

# Government of the District of Columbia


## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

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

**FROM:** Anna Chamberlin, AICP   
Associate Director

**DATE:** January 26, 2022

**SUBJECT:** ZC Case No. 21-15 – 614 S Street NW (Square 442)

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#### PROJECT SUMMARY

S Street Village, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 22,144 SF property from RF-1 to ARTS- 2. The subject property is located at 614 S Street NW (Square 442, Lots 88, 108, 110, 810 and 811) and bounded by Rhode Island Avenue to the north, a public alley to the east, and 7th Street NW to the west. The subject property is currently developed with a 3-story brick mixed-use building (Lot 108) and two-story row structures on Lots 88, 810, and Lots 110 and 811.

#### 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:

- The proposed ARTS-2 (Mixed-Use-Uptown Arts) zone would allow for approximately 67 more residential units on the property than the maximum allowed in the existing RF-1 zone (87 units versus 20 units);
- From a vehicle trip generation standpoint, maximum build-out in the proposed ARTS-2 zone could generate an additional 8 AM peak hour vehicle trips and 15 PM peak hour vehicle trips, as compared to a matter-of-right development under RF-1 and is expected to have minimal impact on the transportation network;

- Since the site is within ½ mile of a Metrorail station (approximately 0.10 mile from Shaw-Howard Metro Station), ZR16 allows a 50% vehicle parking reduction. DDOT strongly encourages the Applicant to minimize the amount of vehicle parking provided when the site develops and would support zero (0) parking at this site;
- Any development 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 short-term bicycle parking, as required by ZR16 (DDOT estimates are in Table 2); and
- The site currently has access to an existing 10-foot rear public alley. When the site develops, it is expected that all loading, trash pick-up, and vehicle parking will take place from the public alleys. DDOT will not support any new curb cuts to the property from S Street NW.

## **RECOMMENDATION**

DDOT has reviewed the Applicant's request and determined that based on the information provided, the proposed rezoning would not lead to a significant increase in the number of peak hour vehicle trips on the District's transportation network if developed with the most intense matter-of-right uses under the ARTS-2 zone. Additionally, an increase in zoning on a site close to a Metrorail station is consistent with DDOT's goal of supporting walkable and transit-oriented development. 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 development proposal is put forth, on the following actions to minimize impacts to the transportation network:

- Depending on the ultimately proposed development program and if any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), the Applicant may be required to scope and provide a Comprehensive Transportation Review (CTR) study or some other analysis;
- Develop and implement Transportation Demand Management (TDM) measures commensurate with the land use and scale of future development, as appropriate;
- If the property ultimately develops, 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;
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward's arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property; and
- Continue coordination with DDOT on the following public space design elements noted in the Streetscape and Public Realm section of this report.

## **TRANSPORTATION ANALYSIS**

### Vehicle Trip Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of several residential development scenarios under the existing RF-1 and proposed ARTS- 2 zones. To complete the

analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing RF-1 zone allows for the site to be developed with residential buildings on small lots with no more than two (2) units per building. If rezoned to ARTS- 2, the site could potentially achieve a 4.2 FAR for a multi-family residential development assuming an inclusive zoning (IZ) bonus. It is estimated that a maximum of 87 residential units with first floor retail could be constructed on-site if the rezoning to ARTS-2 is granted.

DDOT estimated the amount of person- and vehicle-trips that would be generated by theoretical maximum matter-of-right developments under the existing RF-1 and proposed ARTS-2 zones. To determine the number of trips generated by each scenario, DDOT utilized the rates published in the ITE *Trip Generation Manual, 10<sup>th</sup> Edition*, webtool. Table 1 below presents a summary of DDOT’s estimate of vehicle trips for each development scenario.

**Table 1 | Trip Generation Comparison**

Development Scenario	Development Program	AM Peak Person Trips	PM Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips
Maximum Current Matter-of-Right in RF-1 Zone	20 Residential Units 2,000 SF Retail	12	24	2	3
Maximum Future Matter-of-Right in ARTS-2 Zone	87 Residential Units 15,000 SF Retail	62	149	10	18
Net Change	67 Residential Units 13,000 SF Retail	+50	+125	+8	+15

As shown above, development of the site with the maximum number of allowable units (estimated 87 units) will add approximately 10 vehicle trips in the weekday morning commuter peak hour and approximately 18 vehicle trips during the weekday evening commuter peak hour, as compared to the approximately two (2) trips in the weekday morning commuter peak hour and approximately three (3) vehicle trips during the weekday evening commuter peak hour generated under existing zoning.

Zoning Requirements

Table 2 below details DDOT’s estimates of the theoretical zoning requirements for each of the evaluated development scenarios. Note that the exact requirements would be determined by the Zoning Administrator and would be based on the specific development program ultimately proposed.

Since the site is located within ½ mile of a Metrorail station (approximately 0.10 mile from the Shaw-Howard Metro Station), DDOT encourages the Applicant to take advantage of the 50% reduction in the vehicle parking minimum, per ZR16 Subtitle C, Section 702.1(a), if and when the site develops. Additionally, DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of ZR16.

Given this site’s proximity to a Metrorail Station, DDOT would expect the Applicant provide no more than a 0.25 spaces per residential unit parking ratio based on the guidance provided in DDOT’s January 2022 *Guidance for Comprehensive Transportation Review*.

The project must also meet all bicycle parking and loading requirements. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking Design Guidelines*. Additionally, at least 5% of spaces should be designed for larger cargo/tandem bikes and 10% of spaces served by electrical outlets for e-bikes and scooters.

**Table 2 | Zoning Requirements for Vehicle Parking and Bicycle Parking**

Development Scenario	Development Program	ZR16 Min. Vehicle Parking Spaces	DDOT Max. Vehicle Parking Spaces	ZR16 Long-Term Bicycle Spaces	ZR16 Short-Term Bicycle Spaces
Maximum Current Matter-of-Right in RF-1 Zone	20 Residential Units 2,000 SF Retail	3	8	0	1
Maximum Future Matter-of-Right in ARTS-2 Zone	87 Residential Units 15,000 SF Retail	22	41	30	9

DDOT encourages the Applicant to provide a minimum of 1 EV space for every 50 spaces. It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready starting January 1, 2022. At this time, the law has not gone into effect because it has not been funded. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

**STREETSCAPE AND PUBLIC REALM**

If the site develops or there are any substantial renovations to future buildings, 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, there are potential access and public space issues that the Applicant should be aware of and continue to coordinate with DDOT on, if and when the site develops:

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network. The closest alley entrance is from S Street NW;
- No new curb cuts to the property on S St should be proposed. All existing curb cuts from a public street to these lots, if any, should be closed;
- Storage of vehicles in the public space, specifically the “public parking area”, is not permitted. This area should be restored to green space;
- The sidewalk along S Street is a minimum of 8 feet wide and constructed of brick; and
- Ensure any pedestrian entrances to a future multi-family building are at-grade with the public sidewalk so that no stairs or ramps are required in public space.

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 when a future development is proposed.

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.

AC:sm