


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



**d.** Planning and Sustainability Division

**MEMORANDUM**

**TO:** Sara Bardin  
Director, Office of Zoning

**FROM:** Jim Sebastian  
Associate Director 

**DATE:** October 15, 2018

**SUBJECT:** ZC Case No. 18-08 – 1143 New Hampshire Avenue NW

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**PROJECT SUMMARY**

BSREP II Dupont Circle, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 31,216 SF property from the RA-5 to the MU-10 zone. The subject property is located on the eastern side of New Hampshire Avenue NW between L and M Streets (Square 72, Lot 74). The site is currently occupied by an existing 330-room hotel.

**SUMMARY OF DDOT REVIEW**

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and 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.

The purpose of DDOT’s review is to assess the potential impacts of the proposed map amendment on the District’s transportation network. After review of the case materials submitted by the Applicant, DDOT finds:

- Rezoning the property from RA-5 to MU-10 has the potential to increase the theoretical maximum amount of density on-site from 6.0 to 7.2 FAR if the Applicant were to pursue a residential redevelopment;
- From a trip generation standpoint, a 7.2 FAR residential project would be less intense than a 6.0 FAR hotel. The increase in FAR and changes to potential land use mixes would likely not result in an increase in vehicle trips attracted to the site;

- Since the MU-10 zone allows for the retail/restaurant component to serve more than just hotel patrons, there may be a moderate increase in the number of walking trips to the site;
- Since the site is within ½ mile of a Metrorail station (0.3 mile from Foggy Bottom and 0.4 mile from Dupont Circle), ZR16 allows a 50% vehicle parking reduction. DDOT would encourage the Applicant to minimize the amount of vehicle parking provided on-site if and when the site redevelops;
- Based on the submitted materials and conversations with the Applicant, it is not clear how many long- and short-term bicycle parking spaces are currently provided on-site. DDOT would encourage the Applicant to provide bicycle parking spaces today and then meet the zoning requirements if and when the site redevelops;
- Any redevelopment proposals for the site will need to account for a long-term bicycle parking storage room, either below- or at-grade in an easily accessible location from the lobby, as well as showers and locker facilities, depending on the use, as required by ZR16.

## **RECOMMENDATION**

DDOT has reviewed the Applicant's request and determined that based on the information provided, the proposed rezoning would likely not lead to an increase in the number of peak hour vehicle trips on the District's transportation network if redeveloped with the most intense matter-of-right uses. Therefore, DDOT has no objection to the approval of the requested Map Amendment.

## **CONTINUED COORDINATION**

Given the achievable matter-of-right density possible on the subject property, it is expected that the Applicant will work with DDOT through the permitting process (e.g., public space permitting and EISF) if and when a redevelopment proposal is put forth, on the following actions to minimize impacts to the transportation network:

- Depending on an ultimately proposed redevelopment program, the Applicant may be required to scope and provide a Comprehensive Transportation Review (CTR) study;
- Develop and implement Transportation Demand Management (TDM) measures commensurate with the land use and scale of future redevelopment, as appropriate;
- If the property ultimately redevelops, the site should be designed so that loading occurs without trucks performing backing maneuvers across public space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary;
- Submit a public space application for any proposed changes within the public right-of-way (ROW). The Applicant should be aware that DDOT expects redevelopment projects to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees, landscaping, street lights, sidewalks, and other appropriate features within the ROW adjacent to the site;
- If the site does not redevelop but instead the existing restaurant becomes external-facing to draw in outside customers, a public space occupancy permit will be required to operate an outdoor café patio within public space;
- If the site redevelops, DDOT expects the curb cuts, circular driveway, and porte-cochère on New Hampshire Avenue to be removed and replaced with green space and street trees. Additionally, DDOT would look for the vaults to ultimately move onto private space; and

- DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) with the Office of Planning and DDOT to discuss the public space design if and when a future redevelopment or major renovation is proposed.

**TRANSPORTATION ANALYSIS**

Vehicle Trip Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of the existing hotel with hypothetical hotel and residential redevelopment scenarios under the proposed MU-10 zone. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The current floor area ratio (FAR) for the existing building is approximately 5.8 based on DDOT’s calculation. The existing RA-5 zone allows for a 6.0 FAR. If rezoned to MU-10, the site could potentially achieve a 6.0 FAR for a hotel and a 7.2 FAR for a residential project if IZ bonuses are pursued. In all scenarios, it was assumed there would be some amount, between 3,000 SF and 10,000 SF, of first floor retail and/or restaurant. DDOT understands that the existing restaurant on-site is intended for hotel patrons only. The rezoning to MU-10 would allow for the restaurant or retail space to market and attract customers not staying at the hotel.

Table 1 below shows a comparison of the estimated land uses and densities for each of the scenarios evaluated.

| Development Scenario   | Max Height | FAR      | Hotel                        | Residential                 | Restaurant / Retail   | Total SF   |
|--|------------|----------|------------------------------|-----------------------------|---|------------|
| Existing Hotel Building  | 90'        | ~5.8     | ~178,682 SF<br>(339 Rooms)   | -                           | ~3,000 SF Restaurant<br>(hotel patrons only)                                  | 181,682 SF |
| Max Hotel Redevelopment<br>Existing RA-5 Zone &<br>Proposed MU-10 Zone                   | 90'        | 6.0      | ~184,296 SF<br>(~350 Rooms*) | -                           | ~3,000 SF Restaurant<br>(hotel patrons only RA-5<br>external customers MU-10) | 187,296 SF |
| Max Residential Redevelopment<br>Proposed MU-10 Zone                                     | 100' w/IZ  | 7.2 w/IZ | -                            | 214,755 SF<br>(214 Units**) | ~5,000 SF Restaurant<br>(external customers)<br>~5,000 SF Retail              | 224,755 SF |
| <b>Notes:</b>  |            |          |                              |                             |   |            |
| * Assumes 527 GSF per hotel room, consistent with DDOT’s estimate of the existing hotel. |            |          |                              |                             |   |            |
| ** Assumes 1,000 GSF per residential unit.   |            |          |                              |                             |   |            |

*Table 1 – Comparison of Development Scenarios*

Based on the square footages and number of hotel rooms in the table above, DDOT estimated the amount of vehicle trips that would be generated by theoretical maximum matter-of-right developments under the existing RA-5 and MU-10 zones. To determine the number of vehicle trips generated by each scenario, the DDOT TripsDC tool was utilized for the residential-over-retail scenario and the Institute of Transportation Engineers’ (ITE) Trip Generation Web-based App tool. TripsDC is based on a data collection effort by DDOT at approximately 65 residential sites around the District. The ITE Web-based App tool is based on the rates and equations published in the *Trip Generation Manual, 10<sup>th</sup> Edition*.

Table 2 below presents a summary of DDOT’s estimate of vehicle trips for each development scenario.

| Development Scenario   | Development Program  | AM Peak Vehicle Trips | PM Peak Vehicle Trips |
|--|--|-----------------------|-----------------------|
| Existing Hotel Building *  | 339 Hotel Rooms<br>3,000 SF Restaurant (hotel patrons only)                          | 74 **                 | 103 **                |
| Max Hotel Redevelopment<br>Existing RA-5 Zone & Proposed MU-10 Zone  | 350 Rooms<br>3,000 SF Restaurant (hotel patrons only RA-5 external customers MU-10)  | 76 **                 | 106 **                |
| Max Residential Redevelopment<br>Proposed MU-10 Zone   | 214 Residential Units<br>5,000 SF Restaurant (external customers)<br>5,000 SF Retail | 65 ***                | 78 ***                |
| <p><b>Notes:</b><br/>                     * If the hotel is rezoned to MU-10 and not redeveloped, the existing restaurant would be permitted to be external-facing. It is anticipated that most peak hour trips would primarily be walking trips, thus it is likely that only a minimal number of additional vehicle trips would be added to the network.<br/>                     ** Utilized rates published in ITE <i>Trip Generation Web-based App</i> and assumed 45% automobile modeshare consistent with other hotel projects 0.3 mile from Metrorail.<br/>                     *** Utilized DDOT’s TripsDC tool. Assumed 25% automobile modesplit based on the data collected for the TripsDC project.</p> |  |                       |                       |

**Table 2 – Vehicle Trip Generation Comparison**

As shown above, redevelopment of the site with a hotel slightly larger than the existing one and with the restaurant/retail space converted to external-facing would generate a minimal additional amount of vehicle traffic. Redevelopment as a residential building that takes advantage of the IZ bonus of additional 1.2 FAR would likely generate fewer vehicle trips than the hotel. This is due to residential uses being less intense trip generators than hotels.

**Zoning Requirements**

Table 3 below details DDOT’s estimates of the theoretical zoning requirements for each of the evaluated scenarios. Note that the exact requirements would be determined by the Zoning Administrator and would be based on the specific development ultimately proposed. The hotel currently contains 147 vehicle parking spaces. Since the site is located within ½ mile of a Metrorail station, DDOT encourages the Applicant to take advantage of the 50% reduction in the parking minimum, per ZR16 Subtitle C, Section 702.1(a), if and when the site redevelops. Additionally, it is not clear how many bicycle parking spaces are provided on the property or in the vicinity of the existing hotel. DDOT encourages the Applicant to provide some spaces today and then meet or exceed the zoning requirements if and when the site redevelops.

| Development Scenario   | Development Program   | Vehicle Parking Spaces | Long-Term Bicycle Spaces          | Short-Term Bicycle Spaces        | Loading Berths                   | Delivery Spaces                  |
|--|---|------------------------|-----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Existing Hotel Building  | 339 Hotel Rooms<br>3,000 SF Restaurant (hotel patrons only)                         | 147                    | Existing # Unknown<br>18 Required | Existing # Unknown<br>5 Required | Existing # Unknown<br>3 Required | Existing # Unknown<br>0 Required |
| Max Hotel Redevelopment<br>Existing RA-5 Zone & Proposed MU-10 Zone                              | 350 Rooms<br>3,000 SF Restaurant (hotel patrons only RA-5 external customers MU-10) | 45 *                   | 19                                | 5                                | 3                                | 0                                |
| Max Residential Redevelopment<br>Proposed MU-10 Zone   | 214 Residential Units<br>5,000 SF Restaurant<br>5,000 SF Retail                     | 35 *                   | 71                                | 14                               | 1                                | 1                                |
| <b>Note:</b><br>* Includes 50% reduction for being located within ½ mile of a Metrorail station. |   |                        |                                   |                                  |                                  |                                  |

**Table 3 – Zoning Requirements for Vehicle Parking, Bicycle Parking, and Loading Facilities**

**PUBLIC SPACE**

DDOT understands that the Applicant is not proposing to demolish or redevelop the existing hotel in the near future if this Map Amendment application is approved. Instead, based on the information provided in the Applicant statement, the proposed ground floor restaurant use may become external -facing to drawing in external customers. If so, it is anticipated that additional outdoor seating space may be considered. If a café patio is pursued, it is noted that DDOT will require a public space occupancy permit.

In the future, if the site redevelops or there are any substantial renovations, the property owner will be expected to rehabilitate streetscape infrastructure between the curb and the property lines, in line with District policy and practice. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. Specifically, DDOT would expect the curb cuts, circular driveway, and porte-cochère on New Hampshire Avenue to be removed and replaced with green space and street trees. Additionally, DDOT would look for the vaults to ultimately move onto private space.

In conjunction with the *District of Columbia Municipal Regulations (DCMR)*, DDOT’s *Design and Engineering Manual (DEM)* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

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