

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**



**d. Policy, Planning and Sustainability Administration**

**MEMORANDUM**

**TO:** Lloyd Jordan  
Chairperson  
Board of Zoning Adjustment

**FROM:** Samuel Zimbabwe  
Associate Director

**DATE:** April 29, 2014

**SUBJECT:** BZA Case No. 18744 - Patterson House - 15 Dupont Circle NW

---

**APPLICATION**

SB-Urban LLC (the "Applicant"), pursuant to 11 DCMR §§ 3104.1 and 3103.2, seeks a variance from the court width requirements under subsection 536.3, variances from the parking requirements under subsections 2101.1 and 2100.10, and a special exception from the roof structure setback and uniform enclosing wall height requirements under subsection 411.11, for an apartment building in the DC/SP-1 District at premise 15 Dupont Circle, N.W. (Square 136, Lot 34).

**RECOMMENDATIONS IN BRIEF**

The purpose of DDOT's review is to assess the impact of the proposed action on the District's transportation network and, as necessary, propose appropriate mitigations. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

- A robust network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- The site is not currently in the District's Residential Permit Parking (RPP) system nor is its location consistent with the program's eligibility criteria;
- The Applicant proposes to prohibit residents from applying for RPP permits;
- On-street parking in the vicinity is either limited to RPP permit holders or metered, and is therefore unsuitable for long-term parking by the proposed project's future residents;
- Nearby private parking facilities are available in the event a resident requires long-term parking;
- The proposed development will generate minimal new vehicle trips;
- Residents are likely to heavily utilize non-automobile modes of travel; and
- The Applicant has proposed a Transportation Demand Management (TDM) plan intended to further promote the use of non-auto travel options.

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 18744  
EXHIBIT NO. 26

The site's proximity to the Dupont Metro Station, extensive bus service, Capital Bikeshare stations, quality of pedestrian and bicycle infrastructure in the subject area, along with the commitment to a strong TDM program, and provision of adequate bicycle parking will lead to low levels of auto ownership and use. As such, DDOT has no objection to the requested special exception for parking with the following conditions:

- Bikeshare and car-sharing memberships should be provided to all new tenants in perpetuity;
- The loading management plan should be updated to note that Emergency No Parking permits for loading are only eligible to be located in legal parking spaces. There are no legal parking spaces immediately adjacent to the subject site; and
- The Applicant should provide a minimum of 4 short-term bicycle parking spaces in public space near its entrance.

## TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within, and take advantage of, the District's multimodal transportation network and ultimately discourage single occupancy vehicle trips.

Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network and any proposed mitigations, along with the effects of the mitigations on other travel modes. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

### Pedestrian and Bicycle Facilities

Automobile ownership is expected to be minimal, while transit, walking, and bicycling are expected to be the predominant modes of transportation for this development. Based on the Applicant's field observations and inventory of the pedestrian and bicycle facilities (i.e., sidewalks, crosswalks, bicycle lanes), the study area intersections and roadway network provide excellent pedestrian and cycling connections to nearby land uses and transit facilities. The Applicant's analysis identified several deficiencies in the pedestrian network in the vicinity such as substandard crosswalks and curb ramps. Adjacent to the site at the intersection of Dupont Circle and P Street, the north terminus of the crosswalk intersects at one of the site's existing curb cuts. DDOT expects that the curb cut will be closed as part of the project and that a compliant ramp be installed. DDOT may require additional improvements to the pedestrian network in the vicinity as part of the public space permitting process.

The site is within close proximity to multiple bicycle lanes. Q and R Street NW offer eastbound and westbound bicycle lanes respectively, and 17<sup>th</sup> Street features a southbound bicycle lane, while New Hampshire Avenue features bicycle lanes in both directions. Additionally, the site is located within close proximity to an existing Capitol Bikeshare station approximately 800 feet to the west of the site at the intersection of Dupont Circle and Massachusetts Avenue. Multiple other Bikeshare stations are located a short walk away from the site.

The Applicant is proposing 31 bicycle parking spaces in a bicycle room on the ground floor of the development, which meets the current District regulations<sup>1</sup> requiring one bicycle space for every three residential units. In addition, the Applicant is proposing an on-site bicycle repair facility. The Applicant is expected to provide at least 4-short term bicycle parking spaces in the public space. The exact location of short-term bicycle parking spaces will be determined during the public space permitting process.

#### Transit Services

DDOT and Washington Metropolitan Transportation Authority have partnered to provide extensive public transit service in the District. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes with minimal infrastructure investment.

The Applicant evaluated the proximity of the subject site to the Dupont Circle Metro Station and the adequacy of the bus service along the routes that serve the subject area. The proposed development will be located approximately 500 feet of the Dupont Circle Metro Station, which is approximately a two minute walk.

The site is currently served by 14 bus routes, including the Dupont Circle – Georgetown – Rosslyn Circulator line. Short headways particularly during the peak periods offer frequent bus service to connect the site to multiple destinations. The nearest Metrobus stop is located adjacent to the site on P Street and serves the P Street-Ledroit Park (G2) line and the Massachusetts Avenue (N2, N4, N6) line. The nearest Circulator stop is approximately a four to five minute walk away at the intersection of 19<sup>th</sup> Street and N Street.

#### Vehicle Parking & Impacts

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

A minimum of 23 parking spaces are required by zoning. The Applicant is seeking full relief from the parking requirement. The subject site offers excellent non-auto travel options that facilitate car-free living.

The proposed development program is intended to attract a group of tenants that are unlikely to own cars. Specifically, the lease terms and the furnished units will appeal to residents who are new to the District or only in town for several months. The product type will attract tenants who desire to live in neighborhoods where automobile ownership is not necessary and daily needs can be met with walking, bicycling, and transit.

The site is not currently in the District's Residential Permit Parking (RPP) system nor is its location consistent with the program's eligibility criteria. In addition, curbside parking in the vicinity is either metered or signed as RPP parking. While it is highly unlikely that tenants would own vehicles, there are multiple private parking garages within a short distance of the location. The Applicant's analysis indicated that at least 70 monthly parking passes are available within ¼ mile of the site.

---

<sup>1</sup> Section 8 of the Bicycle Commuter and Parking Expansion Act of 2007, effective February 2, 2008 (D.C. Law 17-103; D.C. Official Code § 50-1641.07) (2012 Supp.) and Mayor's Order 2011-149, dated September 6, 2011.

Given these restrictions, the action's impact on the District's road network is expected to be insignificant. The project is expected to generate minimal vehicle trips from taxis, other ridesharing services, and carsharing.

#### Transportation Demand Management

As part of all major development review cases, DDOT requires applicants to produce a comprehensive Transportation Demand Management (TDM) plan. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of public transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant proposes implementing the following TDM strategies:

- Assign a Transportation Management Coordinator to provide transportation information to residents and coordinate all loading activities;
- Prohibit residents from applying for RPP;
- Provide information and/or links to various alternative transportation providers and services;
- Install a transit screen in the lobby showing real-time alternative transportation information;
- Provide at least 31 long-term bicycle parking spaces in a bicycle room and a bicycle repair facility;
- Offer a Capital Bikeshare membership for the initial term of the lease for new residents for the first five years the building is open. Alternatively, the Applicant is in the process of determining whether a set number of Capital Bikeshare memberships could be purchased for communal use;
- Provide a minimum of 10 bicycle helmets for use by residents; and
- Register for a corporate carshare membership. Memberships would be provided for all new residents in the first five years the building is open.

DDOT finds the Applicant's TDM measures will encourage use of alternative modes of transportation. The TDM measures, particularly the emphasis on education/information, communal bicycle helmets, and Capital Bikeshare and carshare memberships, are geared toward the project's target audience of short-term residents.

DDOT finds that the success of these trip reduction measures would depend on the promotion of continuous use of the bikeshare and car-share programs by the prospective tenants, rather than the initial tenants only. Therefore, DDOT recommends that the Applicant develop a program that would ensure continuous use of the bikeshare and car-share programs, such as providing annual membership fees for the initial and each new tenant in perpetuity.

#### Loading and Curbside Management

Due to the inclusion of a historic structure in the project, no on-site loading facilities are required. Loading activities associated with the site are expected to be minimal because the units are furnished. Site-generated truck traffic will be primarily related to commercial parcel service and trash pick-up. In the rare instance that residential moving trucks are needed, the Applicant has proposed a Loading Management Plan that includes the following elements:

- Designate a loading management coordinator to coordinate all loading activities of the building;
- Require all tenants to notify the loading coordinator before moving in or out;

- Tenants requiring a moving truck 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; and
- In the event that a moving truck is required, the loading management coordinator or tenant will apply for DDOT Emergency No Parking signs to establish a temporary loading area.

It is important to note that DDOT Emergency No Parking signs may only be utilized to reserve legal parking spaces. No legal parking spaces exist adjacent to the site. The Loading Management Plan must be updated to note the use restrictions for DDOT Emergency No Parking signs.

Trash pick-up is proposed to be from P Street, which is appropriate given the constraints of the site. However, trash pick-up has the potential to interfere with Metrobuses serving the bus stop adjacent to the site. The Applicant will be expected to pursue all measures to limit the potential conflict with buses, which could include relocating the bus stop at the Applicant's expense closer to the intersection with Dupont Circle. Additionally, trash pick-up times should be limited to outside the peak period when bus service is most frequent. The trash pick-up operations will be addressed during the public space permitting process.

#### Streetscape and the Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. As part of this process, the Applicant must work closely with DDOT and OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulating around it. The Applicant may refer to the DC Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space.

All existing curb cuts are expected to be closed as part of the project. In addition, the Applicant may be proposing utility vaults in public space, which is not the preferred location. The exact location of the vaults, and all other public space elements, will be addressed during the public space permitting process.

SZ|jr