


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Project Review Manager 

DATE: February 14, 2018

SUBJECT: Supplemental DDOT Report on BZA Case No. 19659 – 2118 Leroy Place NW

INTRODUCTION

This memorandum is intended to provide further clarification about the transportation issues raised at the January 31, 2018 Board of Zoning Adjustment (BZA) hearing for 2117 Leroy Place NW (Square 2531, Lot 49). On November 29, 2017, the District Department of Transportation (DDOT) provided comments related to The Federation of State Medical Board's (the "Applicant") request for a special exception from the gross floor area (GFA) requirements of Subtitle U § 203.1(n)(2) to use the existing 8,121 GFA residential building as an office for a non-profit organization in the R-3 Zone. At the time of the previous report's submission, DDOT understood that the Applicant was proposing a 10 person employee cap as a condition of its approval. Since the previous report, the Applicant has proposed increasing its employee cap to 25 persons. DDOT understands that the BZA seeks DDOT's comments on this proposed increase and on potential loading operations in the rear 15 foot alley.

TRANSPORTATION ANALYSIS

Vehicle Parking

The site currently does not supply any off-street parking spaces, and the Applicant is neither required nor planning to supply parking. DDOT notes there are limited options available for long-term on-street parking on Leroy Place, which DDOT anticipates will limit vehicular trip generation. Both the northern and southern sides of Leroy Place have Zone 1 and Zone 2 RPP restrictions during typical business hours. Vehicles that do not display a Zone 1 or 2 permit may only park on the northern side of Leroy Place for up to two (2) hours between 7:00AM and 8:30PM, Monday through Friday.

Delivery and Loading

Leroy Place provides one-way circulation and standard delivery vehicles such as FedEx and UPS box trucks currently provide mail and delivery services to residents on the street. While service vehicles may potentially impede travel if they are not parked along the curb, DDOT notes that these vehicles are subject to enforcement and that this existing condition will remain regardless of the Applicant's proposal.

A 15 foot public alley abuts the rear of the site and can sufficiently accommodate delivery vehicles. The Applicant can schedule and plan delivery services to use the alley for loading in order to reduce potential conflicts on Leroy Place.

Mode Share

Consistent with projects of similar magnitude, the Applicant was not required to provide DDOT with a Comprehensive Transportation Review (CTR); however, DDOT notes that employees and guests can access the site by walking, bicycling or transit. The site is under a half mile from the Dupont Circle Metrorail Station and various Metrobus routes, including the 42, 43, H1, L1, and L2 service lines. There are no sidewalk gaps between access points to the aforementioned transit services.

A Capital Bikeshare station is located under two blocks from the site at 20th and Florida Avenue NW. Riders traveling to or from the Dupont Circle Metrorail Station via Capital Bikeshare may choose to use signed routes on 19th Street NW. A Capital Bikeshare station is also provided at Calvert Street and Woodley Place NW, roughly one block from the Woodley Park Metrorail Station. Individuals utilizing the Metrorail's red line may prefer to use this station when traveling to the site to avoid uphill cycling.

Transportation Demand Management

The Applicant proposes to have a 25 person employee cap that would trigger the SmartBenefits program requirements. The Applicant will be required to offer its employees the option of either a pre-tax election, an employer-paid benefit, or employer provided transportation. Due to proximity to Metorail, Metrobus, and Capital Bikeshare, DDOT recommends that the Applicant offer an employer-paid transit benefit of \$20 per month to all transit and bicycle commuters.

Bicycle Parking

The Applicant is not required to provide parking as the building is not being expanded or changing use; however, if the Applicant were subject to the requirements of Subtitle C § 802, it would be required to provide three (3) long-term spaces and zero (0) short-term bicycle parking spaces. Adequate weather-protected bicycle storage is paramount for bicycle commuters. DDOT recommends that the Applicant supply three (3) sheltered spaces to support the needs of bicycle commuters as a component of the Applicant's Transportation Demand Management program.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicants' request and determined that based on the information provided, this proposed action will have minimal impacts on the travel conditions of the District's transportation network. The proposed action may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. Despite these minor potential impacts, DDOT continues to have no objection to the approval of the requested special exception on the condition the Applicant provides three (3) long-term

bicycle parking spaces for employee use. If bicycle parking cannot be accommodated in the building as is standard, the spaces may be accommodated in the exterior to the rear of the building, provided that the racks are shielded from the weather.

AC:pr

