

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Associate Director *MS*

DATE: December 5, 2025

SUBJECT: ZC Case No. 25-02 – 1010 North Capitol Street NW (Northwest One)

PROJECT SUMMARY

NW One Phase 3 Owner, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 25,452-square-foot property from MU-4 to MU-9A. The subject property is located at 1010 North Capitol Street NW (Square 621, Lot 860) on the northwest corner of North Capitol Street and K Street NW. The site currently is improved with a surface parking lot.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the Map Amendment process to evaluate the requested zoning change and inform the Zoning Commission on the order of magnitude impacts on the transportation network. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is less than ½ mile from the Union Station Metrorail Station;
- The proposed MU-9A zone would allow for approximately 135 more residential units on the property than the maximum allowed under the existing MU-4 zoning;
- The increased density is expected to generate an increase in the amount of transit, biking, and walking trips, and a minor increase in the amount of generated vehicle trips;
- The additional vehicle trips generated by the additional density are expected to have a minimal impact on the roadway network;
- Any future development proposals must analyze the potential impact of the additional vehicle trips generated by the additional density on the roadway network in accordance with DDOT’s most recent *Guidance for Comprehensive Transportation Review*;

- The site is near a Metrorail station, and DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT's May 2024 *Guidance for Comprehensive Transportation Review*, the development would ideally provide no more than 0.35 vehicle spaces per unit (approximately 1 space per 3 units);
- 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 Title 11 of the *District of Columbia Municipal Regulations (DCMR)* Subtitle C, § 801 and Title 18 of the *DCMR* § 1214;
- The site currently has access to an existing 20-foot rear public alley. When the site redevelops, it is expected that all loading, trash pick-up, and vehicle parking access will take place from this alley;
- DDOT will not support any new curb cuts to the property from North Capitol Street or K Street. The Applicant will be required to close the existing curb cut to K Street; and
- The proposed rezoning would support nearby transit and generate additional foot traffic to support nearby businesses. This is consistent with DDOT's approach to infill sites which should be dense, compact, transit-oriented, and improve the public realm.

RECOMMENDATION

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 if the rezoning is granted, it is expected that the Applicant will coordinate with DDOT through the permitting process on the following actions to minimize impacts of a future development proposal on the transportation network:

- Depending on the final development program and if any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), a Comprehensive Transportation Review (CTR) study or some other transportation analysis may be required;
- A Transportation Demand Management (TDM) Plan may be required if a curb cut is requested, the contents of which will be commensurate with the land use, parking supply, and scale of future development, in accordance with the most recent *Guidance for Comprehensive Transportation Review*;
- When the property develops, the site should be designed so that loading occurs without trucks performing backing maneuvers through sidewalk space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary;
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 6 Arborist regarding the preservation of any existing Heritage Trees or Special Trees on the property. According to the District's [Tree Size Estimator map](#), the property's street frontage has multiple Special Trees; and
- Continue coordination with DDOT on the public space design elements noted in the Streetscape and Public Realm section of this report.

TRANSPORTATION ANALYSIS

Mode Split and Trip Generation Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of mixed-use development scenarios under the existing MU-4 with the proposed MU-9A zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing MU-4 zone allows for the site to be developed with moderate-density mixed-use development. If rezoned to MU-9A, the site could potentially achieve a 7.8 FAR for a mixed-use development assuming an Inclusionary Zoning (IZ) bonus. It is estimated that a maximum of 198 residential units and 20,000 square feet of ground-floor retail could be constructed on-site if the rezoning to MU-9A is granted, as compared to approximately 63 dwellings with the same amount of ground-floor retail under MU-4.

It is important to note that a specific development has not been proposed and that these are just estimates of a potential development based on lot size, lot coverage, FAR, by-right uses, and building heights allowed by zoning, which DDOT obtained from the Office of Planning Setdown Report. Granting the rezoning would not lock in the development program estimated in this report since the MU-9A allows for a wider range of uses and the site may include additional constraints that will affect the amount of developable space.

To determine the number of trips generated by each scenario, DDOT utilized the rates published in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* webtool. A 60% non-auto mode share was assumed based on the site's proximity to Metrorail. Table 1 below presents a summary of DDOT's estimate of person and vehicle trips for each development scenario.

As shown below, development of the site with the maximum number of allowable units (estimated 198 units) and ground-floor retail will generate approximately 117 person trips in the weekday morning peak hour and approximately 215 person trips during the weekday evening peak hour, as compared to the approximately 58 and 153 person trips during the weekday morning and evening, respectively, that could be generated under max build-out under existing zoning. This represents a moderate increase in person trips on the transportation network.

Table 1 | Trip Generation Comparison

Development Scenario	Estimated Development Program	AM Peak Person Trips	PM Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips
Maximum Current Matter-of-Right in MU-4 Zone	63 Residential Units 20,000 square feet Retail	58	153	13	27
Maximum Future Matter-of-Right in MU-9A Zone	198 Residential Units 20,000 square feet Retail	117	215	34	48
Net Change Max MU-4 to Max MU-9A	+135 Multi-Family Dwellings	+59	+62	+20	+21

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within ½ mile of the Union Station Metrorail Station, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Title 11 of *DCMR*, Subtitle C, § 702.1(a), when the site redevelops.

According to DDOT's January 2022 *Guidance for Comprehensive Transportation Review*, a site this proximate to priority transit should provide no more than 0.35 spaces per residential unit (1 space per 3 units). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. During public space permitting, the Applicant will be required to commit to a Transportation Demand Management (TDM) plan if the project has 20 or more residential units and a curb cut, the contents of which will be determined at that time and will be influenced by the amount of off-street parking provided. The Applicant will need to meet the requirements for electric vehicle (EV) charging infrastructure in accordance with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027.

The project must meet all bicycle parking requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking, showers, and lockers requirements of Title 11 of the *DCMR* Subtitle C § 800 and Title 18 of *DCMR* § 1214. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking Design Guide*. As required by zoning, at least 50% of long-term bicycle parking spaces must be located horizontally on the floor or easily accessible on the bottom level of a two-tier rack system. Additionally, DDOT requires at least 5% of spaces to be designed for cargo and larger bikes (10 feet by 3 feet rather than 6 feet by 2 feet) and 10% of spaces to be served by electrical outlets for e-bikes and scooters.

If the redevelopment proposal triggers loading requirements, the Applicant must ensure that there is no backing of trucks across the sidewalk and that all movements through sidewalk space are head-in/head-out with turns occurring on private property or an alley. Loading access must be provided via the alley. If the project has more than three (3) residential units, the Applicant must contract a private trash collection service. Trash must be stored on private property out of view of the sidewalk and collected from the alley or parking area. Move-ins and move-outs should occur from a loading berth, off-street parking space, or alley. Future residents may also obtain "emergency no parking" signs through DDOT's Transportation Online Permitting System (TOPS) to reserve an on-street parking space for move-ins and move-outs.

The exact zoning requirements for vehicle parking, bicycle parking, and loading will be determined by the Department of Buildings (DOB) and based on the specific development ultimately proposed.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are three (3) Special trees within the site's street frontage. DDOT expects that the Applicant coordinate with the Ward 6 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

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, streetlights, 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, when the site develops:

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must occur via the existing rear public alley;
- No new curb cuts to the property from K Street NW or North Capitol Street should be proposed. The existing curb cut on K Street must be closed;
- DDOT-compliant streetscape should be constructed along the entirety of the site frontage, including sidewalks of at least 8 feet of clear width and tree boxes of at least 4 but preferably 6 feet in width;
- If the redevelopment proposal triggers loading requirements, ensure there is no backing of trucks across the sidewalk and all movements through sidewalk space are head-in and head-out;
- 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;
- Provide a plan showing the detailed design of the long-term bike storage room so DDOT can confirm it meets the requirements of Title 11 of *DCMR* Subtitle C, § 800, Title 18 of *DCMR* § 1214, and DDOT *Bike Parking Guide* best practices; and
- During permitting, submit a Curbside Management Plan for all public streets surrounding the site showing existing and proposed signage and curbside designations.

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.

MS:nh