speed in D.C." *The Washington Post*. August 11, 2013. *The Washington Pos*t. Web. February 26, 2014.

[16] Martin, Elliot and Susan Shaheen. "The Impact of Carsharing on Household Vehicle Ownership." *Access* 38. Spring (2011): 23-27. University of California Transportation Center Web. February 26, 2014.

[17] Ibid.

TDM measures have proven to be effective in reducing vehicle travel and parking demand. As indicated in Arlington County's Residential Building Performance Monitoring Study, vehicle ownership has decreased in residential projects where TDM measures were employed.[18] Additionally, Wells + Associates' own experience in the Washington, DC metropolitan area shows that TDM plans reduce the number of vehicle trips generated by developments with TDM plans.

While the location of the proposed redevelopment proximate to the Dupont Circle Metro station and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to limit the need for vehicles at the proposed residential building. Specifically, the TDM plan would include:

1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
2) A lease provision will prohibit residents from applying for a Residential Parking Permit (RPP). According to discussions with DDOT, the building would not be eligible for the RPP parking program because the building is located on a commercial block. As such, the address will not be in the RPP database.
3) Information on and/or links to the following programs and services will be provided on the property management website:
    - Capital Bikeshare,
    - Car-sharing services,
    - Uber,
    - Ridescout,
    - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
    - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
    - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.

[18] Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.

4) An electronic display will be provided in a common, shared space in the building and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.

5) Convenient and covered secure bike parking facilities will be provided. A bicycle storage room will be provided in the lower level of the building with storage for a minimum of 31 bicycles, as shown on Figure 3.

6) A bicycle repair facility will be located in the lower level of the building.

7) For those residents who do not own a bike, a Capital Bikeshare membership will be provided for the initial term of the lease for new residents for the first five years the building is open. Alternatively, the Applicant is working with Capital Bikeshare to determine whether a set number of Capital Bikeshare keys can be purchased and shared among the residents. The latter strategy provides two benefits: a) the benefit would extend beyond the initial term of the lease for residents who renew their lease and b) the number of keys available could increase or decrease from year-to-year making the ability to extend the program beyond five years more feasible.

8) A minimum of 10 bicycle helmets will be made available for use by the residents.

9) The property management company will register for a corporate car-share membership. Since some of the residential leases may be short-term leases, this will allow the property management company to pay for memberships for residents for the duration of their lease (if less than one year) or for a maximum of one year. Memberships will be provided for all new residents (who wish to use the car-sharing service) in the first five years the building is open.

NON-AUTO MODES OF TRANSPORTATION

The subject site is well-situated to capitalize on the public and private transportation investments that have been made in the District. As described below, the site is well served by both Metrorail and Metrobus and is proximate to car-sharing services and Capital Bikeshare. Additionally, pedestrian and bicycle amenities make the area pedestrian and bicycle friendly.

Metrorail Service/Facilities

As shown on Figure 4, the subject site is located in close proximity to the Dupont Circle Metro Station. In fact, the south entrance to the station is located at the intersection of 19th Street NW and Dupont Circle NW, which is approximately 500 feet from the site (or approximately a two to three minute walk).

The Dupont Circle Metro Station provides service to Metro's Red Line, which provides direct service to the Metro Center and Gallery Place – Chinatown Stations and to stations in Montgomery County. Red Line passengers can transfer to the Green and Yellow Lines at the Gallery Place – Chinatown Station and to the Blue and Orange Lines at Metro Center Station.

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide extensive public bus service in the site vicinity. There are 13 Metrobus lines that provide service with stops located within two blocks of the site. The P Street-LeDroit Park Line (Route G2) and Massachusetts Avenue Line (Routes N2, N4, and N6) have stops immediately adjacent to the site on P Street.

The site is served by the Dupont Circle – Georgetown - Rosslyn Circulator Line. The nearest Circulator stop is located at the intersection of 19th Street NW and N Street NW, which is approximately 1,000 feet from the site (or approximately a 4-minute walk).

The site also is served by the Maryland Transit Administration (MTA) Commuter Bus Service. Route 929 provides service from Columbia via Silver Spring to Washington DC. The nearest MTA stop is at the intersection of New Hampshire Avenue and Dupont Circle, which is approximately 200 feet from the site.

Figure 4 displays the bus routes that service the area surrounding the site and Table 1 presents the minimum, maximum, and average headways for Metrobus and DC Circulator routes in the site vicinity.

Table 1
Metrobus and DC Circulator Headways (in minutes)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
Glover Park – Federal Triangle Line (Metrobus Route D1)*						
Min	NA	NA	0:27	0:06	NA	NA
Max	NA	NA	0:35	0:17	NA	NA
Avg	NA	NA	0:30	0:10	NA	NA
Glover Park – Dupont Circle Line (Metrobus Route D2)						
Min	0:08	0:15	0:10	0:04	0:15	0:10
Max	0:19	0:21	0:15	0:20	0:24	0:16
Avg	0:11	0:19	0:10	0:11	0:20	0:11
Ivy City – Dupont Circle Line (Metrobus Route D3)^						
Min	0:19	NA	NA	NA	0:23	0:28
Max	0:30	NA	NA	NA	0:32	0:30
Avg	0:24	NA	NA	NA	0:27	0:29
Sibley Hospital – Stadium-Armory Line (Metrobus Route D6)						
Min	0:05	0:21	0:09	0:12	0:20	0:21
Max	0:19	0:24	0:22	0:22	0:23	0:30
Avg	0:10	0:21	0:13	0:17	0:21	0:23
P Street – LeDroit Park Line (Metrobus Route G2)						
Min	0:12	0:29	0:16	0:12	0:19	0:17
Max	0:19	0:31	0:20	0:21	0:30	0:20
Avg	0:14	0:30	0:17	0:15	0:29	0:17

* Supplemental service; route operates during peak periods only.
^ Route operates in the Eastbound direction from 3:02 PM to 5:49 PM.

Table 1 (continued)
Metrobus and DC Circulator Headways (in minutes)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
Brookland – Potomac Park Line (Metrobus Route H1)*						
Min	NA	NA	0:20	0:15	NA	NA
Max	NA	NA	0:25	0:22	NA	NA
Avg	NA	NA	0:23	0:17	NA	NA
Connecticut Avenue Line (Metrobus Route L1)*						
Min	NA	NA	0:15	0:12	NA	NA
Max	NA	NA	0:26	0:19	NA	NA
Avg	NA	NA	0:18	0:13	NA	NA
Massachusetts Avenue Lines (Metrobus Routes N2, N3, N4, & N6)						
Min	0:10	0:13	0:03	0:02	0:15	0:07
Max	0:17	0:15	0:15	0:13	0:16	0:16
Avg	0:13	0:14	0:08	0:06	0:15	0:12
Wisconsin Avenue Limited Line (Metrobus Route 37)*						
Min	NA	NA	0:11	0:11	NA	NA
Max	NA	NA	0:20	0:18	NA	NA
Avg	NA	NA	0:15	0:14	NA	NA
Mount Pleasant Line (Metrobus Route 42)						
Min	0:08	0:10	0:05	0:07	0:12	0:08
Max	0:18	0:12	0:14	0:16	0:14	0:12
Avg	0:13	0:11	0:09	0:10	0:12	0:10
DC Circulator Dupont Circle – Georgetown – Rosslyn Line						
Avg	0:10	0:10	0:10	0:10	0:10	0:10
Maryland Transit Administration (MTA Route 929)						
Min	NA	NA	0:30	0:13	NA	NA
Max	NA	NA	0:39	1:07	NA	NA
Avg	NA	NA	0:35	0:40	NA	NA

* Supplemental service; route operates during peak periods only.
^ Route operates in the Eastbound direction from 3:02 PM to 5:49 PM.

Car-Sharing Services

Four car-sharing providers currently operate in the District. Zipcar requires a $25 application fee and members can choose from three plans: $60 per year (pay as you go based on the standard hourly or daily rate), $6 per month (pay as you go based on the standard hourly or daily rate), or $50 per month (pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were picked up. The nearest Zipcar facility, located at 18th Street and Massachusetts Avenue, is one block south of the site and is equipped with one vehicle.

Car2Go requires a one-time $35 application fee. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 300 vehicles in the District.

Hertz 24/7 has no annual fee and Enterprise CarShare has a $40 annual membership fee. Cars can be reserved for both services by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. The nearest Hertz 24/7 facility is located at 11 Dupont Circle NW, immediately adjacent to the site, and is equipped with one vehicle. The nearest Enterprise Carshare facility is located at 1743 P Street NW, one block from the site, and is equipped with two vehicles.

Car-sharing locations near the site are shown on Figure 4.

Capital BikeShare

Capital BikeShare also is available near the proposed redevelopment. The closest BikeShare station is located approximately 800 feet from the site, on the northwest quadrant of Dupont Circle at the Massachusetts Avenue/Dupont Circle intersection. The station houses 45 docks. An 18-dock station also is located on 20th Street, just north of O Street well within a ¼ mile of the site. Three other stations are located just beyond the ¼ radius of the site. The Capital Bikeshare stations are shown on Figure 4.

Bicycle Facilities

Several dedicated bicycle lanes exist in the vicinity of the subject site. Q Street has a dedicated bicycle lane on the south side of the roadway for eastbound bicycle traffic (Q Street is one-way eastbound), R Street has a dedicated bicycle lane on the north side of the roadway for westbound bicycle traffic (R Street is one-way westbound), New Hampshire Avenue has dedicated bicycle lanes on both sides of the roadway, and 17th Street has a dedicated bicycle lane on the west side of the roadway for southbound bicycle traffic (17th Street is one-way southbound until Massachusetts Avenue).

Pedestrian Facilities

The intersections in the immediate site vicinity and the intersections residents of the site will cross en route to the Metrorail entrances have been included in the study area to analyze the existing pedestrian infrastructure. Those intersections are as follows:

1. Q Street/Connecticut Avenue,
2. Connecticut Avenue/Dupont Circle North,
3. 19th Street/Dupont Circle North,
4. New Hampshire Avenue/Dupont Circle North,
5. P Street/Dupont Circle East,
6. Massachusetts Avenue/Dupont Circle South,
7. Connecticut Avenue/Dupont Circle South, and
8. P Street/18th Street.

The primary paths to the North and South Dupont Circle Metro Station entrances from the site are shown on Figure 5.

DDOT's Design and Engineering Manual (DEM) outlines various requirements for pedestrian facilities. Specifically, the following requirements were assessed at each of the study intersections:

- Section 43.3.1 (Size and Dimension of Pavement Markings): Crosswalks shall be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials, unless otherwise noted.

- Section 43.7 (Crosswalks): High visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, or on blocks adjacent to a Metro station.

- Section 43.7 (Crosswalks): Handicap ramps must be included within a crosswalk at all times. Handicap ramps must be installed in pairs of two, one for each pedestrian travel direction. Any corner and/or mid-block crosswalk having handicap ramps [sic].

- Section 39.2.4 (Pedestrian Safety): All handicap ramps shall be located within the crosswalk. At least one of the ramp's side flares must align, as close as possible to the back edge line of the crosswalks. Handicap ramps must be installed for each travel direction at a corner.

- Section 29.5 (Curb Ramps): Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

Existing pedestrian infrastructure at the study intersections have been analyzed to identify infrastructure deficiencies in the site vicinity. See Figures 6A – 6H for a detailed analysis.

The intersection of Dupont Circle and P Street, which is immediately adjacent to the site, is shown in Figure 6E. North/south crosswalks exist across P Street. At the north, the crosswalk currently intersects at the site's existing curb cut. In conjunction with the proposed redevelopment, the curb cut will be closed and an ADA accessible curb ramp will be constructed at the crosswalk.

Walk, Transit, and Bike Scores

The proposed redevelopment site is considered to be a "Walker's Paradise," a "Rider's Paradise," and is a "Biker's Paradise" according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 3.

The 15 Dupont Circle site scores a 98 out of a possible 100 on the walk score scale, a 97 out of a possible 100 on the transit score scale, and a 91 out of a possible 100 on the bike score scale. As such, residents of the proposed development are likely to use non-auto modes of transportation for daily commuting and leisure activities and, therefore, will not rely on automobiles for transportation.

Table 3
Walk, Transit, and Bike Score Scales

WALK SCORE	DESCRIPTION
90–100	**Walker's Paradise — Daily errands do not require a car.**
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	**DESCRIPTION**
90–100	**Rider's Paradise — World-class public transportation.**
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	**DESCRIPTION**
90–100	**Biker's Paradise — Daily errands can be accomplished on bike.**
70–89	Very Bikeable — Biking is convenient for most trips.
50–69	Bikeable — Some bike infrastructure.
0–49	Somewhat Bikeable — Minimal bike infrastructure.

SAFETY ANALYSIS

As requested during the scoping process, crash data at the study intersections were obtained from DDOT to determine the number of pedestrian and bicycle crashes that have occurred in the vicinity of the site. The information provided by DDOT included the total number of crashes over the latest three years of available data (i.e. 2011, 2012, and 2013) at the following intersections and was further categorized by type of crash:

- P Street/Dupont Circle (eastern),
- Massachusetts Avenue/Dupont Circle (southern),
- Connecticut Avenue/Dupont Circle (southern),
- New Hampshire Avenue/Dupont Circle (northern), and
- 18th Street/P Street.

At the Connecticut Avenue/Dupont Circle intersection, one bicycle crash occurred in 2013.

No additional details were given in the crash data.

At the P Street/Dupont Circle intersection, one pedestrian crash occurred in 2013. The crash happened while the pedestrian was in the crosswalk walking against the signal.

No pedestrian or bicycle crashes occurred at any of the other study intersections. Based on this information, no discernable patterns or trends related to bicycle and pedestrian crashes are apparent.

SITE EVALUATION

Site Trip Generation

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.).

Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation (9th Edition) Land Use Code (LUC) 220 (Apartments), the proposed redevelopment is anticipated to generate 50 total AM peak hour trips (all modes) and 70 total PM peak hour trips (all modes). However, due to the site's proximity to transit facilities and amenities within walking/biking distance coupled with the proposed TDM plan and lease provision restricting residents from obtaining a Residential Parking Permit, a significant portion of the trips generated by the proposed redevelopment would be made via non-auto modes of transportation. A 90 percent non-auto mode split was applied to the residential land use.
As shown in Table 4, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate just five new AM peak hour vehicle trips and just six new PM peak hour vehicle trips. As such, it is expected that the minimal number of new vehicle trips anticipated to be generated by the proposed redevelopment would not have a significant impact on the operation of intersections in the site vicinity.

Table 4
Site Trip Generation Summary

Land Use / Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Apartments – LUC 220 (92 DU)						
Total Trips[1]	10	39	49	44	24	68
Non-Auto Reduction[2]	*9*	*35*	*44*	*40*	*22*	*62*
New Vehicle Trips	**1**	**4**	**5**	**4**	**2**	**6**

[1] Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Ninth Edition.

[2] Non-Auto Mode Split is based on numerous Metro bus stops, Capital Bikeshare stations, and car-sharing services and the nearby Metrorail stop. Additionally, a lease provision will restrict residents from applying for a Residential Parking Permit.

PARKING ASSESSMENT

On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the SP districts, one parking space is required for every four residential dwelling units. Therefore, the proposed 92-unit residential building would require a minimum of 23 parking spaces. Since no parking will be provided with the proposed redevelopment, relief from the parking requirement is requested.

Although the District of Columbia Municipal Regulations (DCMR) do not require bicycle parking for residential buildings, District law requires that one bicycle parking space be provided for every three residential dwelling units.[19] Therefore, the proposed redevelopment would require 31 bicycle parking spaces. A bicycle storage room will be located in the lower level and will provide storage for a minimum of 31 bicycles.

Off-Street Parking Evaluation

To assess the available off-street parking capacity near the site, Wells + Associates conducted a parking inventory of nearby parking garages that offer monthly parking. Additionally, nearby public parking garages with daily parking, which could be utilized for residential visitors, were identified. As shown on Figure 7, 15 public parking facilities are located within a ¼ mile radius of the site.

[19] D.C. Code § 50-1641.05(b)(1)

Based on information provided by garage operators that were contacted, the garages within a ¼ mile radius of the site currently have at least 70 monthly passes available. This sample includes 11 Dupont Circle, located immediately adjacent to the site, where we have confirmed that monthly passes are available. Based on this evaluation, sufficient off-street parking facilities are located proximate to the site and could accommodate the minimal demand generated by the proposed redevelopment.

LOADING AND TRASH ASSESSMENT

According to the DCMR, "No additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." Due to the incorporation and preservation of the historic building, the proposed redevelopment does not have loading requirements; therefore, no formal loading berths are proposed for the site.

Trash operations will occur curbside along P Street. Trash service is expected to be provided three days per week, while recycling service is expected to be provided two or three days per week. Building operations staff will move trash and recycling carts from the trash room to the curb prior to the scheduled pick-up. This will ensure that once the trash or recycling truck arrives, the trash will be picked up in a timely manner taking less than a minute.

Loading Management Plan

The applicant proposes a loading management plan to assist residents for move-in and move-out activities. Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal.

1) A member of the management team will be designated as a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate all loading activities of the building (including deliveries, trash disposal, and residential move-in and move-out activities). The loading coordinator will be responsible for informing residential tenants of the guidelines and procedures for loading and delivery operations.

2) All tenants will be required to notify the loading coordinator before moving in or out so that the loading coordinator can assist in the establishment of curb-side loading, if needed. In the event that a moving truck is required for residential tenants, a temporary no parking zone can be established on the adjacent P Street to allow for curb-side loading or unloading adjacent to the building, in accordance with DDOT policies. In this case, the residential tenants shall notify the loading coordinator at least three weeks in advance so that the loading coordinator can inform the tenant how to obtain proper permits from DDOT and Emergency No Parking signs can be

issued. The residential tenant shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service, if applicable.

CONCLUSIONS

The 15 Dupont Circle site is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a two to three minute walk of the Dupont Circle Metro Station and will be served by 13 bus routes within a two block radius. Numerous other non-auto transportation options are available in the site vicinity, including 11 car-sharing vehicles located within a ¼ mile of the site and a Capital BikeShare station located one block from the site. On-site bicycle parking and excellent pedestrian and bicycle facilities will naturally encourage residents to walk and bike, rather than drive. The proposed TDM plan, customized for this specific project, will further encourage residents to use non-auto modes of transportation. Both the existing prevalent non-auto transportation options and the Applicant's TDM plan will support the growing trend toward reduced auto ownership and auto travel.

Sufficient off-street parking facilities with available monthly parking are located proximate to the site and could accommodate the minimal demand generated by the proposed redevelopment.

Considering all of the transportation related elements discussed herein, the parking impact of the proposed redevelopment on the surrounding roadway network is anticipated to be minimal. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed redevelopment. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, jlmilanovich@mjwells.com, or jjshetler@mjwells.com.

O:\Projects\6001-6500\6091 15 Dupont Circle\Documents\15 Dupont Circle - Transportation Analysis.docx

FIGURES

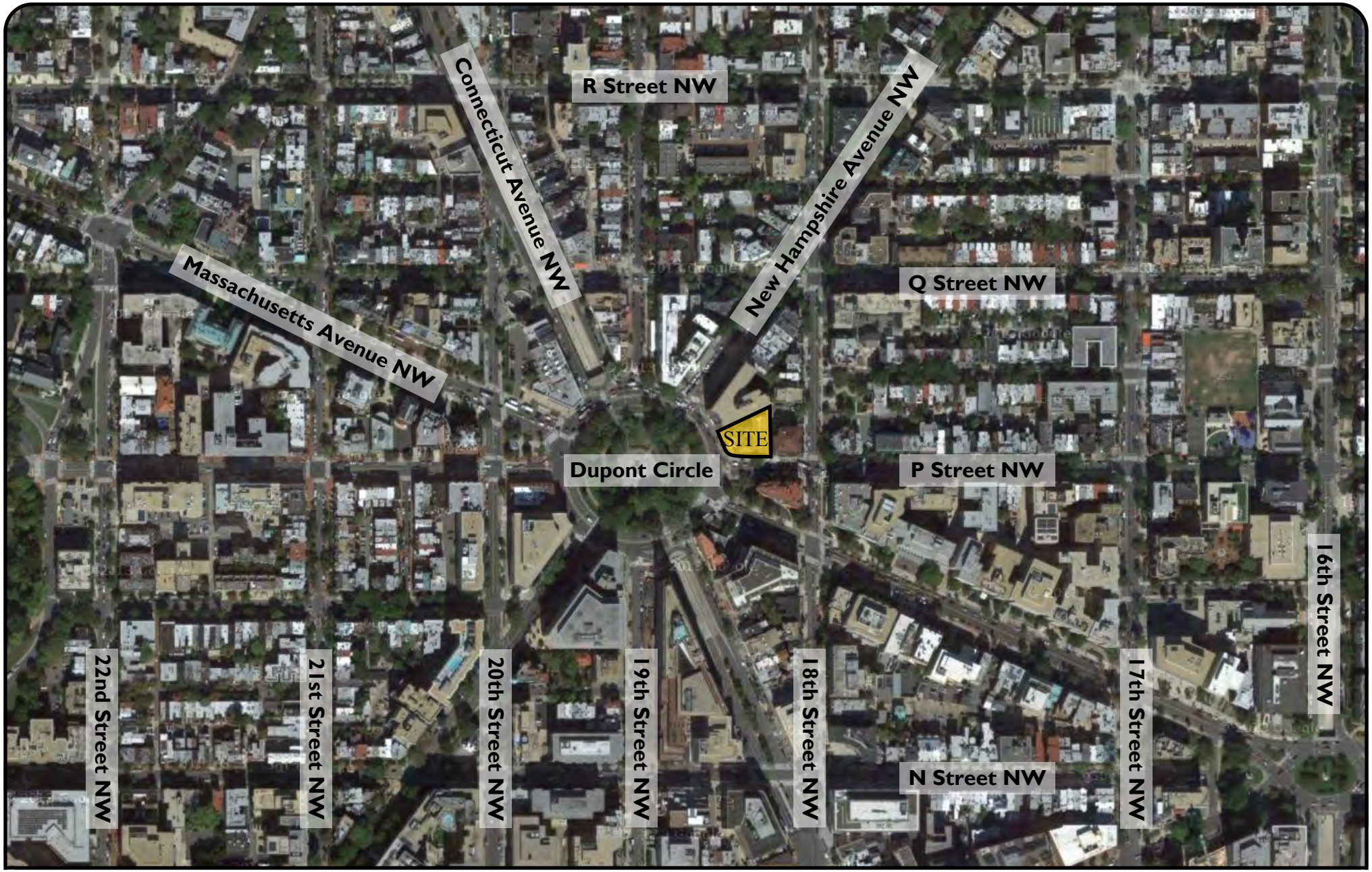


Figure 1
Site Location

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

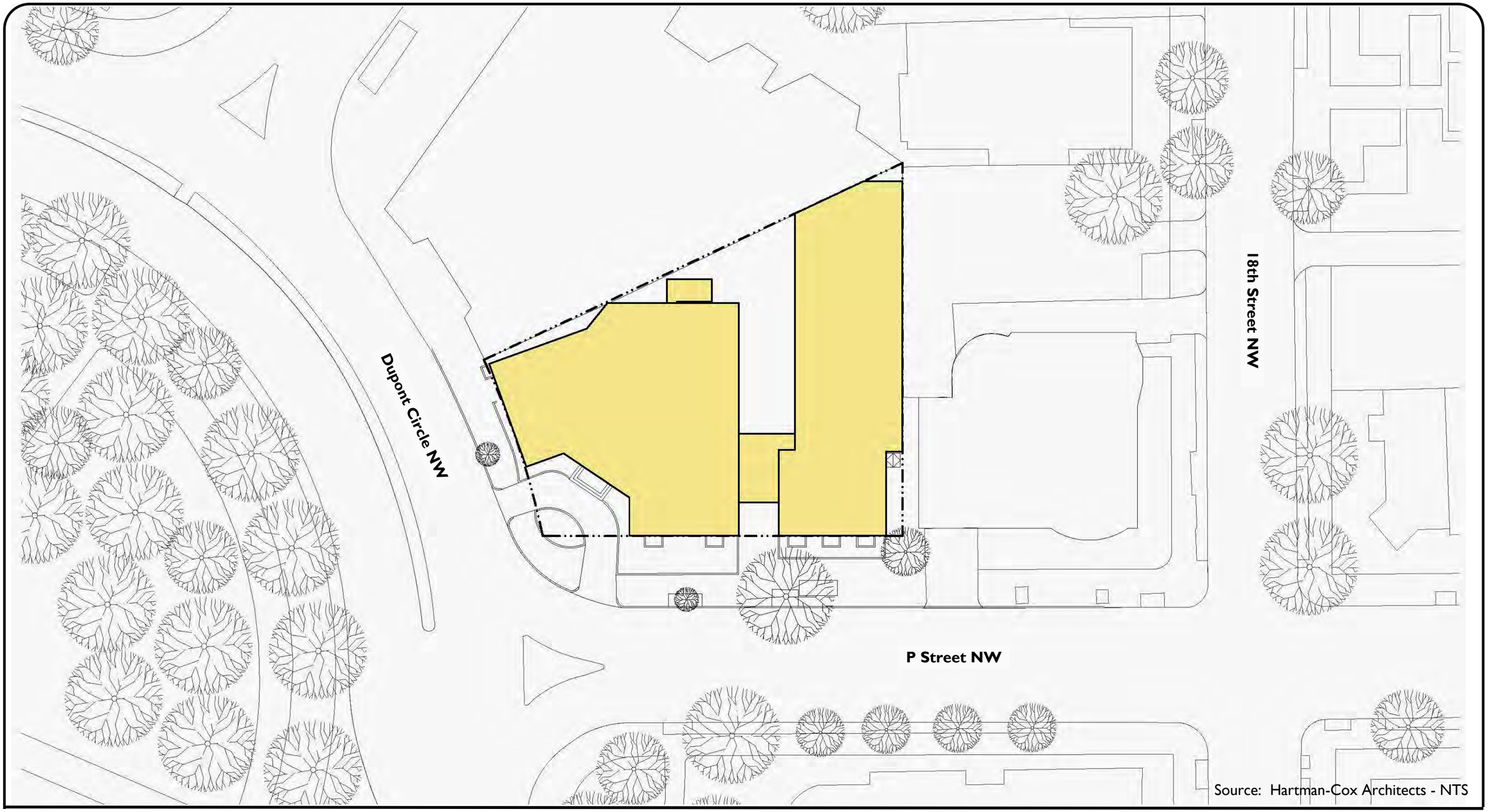
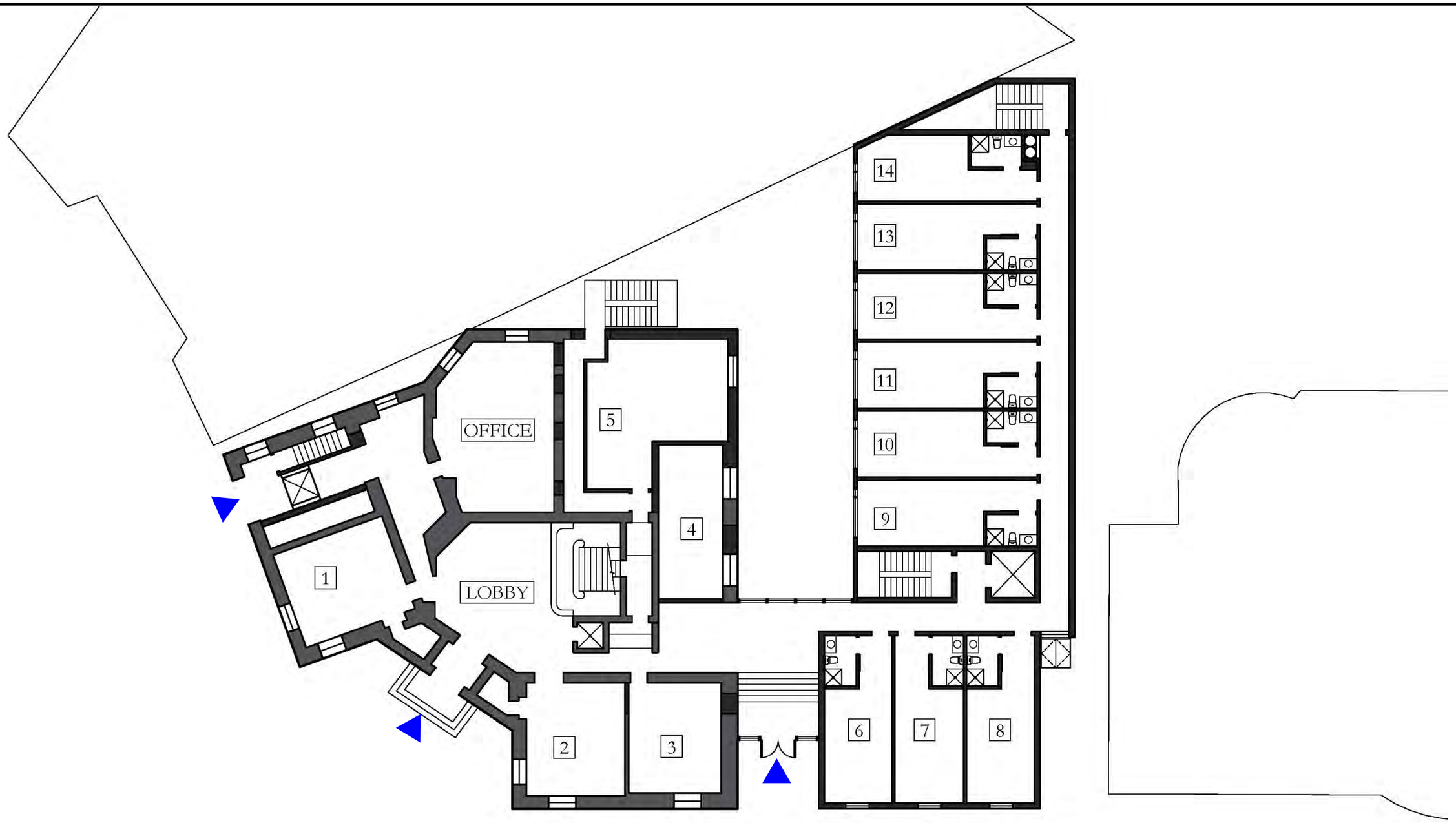


Figure 2A
Proposed Site Plan

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Source: Hartman-Cox Architects - NTS

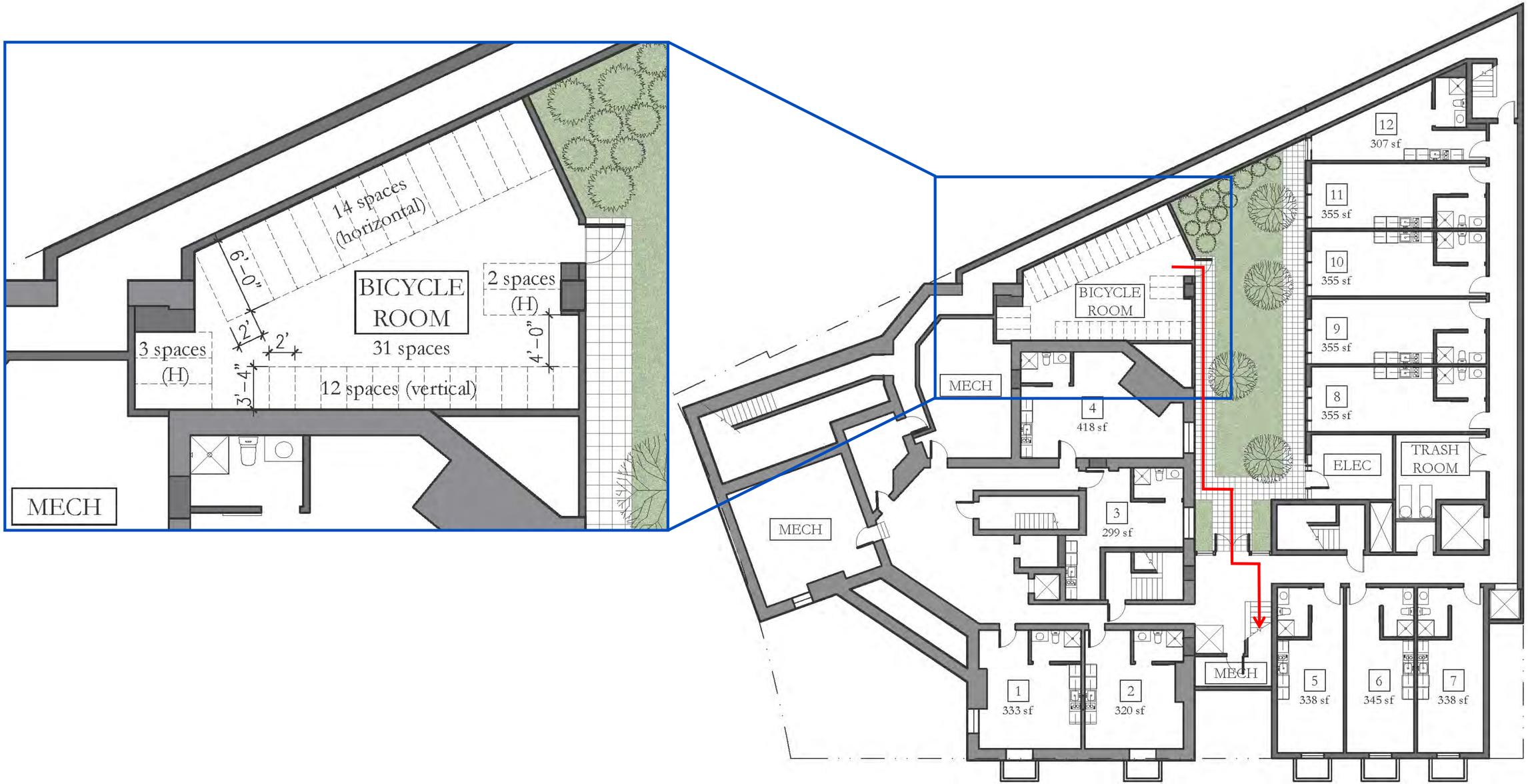
Figure 2B
First Floor Plan

Pedestrian Access

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Source: Hartman-Cox Architects - NTS

Figure 3
Lower Level Floor Plan

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

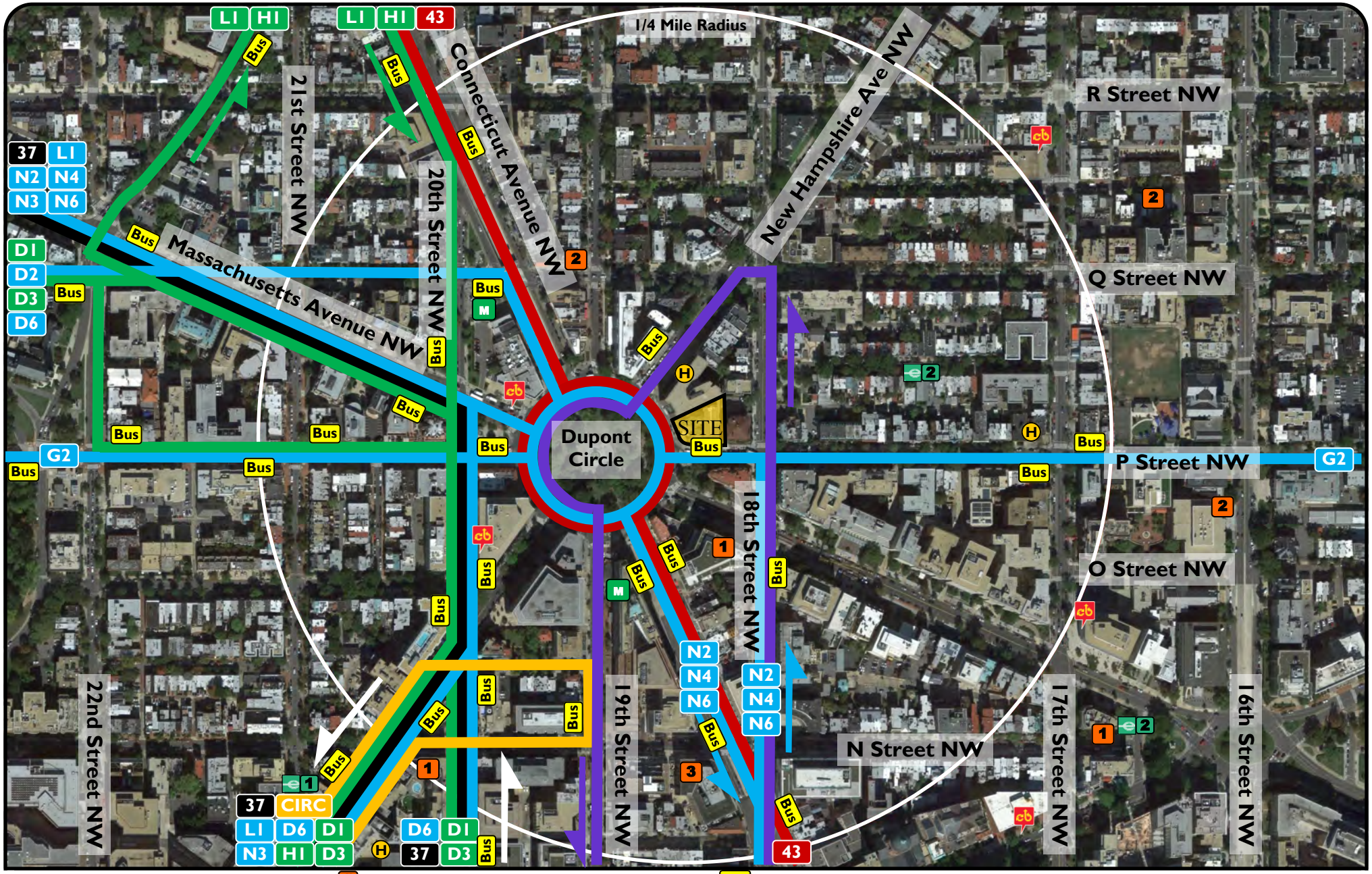


Figure 4
Non-Auto Transportation Modes

- Zipcar Locations (Number of Zipcars)
- Hertz On Demand
- Enterprise Car Share
- Current Capital Bikeshare Locations
- Bus Stop
- Metrorail Station
- DC Circulator
- MTA Route 929
- Metrobus Major Route
- Metrobus Local Route
- Metrobus Commuter Route
- Metrobus MetroExtra Route

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

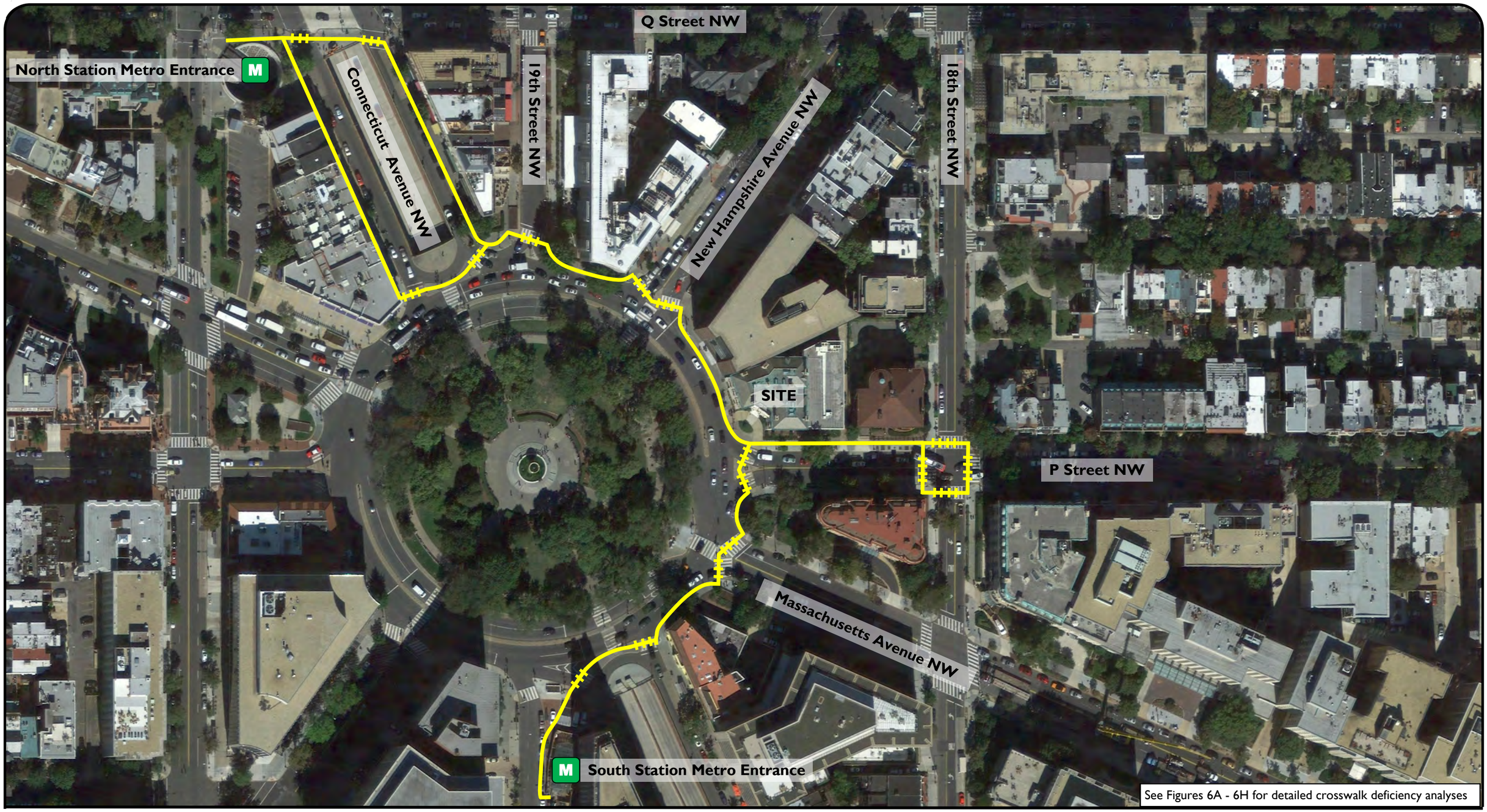


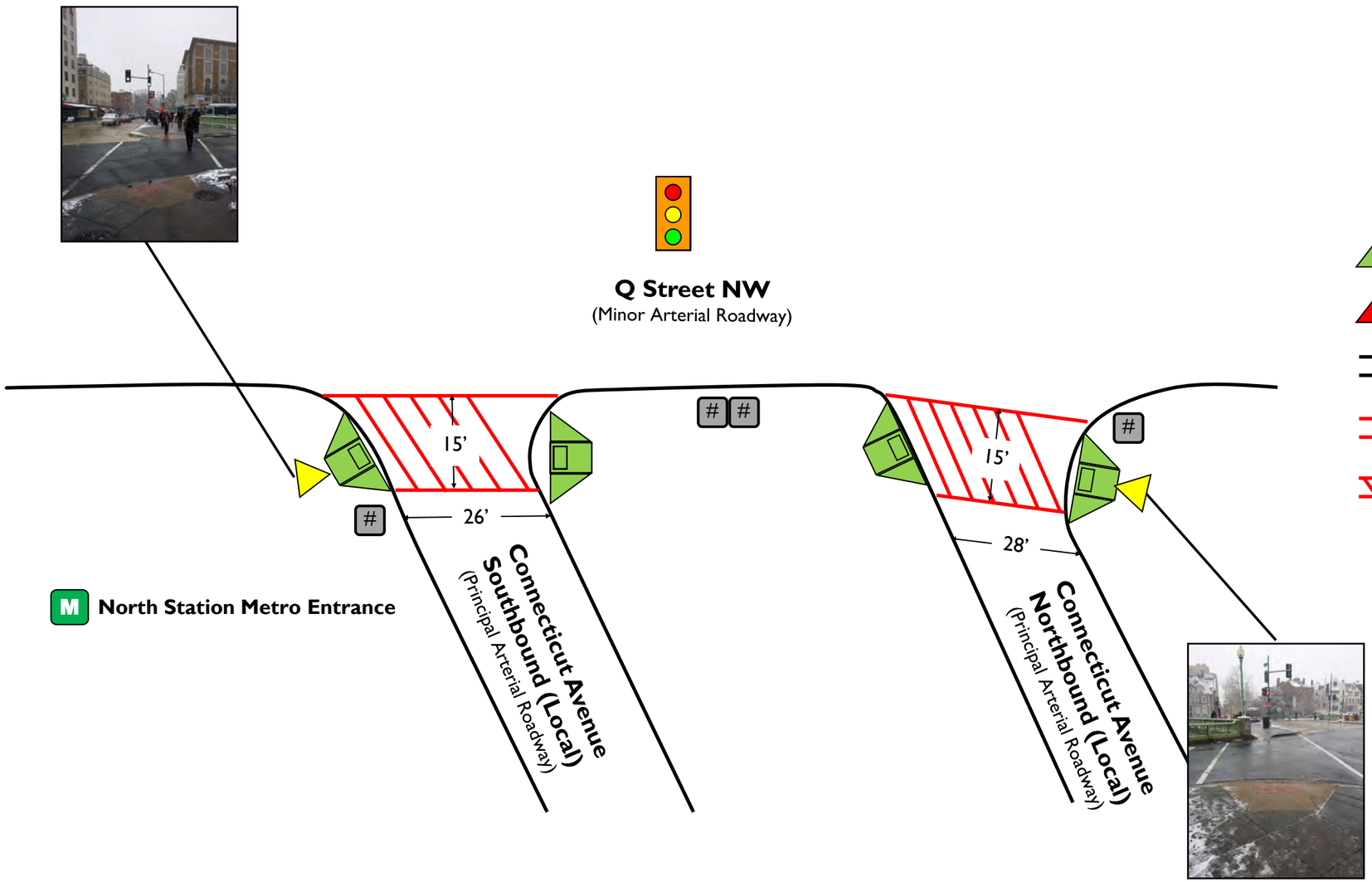
Figure 5
Pedestrian Site Access

Metrorail Station
Crosswalk
Primary Sidewalks to/from Site

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6A
Connecticut Avenue/Q Street NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

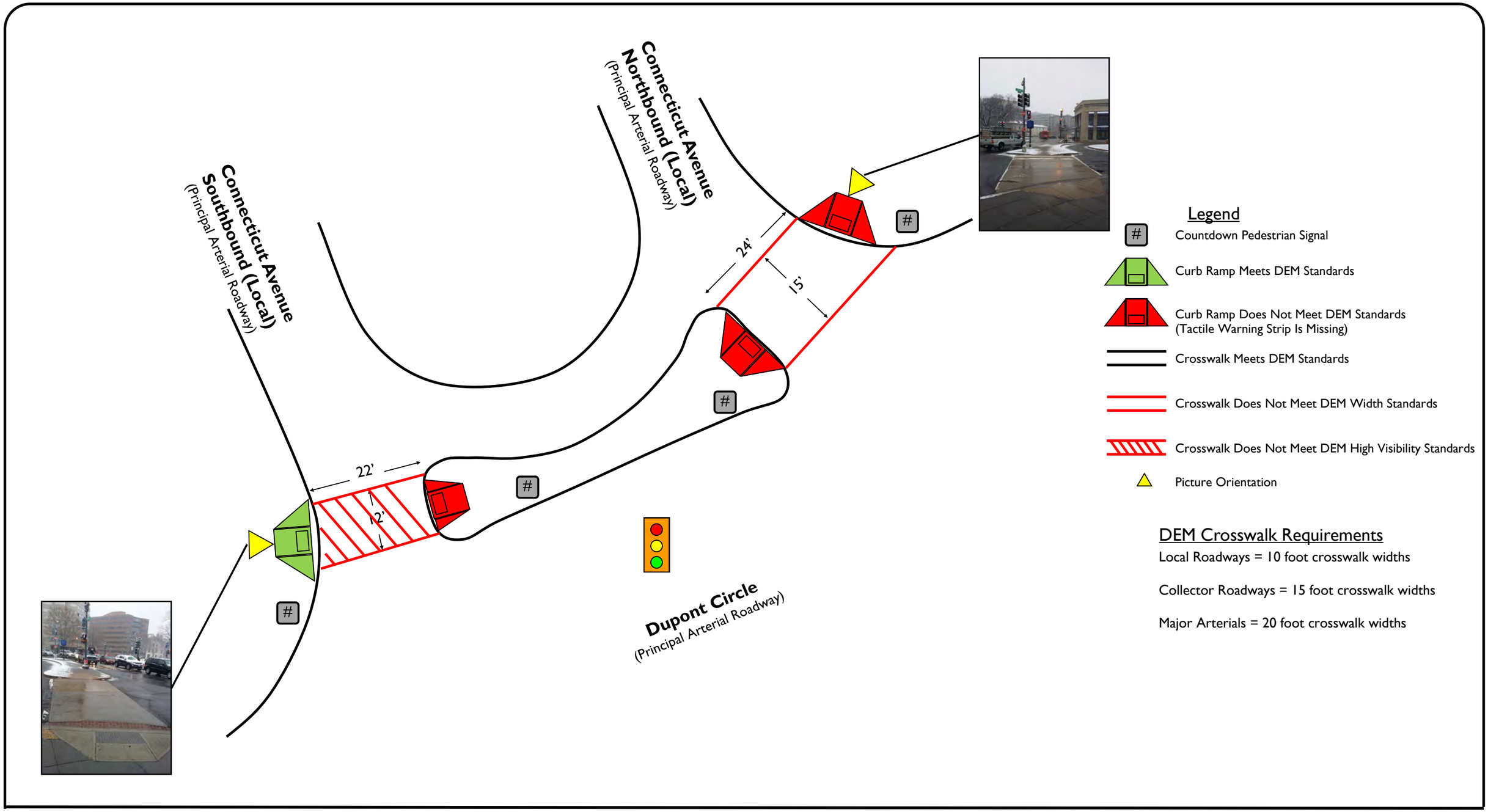
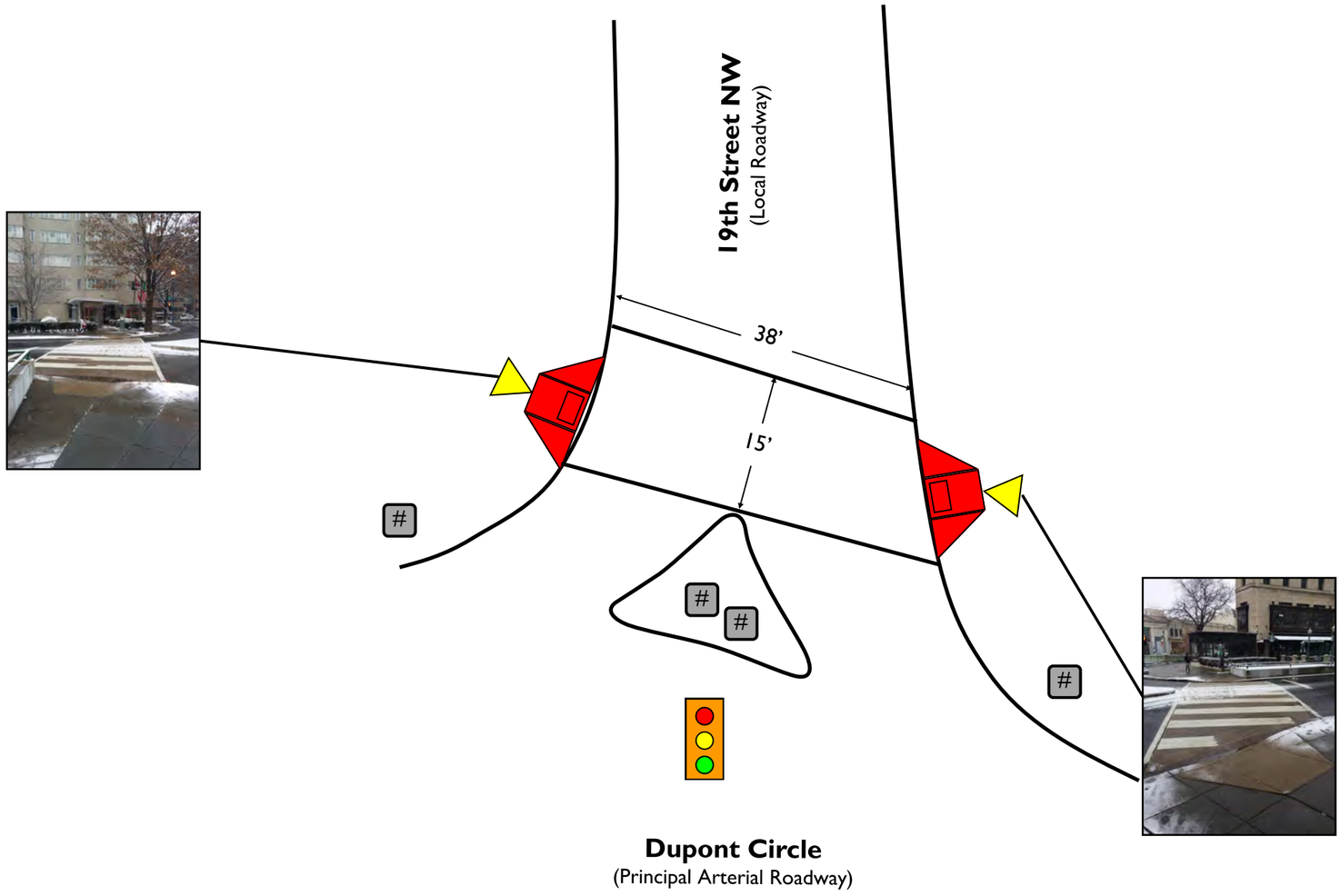


Figure 6B
Dupont Circle (North)/Connecticut Avenue NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

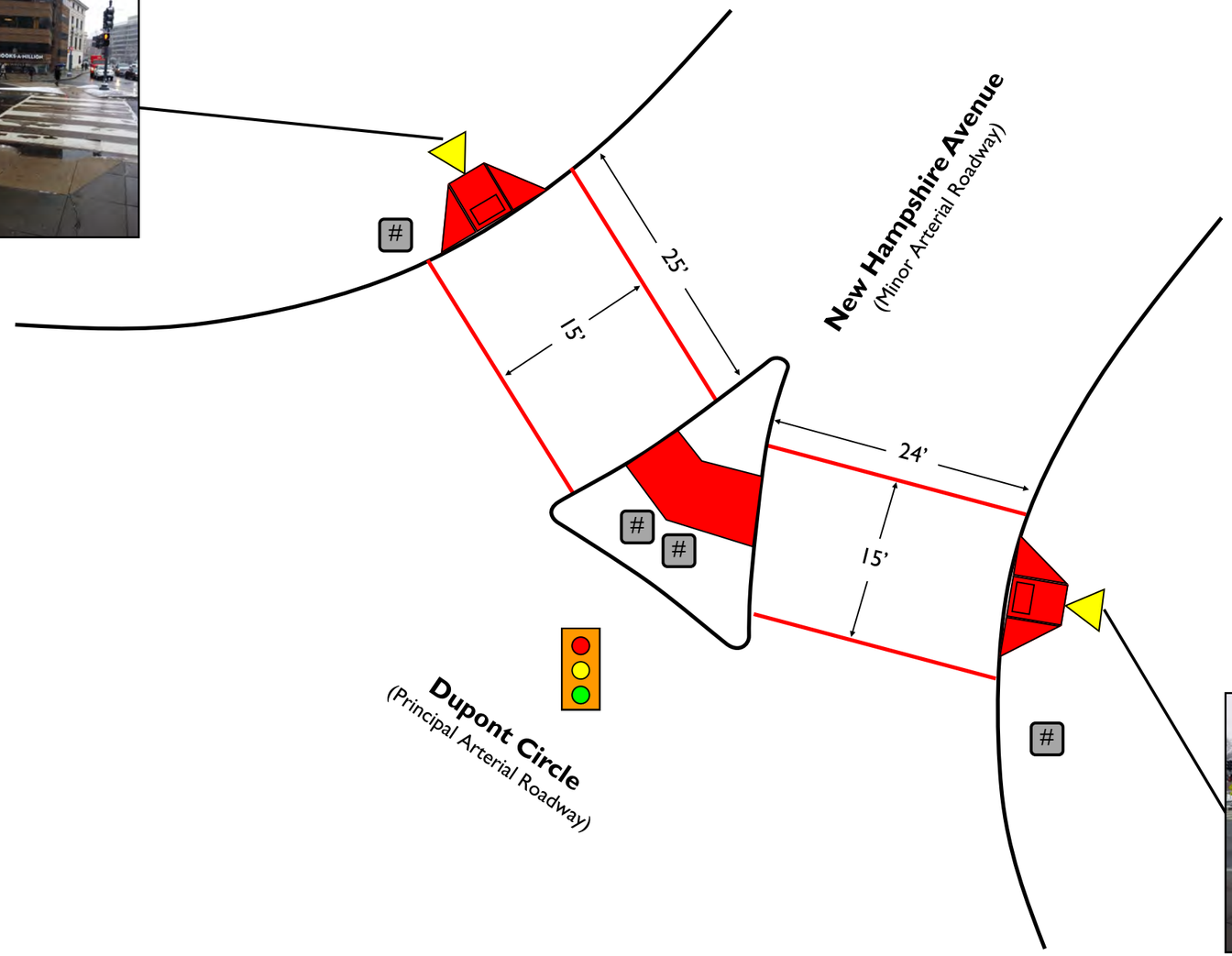
Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6C
Dupont Circle/19th Street NW Intersection Details

North
Not to Scale



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

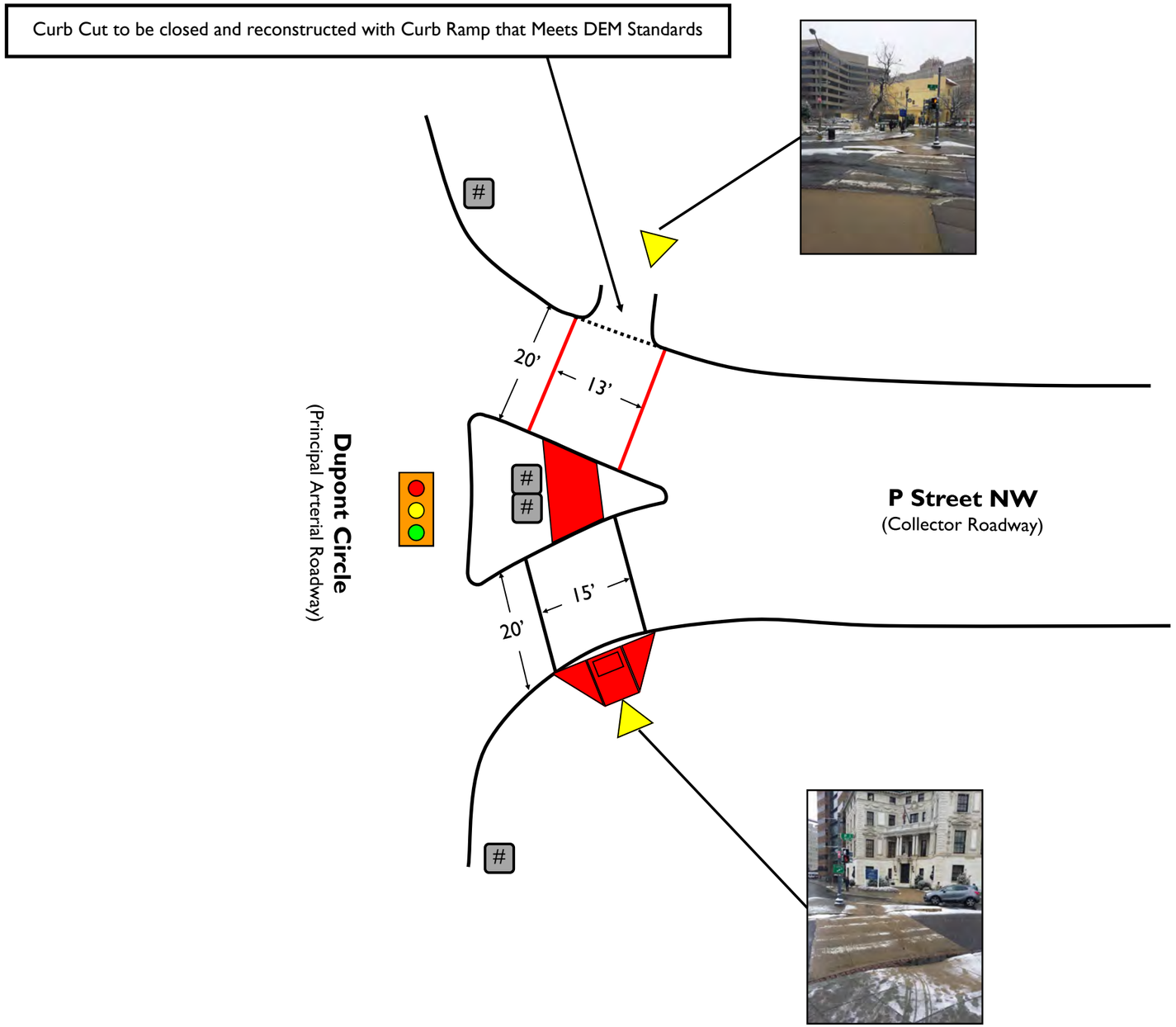
Major Arterials = 20 foot crosswalk widths

Figure 6D
Dupont Circle/New Hampshire Avenue NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

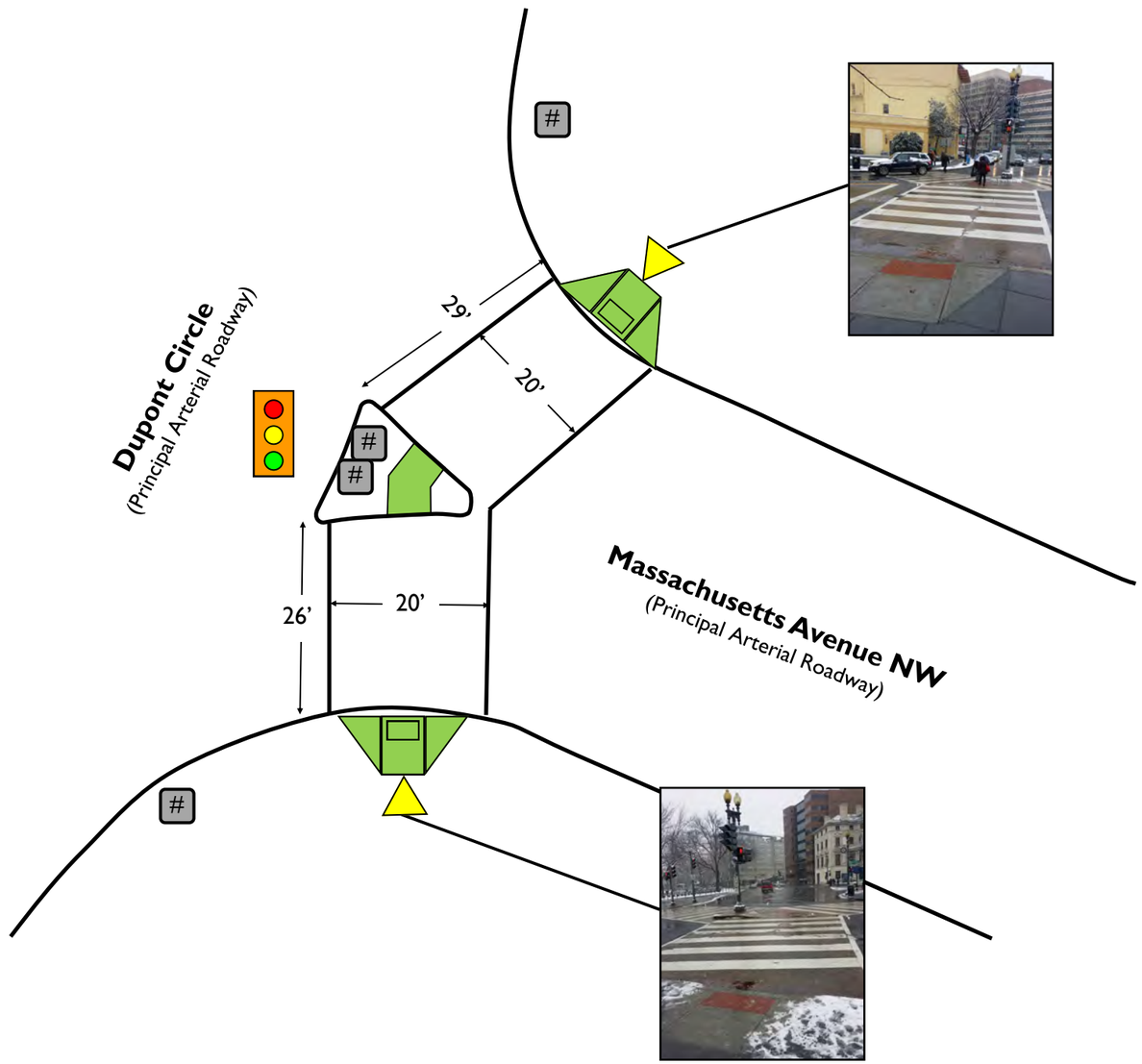
Major Arterials = 20 foot crosswalk widths

Figure 6E
Dupont Circle/P Street NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6F
Dupont Circle/Massachusetts Avenue Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

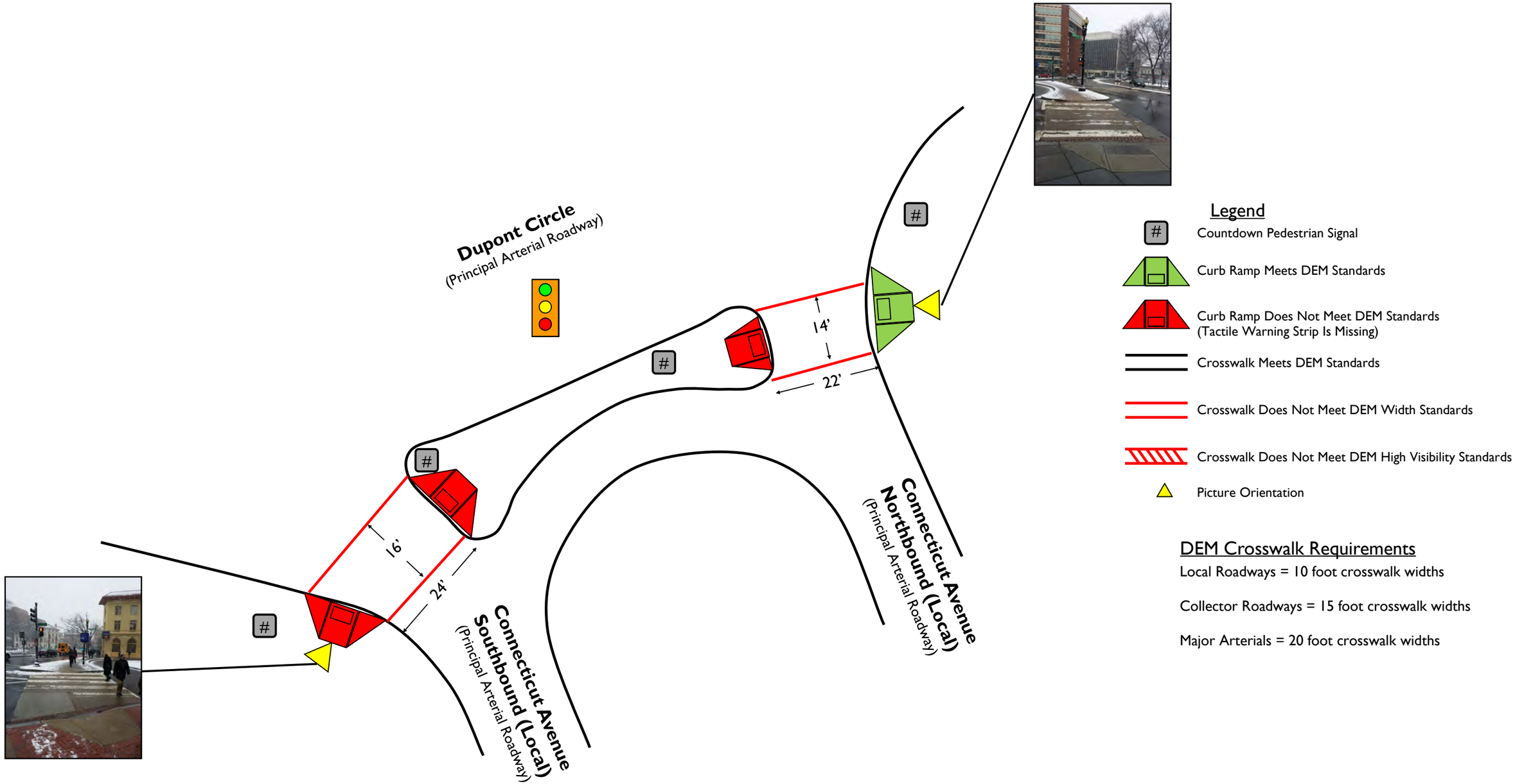
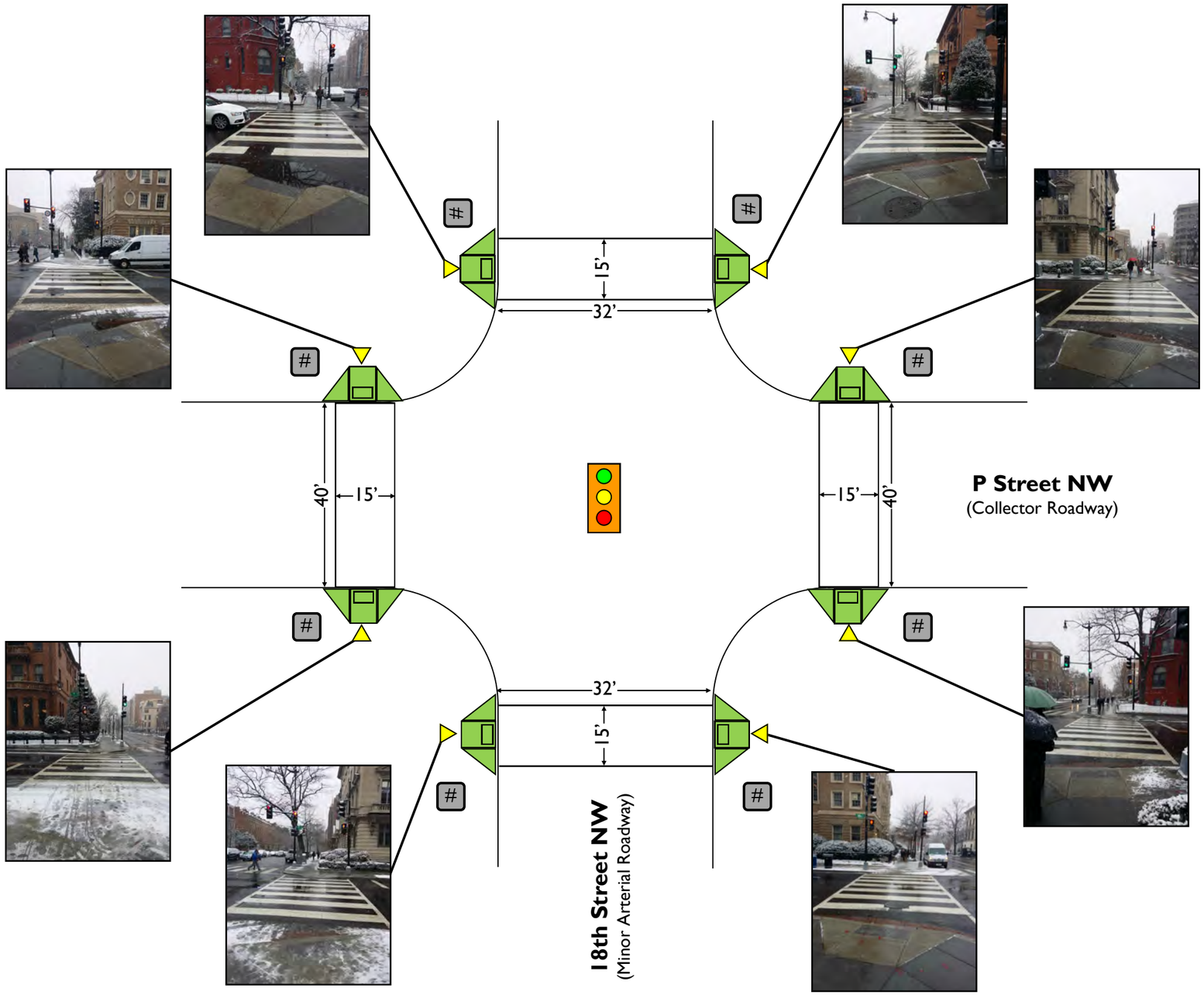


Figure 6G
Dupont Circle (South)/Connecticut Avenue NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Legend

- # Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Tactile Warning Strip Is Missing)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6H
P Street/18th Street NW Intersection Details

North
Not to Scale

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

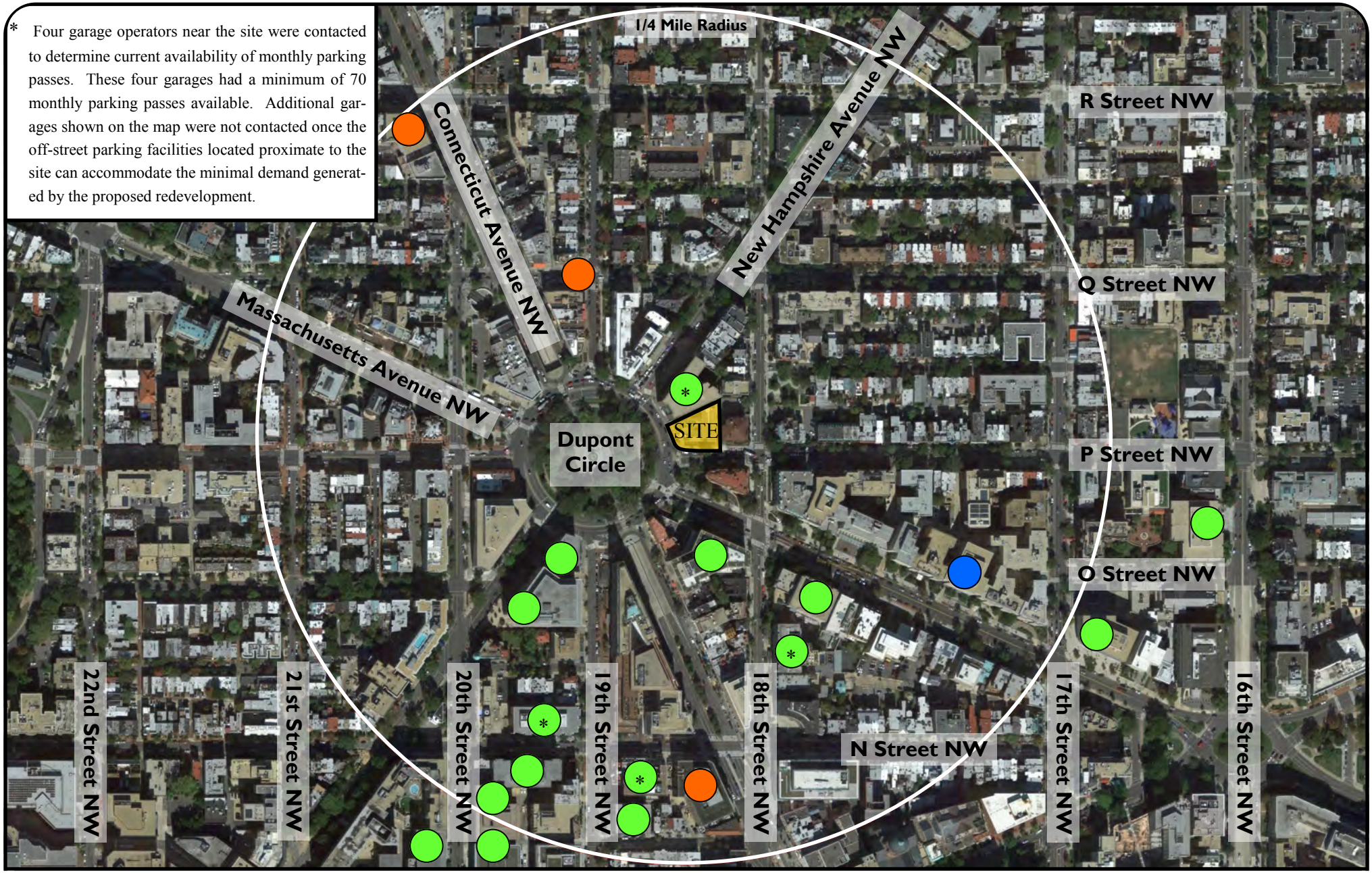


Figure 7
Off-Site Parking Facility Locations

Daily Public Parking Facilities

Daily and Monthly Public Parking Facilities

Monthly Public Parking Facilities

* Garages With Confirmed Available Monthly Passes

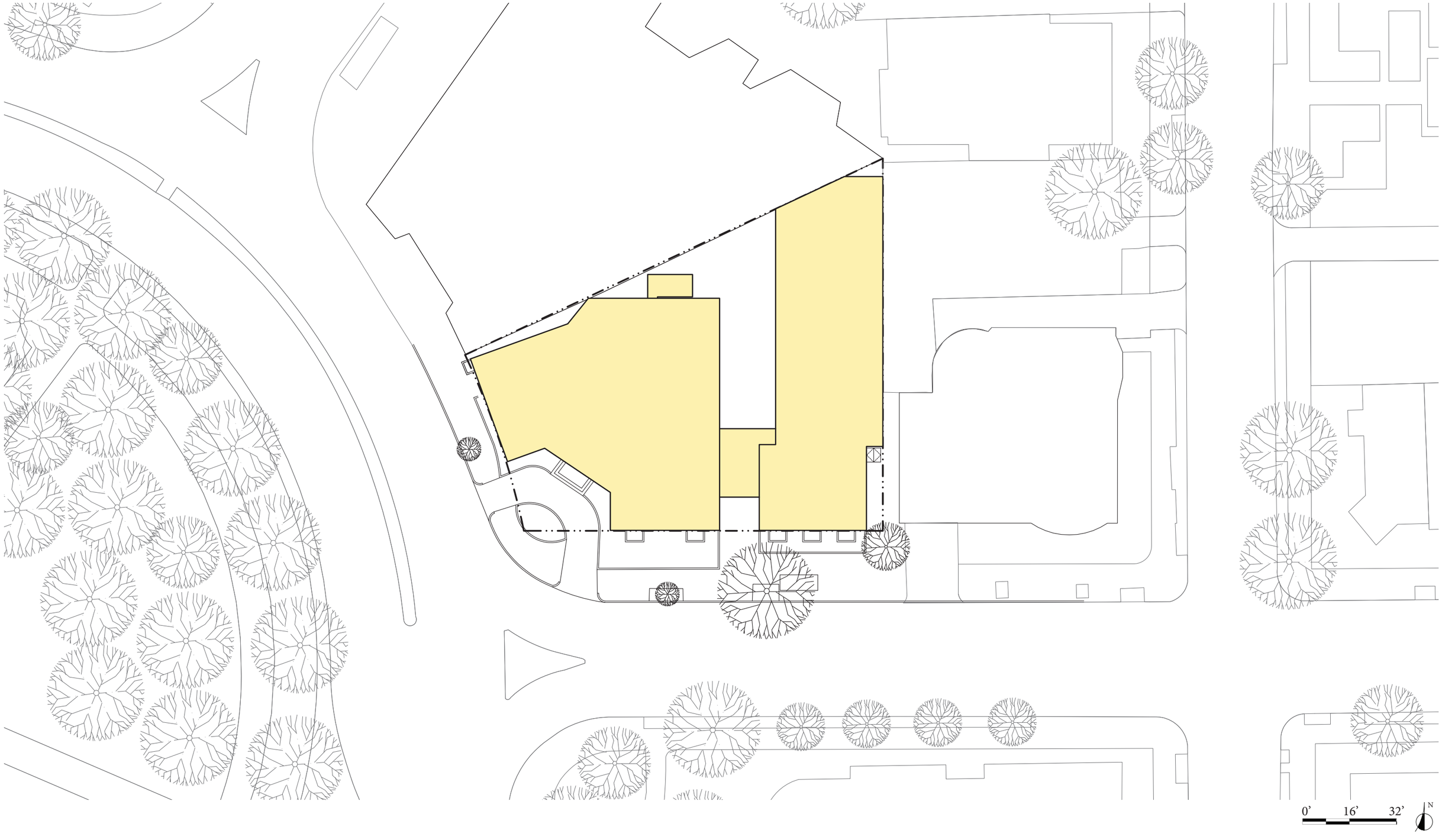
North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

ATTACHMENT A

SITE PLAN



SB-URBAN

Hartman-Cox Architects

PATTERSON HOUSE

WASHINGTON, DC

SITE PLAN | PROPOSED

JANUARY 24, 2014

ATTACHMENT B

SCOPING DOCUMENT

Project Name & Applicant Team:

Project Name: 15 Dupont Circle

Project Applicant: SB-Urban
Brook Katzen
7700 Old Georgetown Road
Suite 700
Bethesda, MD 20814

Traffic Consultant
Wells + Associates
Jami Milanovich/Jason Shetler
1420 Spring Hill Road, Suite 610
Tysons, VA 22102

Case Type & No. (PUD, LTR, etc.): BZA (Case number is unknown at this time)

Street Address: 15 Dupont Circle, NW
Washington, DC 20036

Current Zoning and/or Overlay District: Zone District SP-1 Overlay: DC (Dupont Circle)

Date of Filing: Filing date is unknown at this time.

Estimated Date of Hearing: No hearing date has been designated yet.

Description of Project:

The Applicant is proposing to redevelop the property at 15 Dupont Circle NW, Washington, DC. The subject site is located on the northeast quadrant of the Dupont Circle/P Street intersection (Square 136, Lot 34). The site has street frontage along Dupont Circle and along P Street. The site is located in Ward 2, is zoned SP-1 in the Dupont Circle (DC) overlay district and is located in the Dupont Circle Historic District. The property currently is occupied by the historic Patterson House and an existing two story addition, both of which formerly housed the Washington Club. The Applicant proposes to convert the historic Patterson House to residential units. As part of the redevelopment, the existing addition will be torn down and a new seven story addition (plus basement) will be constructed. The proposed residential development will include approximately 95 furnished studio apartments. Pedestrian site access is proposed via entrances on Dupont Circle and P Street. No parking is proposed. A lease provision will restrict residents from applying for a Residential Parking Permit. The existing curb cut on P Street is proposed to be closed. Based on a recent meeting with the Historic Preservation Office (HPO) and the Office of Planning, the Applicant proposes to retain the circular driveway on Dupont Circle.

Per the District of Columbia Municipal Regulations (DCMR), 95 residential units would require a minimum of 24 parking spaces. Since 24 parking spaces will not be provided, a parking variance will be required. The Applicant is seeking relief for the number of parking spaces required. The Applicant will also seek variance relief to eliminate existing on-site parking spaces.

No formal loading berths are proposed or required due to the incorporation and preservation of the historic building. Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal.

The site location is included as Figure 1. Additionally, preliminary plans for the site have been provided as Figures 2A and 2B.

1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. **Proposed Documents:** • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board) • DDOT Public Realm Design Manual	
2. Roadway Network, Capacity, & Operations	**DDOT Comments/Action Items**
Vehicle Trip Generation Assumptions **Guidelines:** Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information. **Proposed preliminary mode split and supporting documentation:** • ITE LUC 220 (Apartment) was used for the residential use. • No on-site parking is provided and a lease provision will restrict residents from applying for a Residential Parking Permit; therefore, the non-auto mode split is assumed to be 90%.	

Time Period	In	Out	Total
Weekday Daily	35	35	70
AM Peak Hour	1	4	5
PM Peak Hour	5	2	7

Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.

Vehicle Site Access **Guidelines:** If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. **Access Location(s):** Pedestrian site access is proposed via Dupont Circle and P Street. There will be no vehicular site access. **Access Control:** Vehicular access will still be permitted via the existing circular driveway. **Existing curb cuts utilized:** The circular driveway on Dupont Circle (two curb cuts) is proposed to be retained based on feedback from HPO. **Existing curb cuts abandoned:** An existing curb cut on P Street currently accessing the rear of the site will be abandoned. **Proposed curb cuts:** No curb cuts are proposed. **Curb cut width and radii:** No curb cuts are proposed.	As discussed, the HPO determined the driveway to be historic, not the curb cuts. Accordingly the curb cuts associated with the driveway will be closed.
CTR Triggers for further vehicle analysis (for sections below) **Guidelines:** See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the *Roadway Network, Capacity & Operations* section of the scoping form is required.	
Development Scenarios **Guidelines:** See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. **Proposed Development Scenarios:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed.	
Vehicle Study Area **Guidelines:** See Section 3.2.5 of the CTR guidelines for discussion of the study area. **Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed):** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.	
Data Collection and Hours of Analysis Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. **Proposed turning movement count intersections:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.	

Roadway Improvements **Guidelines:** The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. **Proposed roadway improvements:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.	
Background Developments **Guidelines:** The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. **Proposed background development:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no background developments will be needed.	
Background Growth **Guidelines:** The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. **Proposed annual background growth:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.	
Site Trip Distribution & Assignment **Guidelines:** Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. **Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form):** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, the site trip distribution and assignment is not applicable.	
Analysis Methodology **Guidelines:** Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. **Proposed analysis methodology:** N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	

Vehicle Trip Mitigation **Guidelines:** Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	
3. Bicycle and Pedestrian Facilities	**DDOT Comments/Action Items**
CTR Triggers for Bike and Pedestrian Mode Share **Guidelines:** A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the *Bicycle & Pedestrian Facilities* section of this scoping form.	
CTR Bike and Pedestrian Study Area **Guidelines:** See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. **Proposed bike and pedestrian study area:** A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate site vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included. Pedestrian and bicycle connections to nearby transportation options will be included.	Include an evaluation of the quality of pedestrian facilities (sidewalks, curb ramps, etc) and note an substandard facilities. Be sure to include the path to the Dupont North metro entrance in your evaluation.
Data Collection and Analysis of Bike and Pedestrian Network and Facilities **Guidelines:** See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. **Proposed bike and pedestrian network and facilities analysis:** See above.	
Mitigation for Bike and Pedestrian Network **Guidelines:** If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	

4. Transit Service	DDOT Comments/Action Items
CTR Triggers for Transit Mode Share **Guidelines:** A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the *Transit Service* section of this scoping form is required.	
CTR Transit Study Area **Guidelines:** If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. **Proposed transit study area:** The nearest Metro Station (Dupont Circle Metro Station) is approximately 450 feet walking distance from the site (or approximately a 2-minute walk based on a walking speed of three miles per hour). The Dupont Circle Metro Station provides access to the Metro Red Line. Metro Rail riders can access the Orange and Blue Lines at the Metro Center Metro Station and the Yellow and Green Lines at the Gallery Place Metro Station. There are also Metrobus stops throughout the site vicinity including one immediately adjacent to the site on P Street. The nearby transit facilities will be discussed in the study.	Provide a figure showing the nearby transit stops. Provide average and peak headways for buses that serve the site.
Analysis of Transit Network **Guidelines:** Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. **Proposed transit analysis:** The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report.	
Transit Trip Mitigation **Guidelines:** Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	

5. Site Access and Loading	
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. ***Freight/Delivery*** The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. ***Motorcoach*** For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. **Proposed loading analysis:** No formal loading berths are proposed for the site. Due to the incorporation and preservation of the historic building, the proposed redevelopment does not have loading requirements. According to the DCMR, "No additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal. Trash pick-up and loading including residential move-in/move-out will be described in the memo.	Note that the trash pick-up and loading will have to take into account the adjacent bus stop location.

6. Parking	
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines. **Proposed parking analysis:** Per the District of Columbia Municipal Regulations (DCMR), 95 residential units would require a minimum of 24 parking spaces. Since 24 parking spaces will not be provided, a parking variance will be required. Variance relief is also required to eliminate existing on-site parking. No parking is proposed on site and a lease provision will restrict residents from applying for a Residential Parking Permit. An inventory of off-site parking around the site will be described in the memo. Although the DCMR does not require bicycle parking for residential buildings, District law requires one bicycle parking space for every three residential units. Therefore, the proposed redevelopment would require 32 bicycle spaces. The number of bicycle parking spaces to be provided has not yet been finalized; however, it is anticipated that the required 32 spaces will be provided.	Provide an update on the bike parking. Note that at least 32 spaces are required by District law. Provide a figure showing the location of the bicycle parking. The bicycle parking room/area should include dimensions for each space, showing that at least 32 spaces can be provided. Identify a preliminary plan for short-term bicycle parking. The final design of bicycle parking will be determined during public space.
7. Transportation Demand Management	
Triggers for a TDM Plan **Guidelines:** All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines. **Proposed TDM Plan:** Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified for the proposed residential use. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared.	
8. Performance Monitoring & Measurement	
Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. **For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.**	

9. Safety	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. **Proposed safety analysis:** N/A	Note any high crash rates involving bikes or pedestrians.
10. Streetscape/Public Realm	
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. **These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.**	

Information/Data Requests (List requested data from DDOT after each field below:

- District planning documents: N/A
- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash: N/A

Proposed Schedule:

Submit Scoping Document: February 10, 2014

DDOT comments on Scoping Document: February 26, 2014

Transportation Consultant/Applicant responses to comments: March 3, 2014

Submission of Report to DDOT: At least 45 days prior to BZA Hearing

Zoning Commission or BZA Hearing Date: Unknown at this time

Attach any Figures, Tables, and Appendices here:

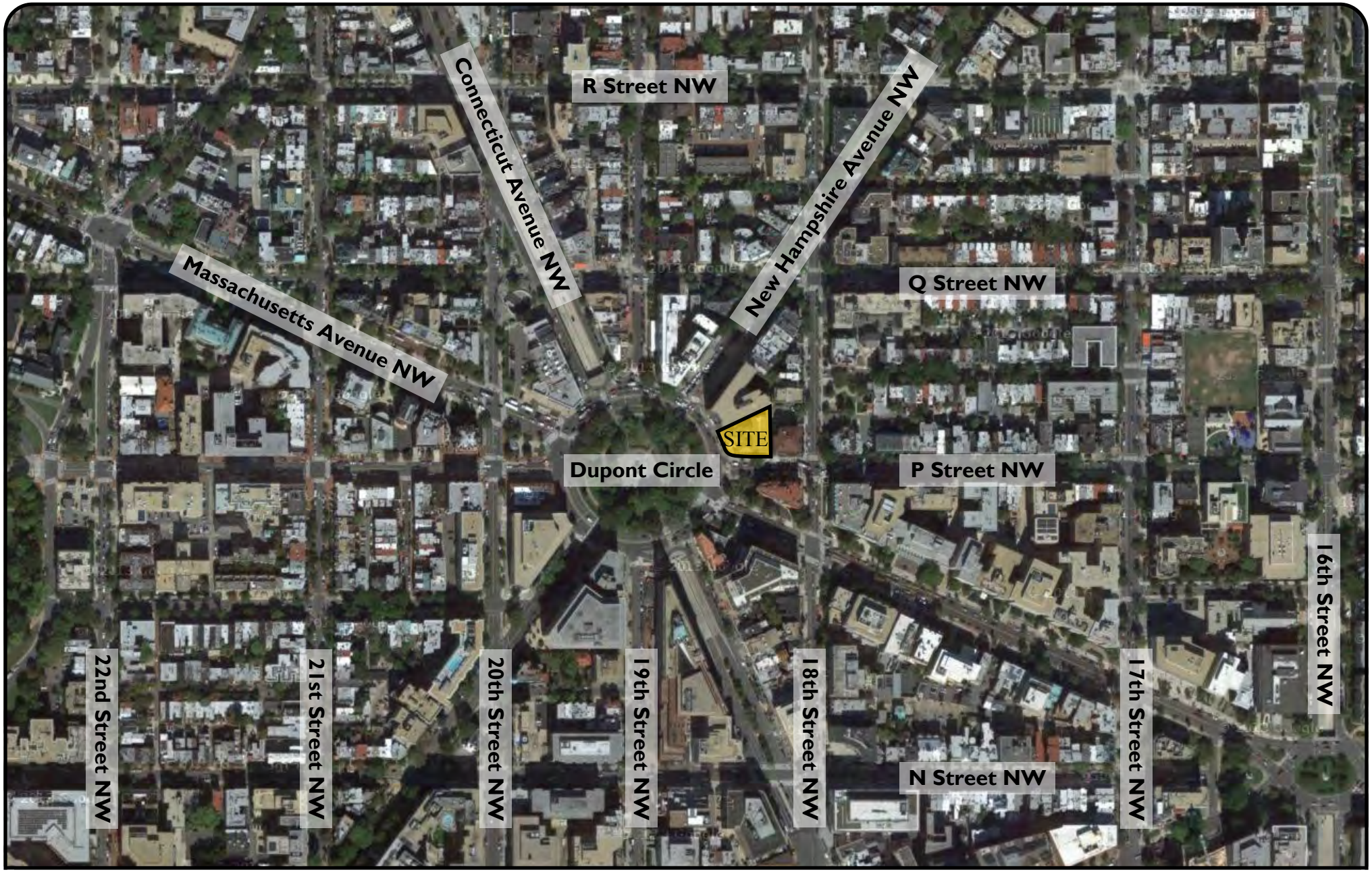


Figure 1
Site Location

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

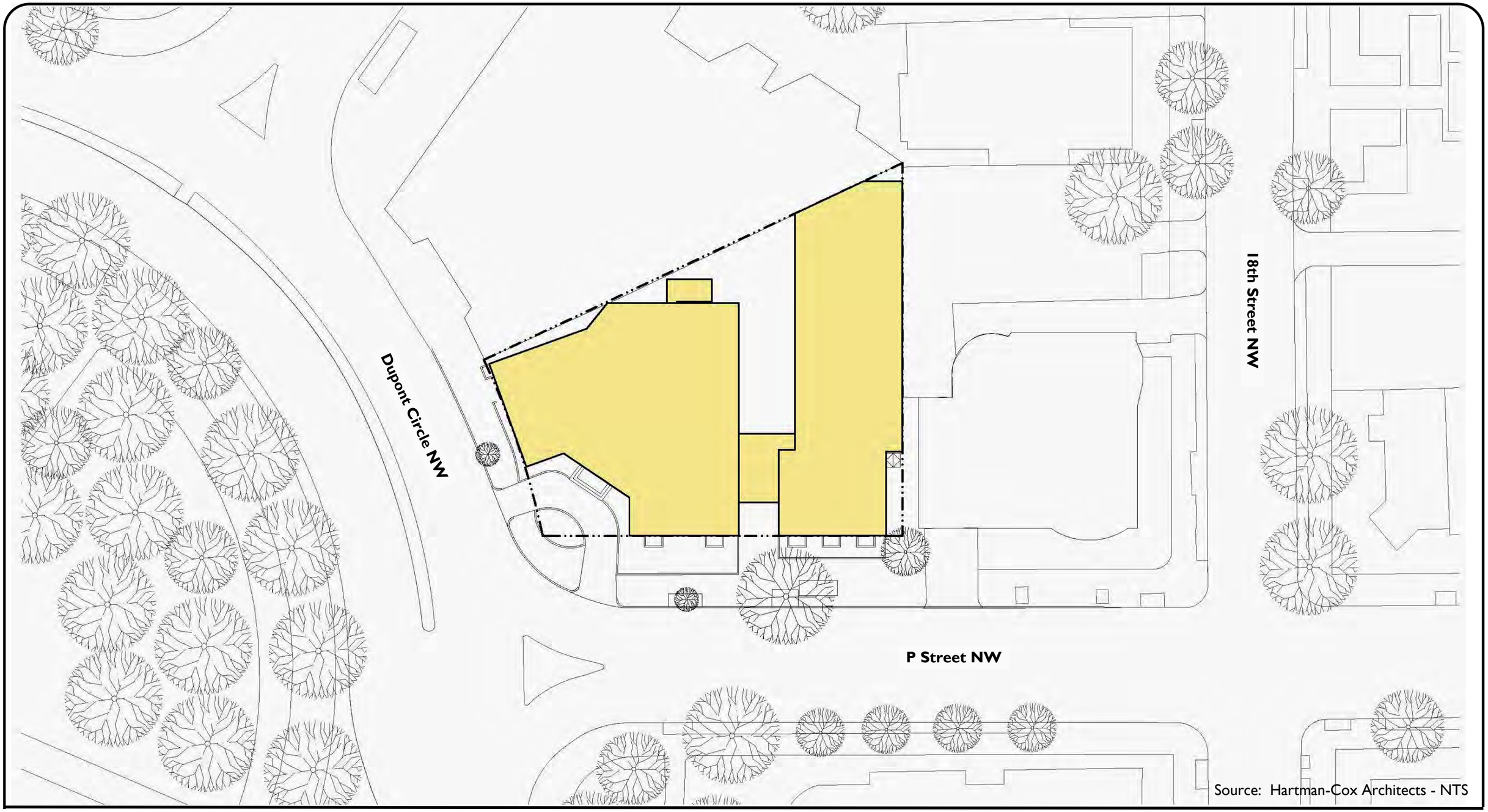
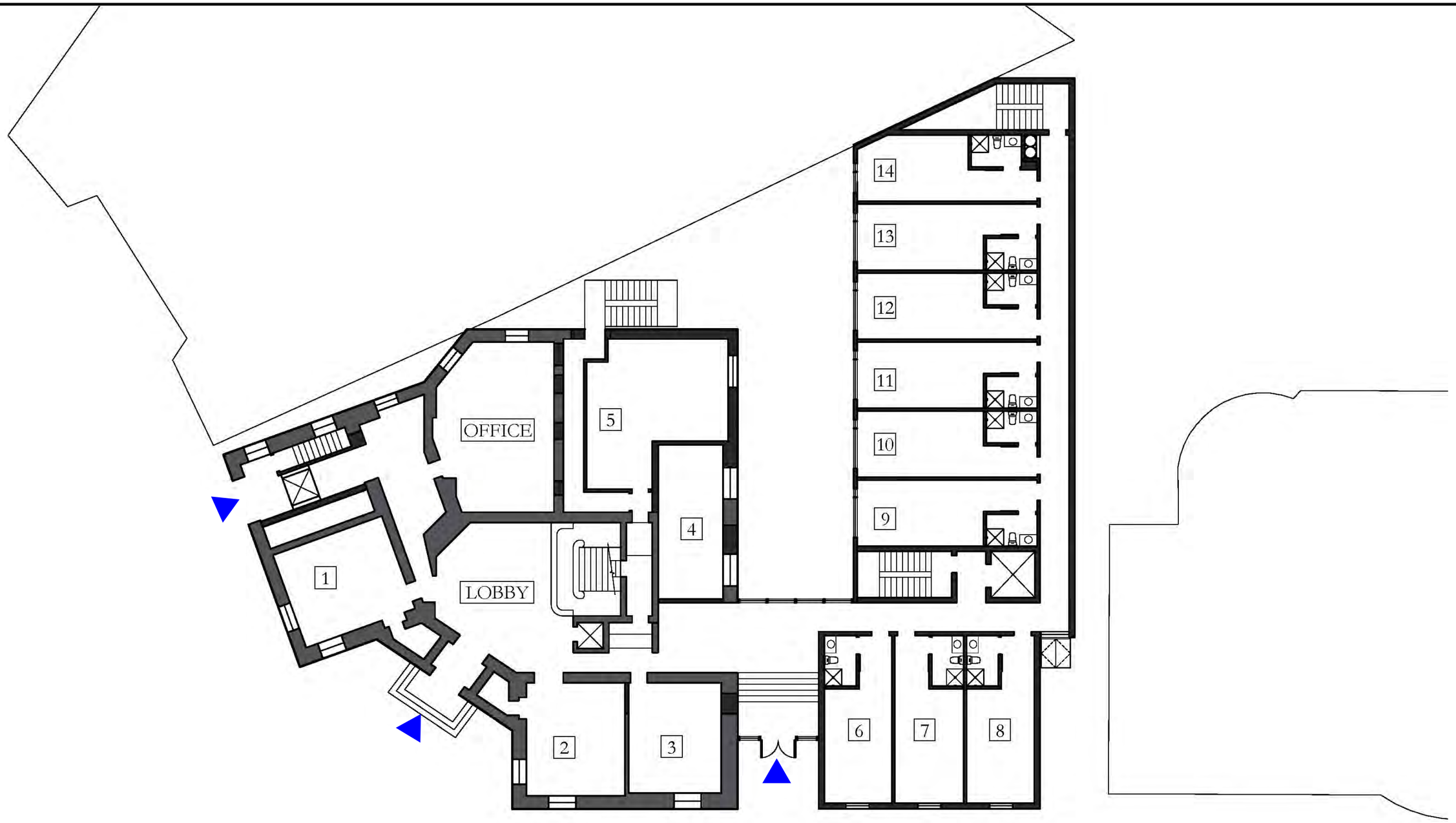


Figure 2A
Proposed Site Plan

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES



Source: Hartman-Cox Architects - NTS

Figure 2B
First Floor Plan

Pedestrian Access

North

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

ATTACHMENT A

SITE TRIP GENERATION

The Patterson - Site Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL	Weekday ADT
PROPOSED USES:										
Residential	220	95	DU							
Total Trips [1]				10	40	50	46	24	70	699
TDM Reduction [2]		*90%*		*9*	*36*	*45*	*41*	*22*	*63*	*629*
Vehicle Trips (Total Trips - TDM Reduction)				**1**	**4**	**5**	**5**	**2**	**7**	**70**
Total Trips				**1**	**4**	**5**	**5**	**2**	**7**	**70**

Notes:

[1] Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

[2] Non-Auto Mode Splits/TDM for residential use is based on no on-site parking and a lease provision that will restrict residents from obtaining a Residential Parking Permit

[3] Non-Auto Mode Splits/TDM for residential use is based on proximity to Metrorail, numerous Metrobus stops, Capital Bikeshare stations, and car-sharing services, and the urban nature of the area.