

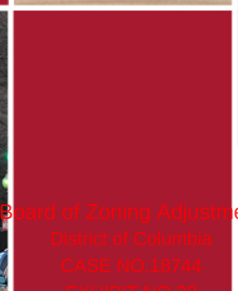
15 Dupont Circle

Transportation Assessment

BZA Application No. 18744



WELLS + ASSOCIATES



Board of Zoning Adjustment
District of Columbia
CASE NO. 18744
EXHIBIT NO. 29



Parking Requirements (SP District)

- One parking space is required for every four residential dwelling units.
- 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.



Regional Trends in Auto Travel/Ownership

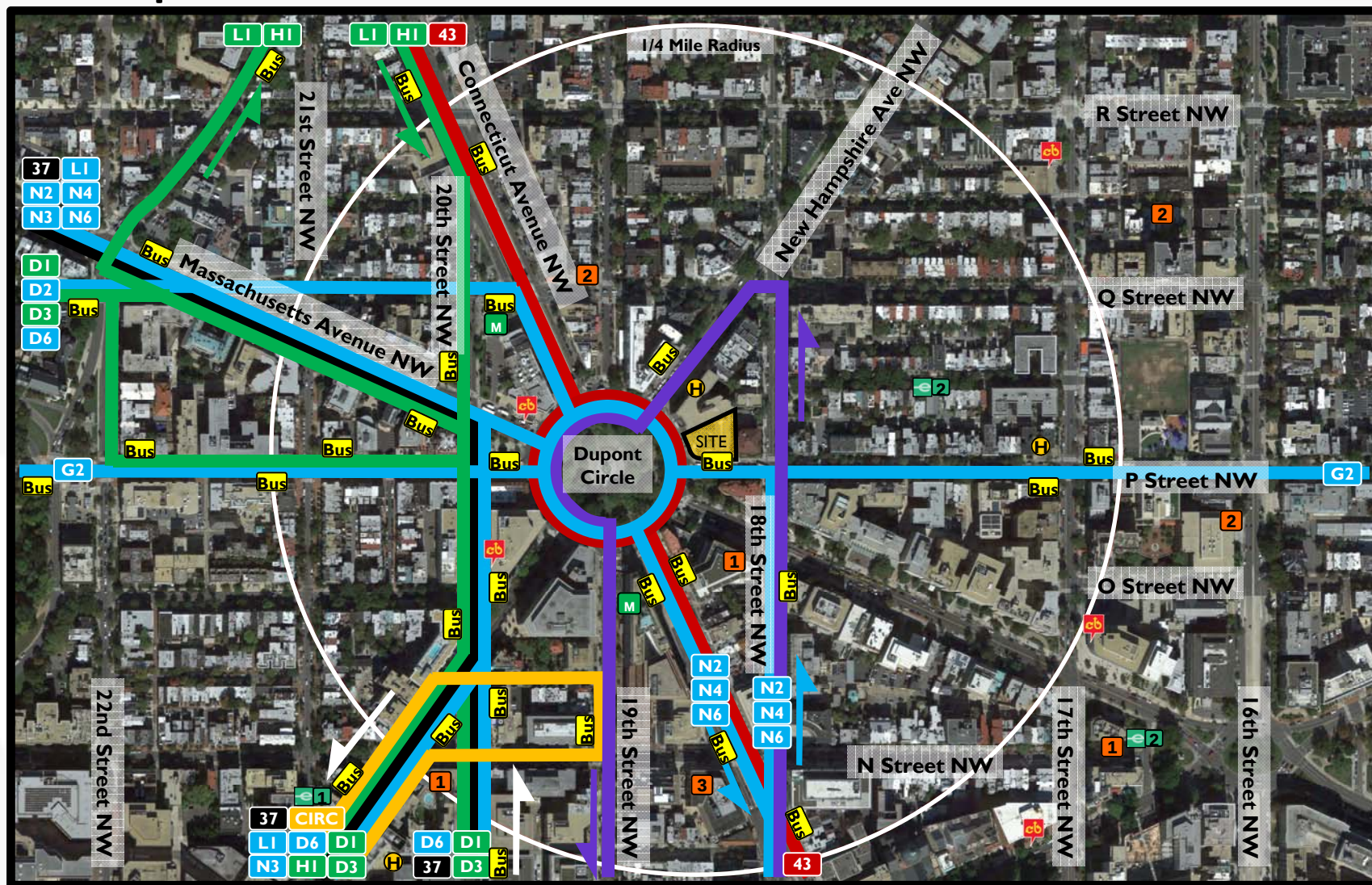
- DC has the second highest rate of households without cars of all major U.S. cities.
- In the Washington, DC area, driving has decreased and non-auto transportation has increased.
 - Workers commuting by private vehicle decreased nearly 5% (2000 to 2007-2011).
 - Vehicle miles traveled per capita decreased by nearly 5% (2006 to 2011).
 - Passenger miles traveled per capita increased by 7% (2005 to 2010).
 - Bicycling in the District increased by 82% (2012 to 2013).



Public Investment in Transportation

- Metro operates the nation's second busiest heavy rail system and sixth largest bus system in the U.S.
- The DC Circulator provides efficient, low-cost transportation options by providing 10 minute headways and \$1 fares.
- Capital Bikeshare has 22,200 members and has 2,500 bicycles at 300 stations in and around Washington, DC.
- More than half of the CapBi members surveyed in 2013 indicated that they do not have a personal vehicle.

Transportation Network

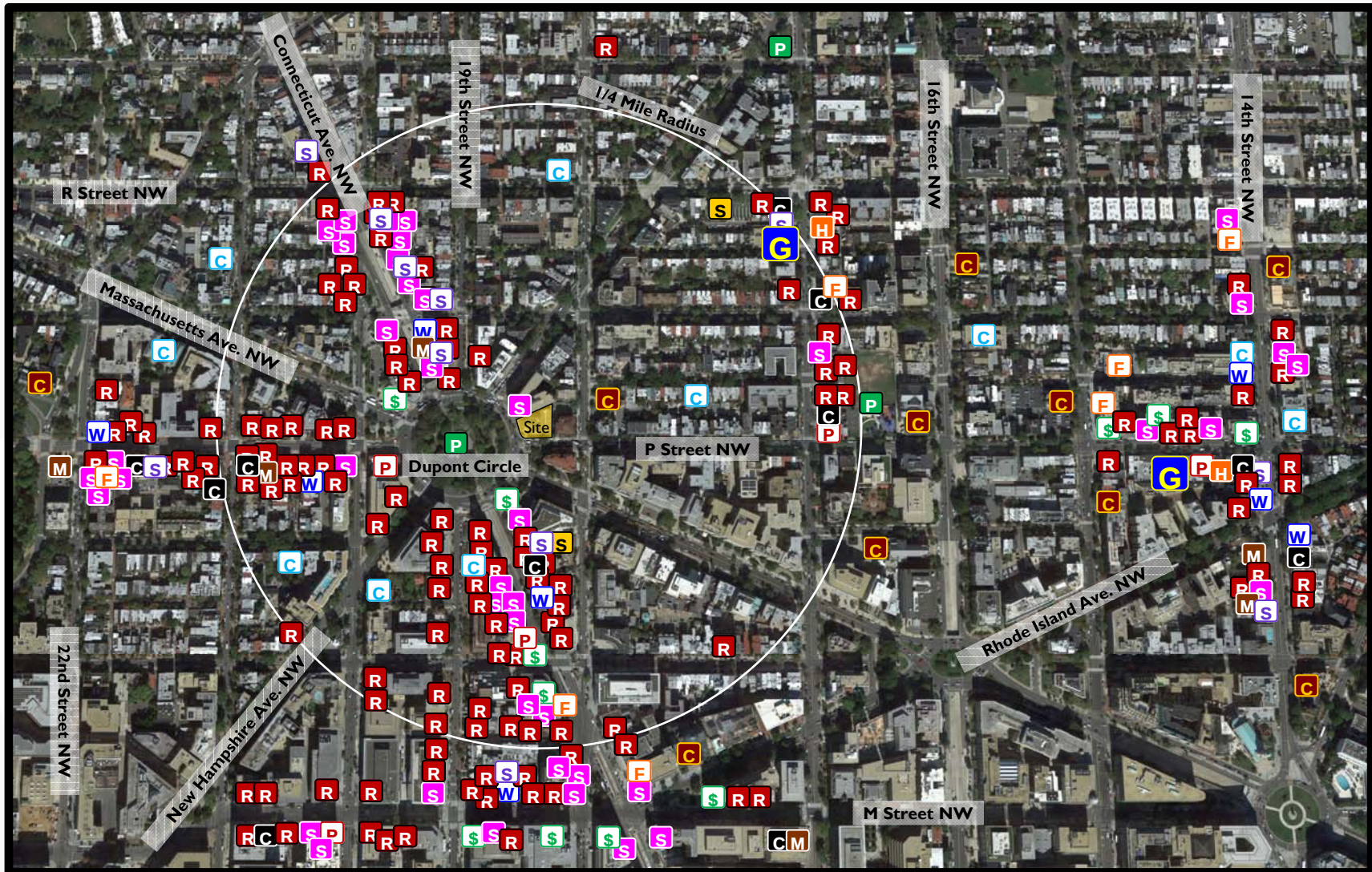


- Zipcar Locations (Number of Zipcars)
- Hertz On Demand
- Enterprise Car Share
- Current Capital Bikeshare Locations

- Bus Stop
- Metrobus Station
- DC Circulator
- MTA Route 929

- Metrobus Major Route
- Metrobus Local Route
- Metrobus Commuter Route
- Metrobus MetroExtra Route

Nearby Amenities



- | | | | |
|---------------------------------|-------------------|-----------------------------|-----------------|
| R Restaurant/Bar/Cafe | C Cleaners | \$ Bank/Credit Union | S School |
| W Beer, Wine and Spirits | G Grocery | S Shopping | P Park |
| M Neighborhood Market | P Pharmacy | H Hardware | C Church |

- | |
|-----------------------|
| F Fitness |
| S Salon/Barber |
| C Cultural |



Transportation Demand Management Plan

- Designate a Transportation Management Coordinator.
- 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.
- Direct new residents to the property's website, where they will find information on various transportation options available to them.
- Provide a transit screen in a common, shared space in the building.
- Provide convenient and covered secure bike parking facilities.
- Provide a bicycle repair facility in the building.
- Provide Capital Bikeshare memberships for residents who do not own bicycles for the initial term of the lease.
- Provide a minimum of 10 bicycle helmets for use by the residents.
- Provide car-share memberships for all residents of the building for the initial term of the lease.



Does TDM Work?

■ Square 54

- Located across 23rd Street from the Foggy Bottom Metro
- 335 apartments, 439,600 SF office, and 69,157 SF retail
- Pre-Development Trip Reduction Estimate = 60%
- October 2013 achieved a 75% AM peak hour reduction and 82% PM peak hour reduction
 - Includes 85% residential non-SOV mode share
 - Includes 55% employee non-SOV mode share



Does TDM Work?

■ Square 54 (continued)

– Residential TDM Plan

- Provide Welcome Packages for New Residents
- Provide Complimentary SmarTrip Card to Initial Residents
- Provide Car Sharing Vehicle in Garage
- Establish Building Website
- Provide Business Center
- Provide Carpool Assistance for Residents
- Provide Bike Storage for Residents

– Commercial TDM Plan

- Encourage employers to offer pre-tax transit benefits
- Provide transportation Information at Concierge Desk
- Provide Building Website
- Provide Bike Storage for Employees



Does TDM Work?

■ The Ridgewood

- In Fairfax County; 4+ miles from Metro
- 483 Apartments
- Goal = 20% reduction in PM peak hour trips
 - November 2013 – achieved 46% reduction
 - Includes a 29% non-SOV mode share
- TDM Plan
 - Participation in Fairfax County Rideshare
 - Welcome Kits
 - Business Center
 - Transportation Information Display
 - Bike Storage
 - Program Website



Does TDM Work?

■ Mosaic

- In Fairfax County; 0.7 miles from Dunn Loring Metro
- Mixed-use, will include 500-749 residential units
- At time of survey, 136 units occupied
- December 2013 achieved 42% non-SOV mode share for residents
- TDM Plan
 - TDM Network within mixed-use development
 - Community Meetings to coordinate area-wide TDM efforts
 - Welcome Packages for Residents/Personal Outreach
 - Ridematching Assistance, Guaranteed Ride Home Promotion
 - Business Center
 - Transportation Information Display
 - Bike Facilities
 - Program Website



Does TDM Work?

- Arlington County Residential Performance Monitoring
 - Auto ownership for apartments and condos were substantially lower in the Metro corridors than outside the Metro corridors.
 - Vehicle ownership decreased as the Transit Score increased.
 - Vehicle ownership decreased as the number of parking spaces available decreased.
 - There is a substantial reduction in vehicle ownership when the cost of parking increased.
 - The percentage of residents who walked and biked increased when information on walking and biking was provided to residents and when bicycle parking was provided.



Conclusions

- The site is well served by transit and other non-auto modes of transportation.
- The site is situated in an amenity rich neighborhood, limiting the need for vehicles to run daily errands.
- Vehicle ownership and vehicle travel has decreased in Washington, DC in recent years.
- Non-auto travel has increased in Washington, DC in recent years.
- The proposed TDM plan will strongly discourage residents from having a car, while at the same time promote and encourage use of non-auto modes of transportation.
- Local and regional studies have proven that TDM plans work.
- The proposed redevelopment would not have an adverse impact on the surrounding neighborhood.