

# 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:** September 6, 2022

**SUBJECT:** ZC Case No. 22-11 – 807 Maine Avenue SW

---

#### PROJECT SUMMARY

MCRT Investments, LLC (the “Applicant”) seeks approval of a Consolidated Planned Unit Development (PUD) and Related Map Amendment application to redevelop a property bounded by 7<sup>th</sup> Street SW to the east, Maine Avenue SW to the south, and the Thomas Jefferson Middle School Academy to the north and west in the MU-10 zone. The site currently contains an existing office building for the Disabled American Veterans (DAV) that will be demolished. The proposed development includes the following:

- 202 dwelling units;
- Approximately 7,500 SF ground-floor retail;
- 78 vehicle parking spaces;
- 84 long-term and 12 short-term bicycle parking spaces; and
- One (1) 30-foot berth and two (2) 20-foot delivery spaces.

#### 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 action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The project will shift the existing driveway on 7<sup>th</sup> Street SW southward to provide safer spacing from the I Street intersection;

- The project meets or exceeds all zoning requirements and DDOT standards for vehicle parking, bicycle parking, and loading facilities;
- A Comprehensive Transportation Review (CTR) with a Traffic Impact Analysis (TIA) was not required since the project meets DDOT’s Low Impact Development Exemption criteria in the *2022 Guidance for Comprehensive Transportation Review*. These include:
  - Provide a low off-street vehicle parking supply with two (2) EV charging stations;
  - Provide extra long-term bicycle parking spaces;
  - Location within ½ mile of Metrorail or ¼ mile of Priority Bus;
  - Implement a TDM Plan;
  - Commit to constructing at least one non-auto improvement; and
  - Ensure site access, loading, and surrounding pedestrian network meet DDOT standards.
- DDOT concurs with the Applicant’s proposal to construct a protected bike lane along the site’s 7<sup>th</sup> Street SW frontage. Since it is intended to meet DDOT’s CTR study waiver, DDOT requests it be included as a condition of approval; and
- The proposed TDM Plan, in conjunction with the bike lane construction, is sufficiently robust to encourage non-auto travel and support the low assumed auto mode share.

**RECOMMENDATION**

DDOT has no objection to the approval of this Consolidated PUD and Related Map Amendment application with the following conditions included in the Final Zoning Order:

- The Applicant will implement the Transportation Demand Management (TDM) Plan as proposed in the August 1, 2022 Transportation Statement (Attachment 1), for the life of the project, unless otherwise noted, with the following revision:
  - In the Order, state the specific minimum number of long-term bicycle parking spaces to be provided as horizontal on the floor, cargo/tandem-sized, and served by electrical outlets. They are currently cited as percentages in the TDM Plan.
- Prior to issuance of a Certificate of Occupancy, the Applicant will design, fund, and construct a protected bicycle lane on the west side of 7<sup>th</sup> Street between I Street SW and Maine Avenue SW, as well as any infrastructure determined necessary by DDOT to manage the conflicts between buses and bicycles, subject to DDOT approval.

**CONTINUED COORDINATION**

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Public space, including the protected bicycle lane, curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the Applicant’s initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;

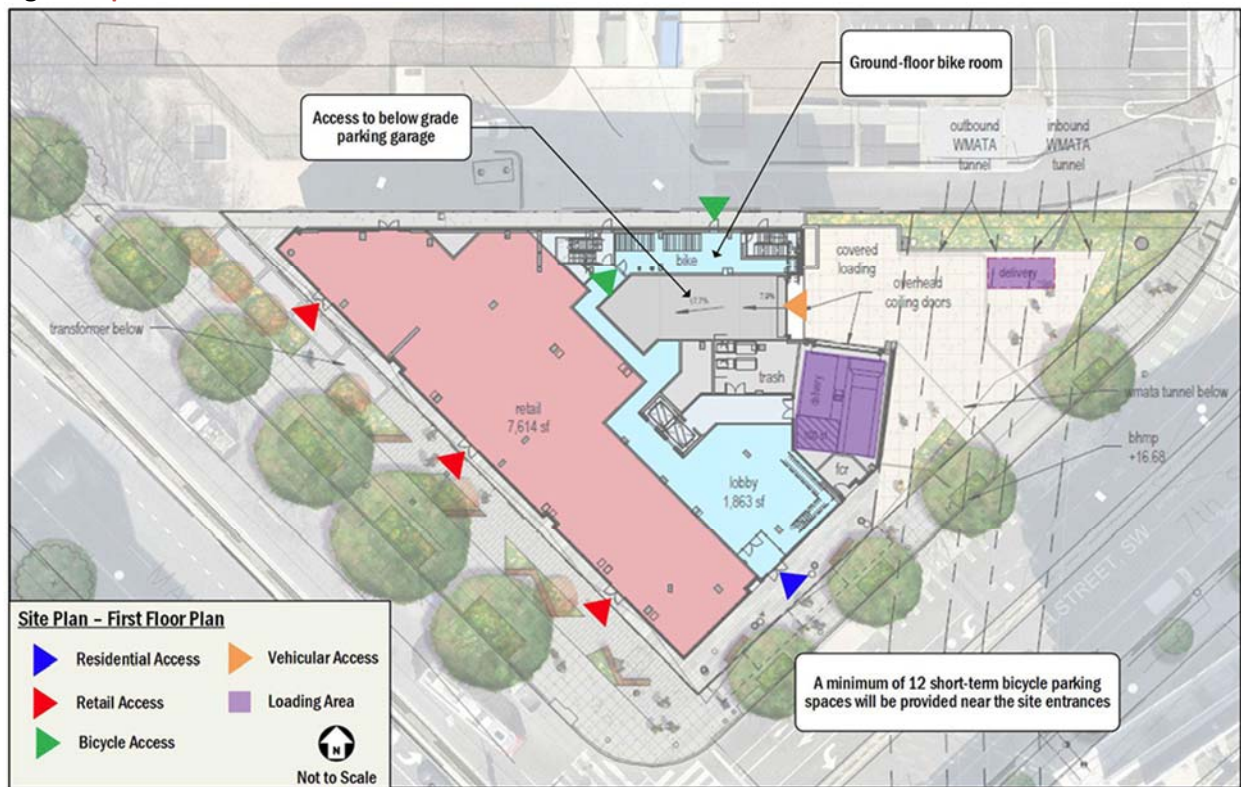
- Coordinate with DDOT’s Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 6 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property as well as any street trees in public space;
- Coordinate with DDOT’s TDM Team and goDCgo on the implementation of the TDM Plan; and
- Continue coordination with DDOT on the following public space design elements noted in the Streetscape and Public Realm section of this report, notably the protected bike lane and bus stop design.

**TRANSPORTATION ANALYSIS**

Site Access

Pedestrian access to the ground floor retail space is proposed along the Maine Avenue frontage. Primary residential access for pedestrians will be along 7<sup>th</sup> Street. Bicycles can access long-term bicycle parking on the ground and G1 levels through both the residential lobby and the private driveway. Vehicular, truck, and trash access will be via the proposed curb cut on 7<sup>th</sup> Street to the parking garage and loading berths. Figure 1 below shows the site layout of the proposed project.

**Figure 1 | Site Plan**



Source: Gorove/Slade 8/1/22 Transportation Statement, Figure 13

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the

mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were informed by the Census, WMATA’s 2005 Development-Related Readership Survey, and mode splits used for nearby developments. The mode splits assumed were 20% automotive for residential and 5% for retail, the remainder of trips are anticipated to be made by transit, walking, or bicycling.

The Applicant provided trip generation estimates which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 222 High-Rise Multi-Family, Code 822 Strip Retail) and the assumed mode-split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate and that the mode splits, trip generation estimates, and parking supply are all in balance.

As shown below in Figure 2, while the amounts of person and vehicle trips are expected to be minimal, they do meet DDOT’s thresholds in the January 2022 *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). Because the site meets DDOT’s criteria for a Low Impact Development Exemption (e.g., proximate to transit, low parking ratio, additional bike parking, and committing to a non-auto physical improvement, among others), a Comprehensive Transportation Review (CTR) study with traffic impact analysis (TIA) was not required. Instead DDOT required a Transportation Statement including a TDM Plan.

**Figure 2 | Multi-Modal Trip Generation Summary**

Mode	Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Auto	Residential	3	6	9	6	5	11	8	8	16
	Retail	1	0	1	1	2	3	1	2	3
	Existing Office	-17	-2	-19	-3	-17	-20	-3	-2	-5
	<b>Total</b>	<b>-13</b>	<b>4</b>	<b>-9</b>	<b>4</b>	<b>-10</b>	<b>-6</b>	<b>6</b>	<b>8</b>	<b>14</b>
Transit	Residential	10	20	30	19	16	35	26	27	53
	Retail	7	5	12	16	16	32	16	16	32
	Existing Office	-30	-4	-34	-7	-28	-35	-5	-4	-9
	<b>Total</b>	<b>-13</b>	<b>21</b>	<b>8</b>	<b>28</b>	<b>4</b>	<b>32</b>	<b>37</b>	<b>39</b>	<b>76</b>
Bike	Residential	1	2	3	2	1	3	2	3	5
	Retail	2	1	3	5	4	9	5	4	9
	Existing Office	-3	0	-3	-1	-2	-3	0	-1	-1
	<b>Total</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>13</b>
Walk	Residential	3	7	10	7	5	12	10	9	19
	Retail	10	6	16	23	22	45	24	21	45
	Existing Office	3	0	3	1	2	3	0	-1	-1
	<b>Total</b>	<b>16</b>	<b>13</b>	<b>29</b>	<b>31</b>	<b>29</b>	<b>60</b>	<b>34</b>	<b>29</b>	<b>63</b>

Source: Gorove/Slade 8/1/22 Transportation Statement, Table 6

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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.

The Applicant is required by zoning to provide a minimum of 35 parking spaces for 202 residential units and 7,600 SF retail after accounting for the allowable 50% reduction for being close to priority rail or bus service. Per the Applicant's Architectural Plans, the Applicant is providing 78 off-street parking spaces, which is in line with DDOT's preferred parking maximums for site. Since this site is between 0.25 and 0.50 mile from Metrorail and the total number of parking spaces is below DDOT's preferred maximum of 79 vehicle parking spaces, the project meets DDOT's Low Impact Development Exemption from a CTR.

#### Bicycle Parking

The Applicant is required by zoning and DCMR 18 to provide 69 long-term and 12 short-term bicycle parking spaces for 202 residential units and 7,500 SF retail. The Applicant is proposing 84 long- and 12 short-term bicycle parking spaces, exceeding these minimums. The additional 15 long-term spaces meets the bicycle parking requirements of the Low Impact Development Exemption from a CTR. As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the 2022 DDOT *CTR Guidelines* for design best practices.

When the Zoning Order is drafted, rather than cite percentages, DDOT requests the Applicant specify the specific minimum number of spaces in the storage room to be located horizontally on the floor or bottom of a two-tier rack system (50% or 30 spaces), the amount served by electrical outlets (10% or 7 spaces), and the amount (5% or 3 spaces) to be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet).

#### Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading. The project is meeting this requirement by ensuring head-in/head-out truck maneuvers through public space.

Per Subtitle C § 901.1 and § 901.4 of the Zoning Regulations, residential development with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. Zoning allows for these facilities to be shared with the retail component of this project. The Applicant is proposing to meet the zoning requirements and practical needs for loading by providing a total of one (1) 30-foot berth, two (2) 20-foot delivery spaces, and loading platforms.

The Applicant proposes in the August 1, 2022 Transportation Statement to voluntarily implement a Loading Management Plan (LMP). Since the project meets both zoning regulations and DDOT standards for loading design, it is not requested to be included as a condition of approval. Instead, one of the TDM Plan conditions requires that the LMP be provided to the site's future Transportation Coordinator.

## **STREETSCAPE AND 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 gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (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 circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's most recent version of the *Design and Engineering Manual (DEM)* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- The District Government-owned parcel fronting Maine Avenue SW should be treated as if it were DDOT public space and be as green and 'park-like' as possible. The Applicant should continue to coordinate with DDOT and DMPED on the Transfer of Jurisdiction;
- Ensure the required protected bicycle lane on 7<sup>th</sup> Street SW meets DDOT's bicycle lane standards and is designed to accommodate the existing bus stop;
- Close the existing curb cut and driveway to 7<sup>th</sup> Street SW and restore the former driveway to green space. The proposed curb cut design and intersection spacing must meet DEM design requirements;
- Minimize the amount of pavement and maximize green space in public space along Maine Avenue SW;
- Any vaults should be out of the sidewalk area and screened from view;
- Provide a plan showing the detailed design of the long-term bike storage room during permitting so PSD can confirm it meets zoning design requirements and 2018 *Bike Parking Guide* best practices; and
- Determine final locations for the inverted-U bicycle racks.

DDOT staff will be available to provide additional guidance during these processes and encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design related comments provided by DDOT and OP.

## **TRANSPORTATION DEMAND MANAGEMENT**

As part of all land development cases, DDOT requires the Applicant to develop a comprehensive TDM plan to help mitigate an action's transportation impacts. 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 mass transit, bicycle

and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the August 1, 2022 Transportation Statement, which is included to this report as Attachment 1. In conjunction with the Applicant's proposal to construct a protected bike lane along the 7<sup>th</sup> Street frontage, DDOT finds the TDM Plan sufficiently robust to encourage non-automotive travel and support the assumed low auto mode share.

**ATTACHMENTS**

- 1) Transportation Demand Management Plan, Gorove/Slade, August 1, 2022

AC:eb



# ATTACHMENT 1

## Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of TDM strategies the Applicant proposes for the 807 Maine Avenue SW development. Since the Applicant is seeking a Low Impact Development exemption, an enhanced TDM plan will be implemented. As part of the site's TDM plan, the Applicant proposes the following TDM measures:

### **Residential TDM Plan**

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile;
- Identify a Transportation Coordinator for the planning, construction, and operations phases of development;
  - The Transportation Coordinator will:
    - Act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
    - Conduct an annual commuter survey of building employees and residents on-site and report TDM activities and data collection efforts to goDCgo once per year;
    - Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications; and
    - Subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that will, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;
  - Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- Provide residents who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or another comparable service if MWCOG does not offer this in the future;
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment;
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident;
- Provide at least 12 short- and 84 long-term bicycle parking spaces across the site, exceeding ZR16 minimum requirements for at least 12 short- and 69 long-term bicycle parking spaces;
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum 5% of spaces (two spaces) that will be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces (five spaces) that will be designed with electrical outlets for the charging of electric bikes and scooters;
  - There will be no fee to building residents for the usage of the bicycle storage room.



- Install a minimum of two (2) electric vehicle (EV) charging station, per DDOT recommendations of a minimum of one (1) out of every 50 vehicle parking spaces being served by an EV charging station;
- Direct the Transportation Coordinator to submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Office of Zoning for inclusion in the IZIS case record of the case following the issuance of a Certificate of Occupancy for the Project; and
- Direct the Transportation Coordinator to submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order following the issuance of a certificate of occupancy for the Project.

### **Retail TDM Plan**

- Unbundle the cost of parking from the cost to lease the building or unit and charge only hourly, daily, or weekly rates;
  - Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator for the planning, construction, and operations phases of development, including a Transportation Coordinator for each tenant and the entire site;
  - The Transportation Coordinators will:
    - Act as the points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
    - Conduct an annual commuter survey of employees on-site and report TDM activities and data collection efforts to goDCgo once per year;
    - Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
    - Receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan; and
    - Demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes, including links to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones;
- Provide employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future;
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment;
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee;
- Provide at least 12 short- and 84 long-term bicycle parking spaces across the site, exceeding ZR16 minimum requirements for at least 12 short- and 69 long-term bicycle parking spaces;
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum 5% of spaces (two spaces) that will be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces (five spaces) that will be designed with electrical outlets for the charging of electric bikes and scooters;

- 
- There will be no fee to building employees for usage of the bicycle storage room.
  - Install a minimum of two (2) electric vehicle (EV) charging station, per DDOT recommendations of a minimum of one (1) out of every 50 vehicle parking spaces being served by an EV charging station;
  - Direct the Transportation Coordinator to submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Office of Zoning for inclusion in the IZIS case record of the case following the issuance of a Certificate of Occupancy for the Project; and
  - Direct the Transportation Coordinator to submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order following the issuance of a certificate of occupancy for the Project.