

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *KB* Kelsey Bridges
Manager, Neighborhood Planning Branch

DATE: June 9, 2026

SUBJECT: ZC Case No. 26-01 – 800-811 R Street NW

PROJECT SUMMARY

LWH 801 R, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 65,568-square-foot property from RA-2 to MU-10. The subject property is located at 800-811 R Street NW (Square 0395, Lot 55) bounded by 8th Street and 9th Street NW. The site is currently developed with multiple three-story apartment buildings constructed in 1963.

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 within one eighth mile of the Shaw-Howard Metrorail Station and multiple high-frequency bus routes;
- The proposed MU-10 (Mixed-Use – Medium Density) zone would allow for approximately 295 more residential units and 65,568 square feet more retail on the property than the maximum allowed in the existing RA-2 zoning;
- The increased density is expected to generate an increase in the amount of transit, biking, driving and walking trips;
- The additional vehicle trips generated by the additional density are expected to have a minimal impact on the roadway network;
- The site is located near several transit options, and DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT’s

Guidance for Comprehensive Transportation Review, the development would ideally provide no more than 0.25 vehicle spaces per residential unit (1 per 4 units) and could provide no parking at all;

- If a curb cut is proposed for the project it should be located on the lower volume street (8th Street NW) and the curb cut on 9th Street should be closed;
- 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; 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 at the time of curb cut approval, the contents of which will be commensurate with the land use, parking supply, and scale of future development, in accordance with the *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 2 Arborist regarding the preservation of any existing Heritage Trees or Special Trees at the site. According to the District's [Tree Size Estimator map](#), the site has 16 Special Trees on the property and in public space on adjacent streets; 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 residential development scenarios under the existing RA-2 and the proposed MU-10 zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing RA-2 zone allows for the site to be developed with moderate-density residential. If rezoned to MU-10, the site could achieve up to a 7.2 floor area ratio (FAR) for a mixed-use development assuming an Inclusionary Zoning (IZ) bonus. It is estimated that a maximum of 452 residential units and 65,568 square feet of retail could be constructed on-site if the rezoning to MU-10 is granted, as compared to approximately 157 units and no retail under RA-2.

It is important to note that a specific development has not been proposed and that these are 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 MU-10 allows for a wide 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 75% residential non-auto mode share was assumed based on the site's proximity to Metrorail.

Table 1 summarizes DDOT's estimates of person trips and vehicle trips for the existing RA-2 scenario and the proposed MU-10 scenario. Development under the MU-10 zone would generate increases in person trips across all modes compared to the RA-2 scenario. DDOT expects these additional trips to have a manageable impact on the surrounding roadway network.

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 Build-out under Existing Zoning	157 Residential Units	69	72	15	15
	0 SF Retail				
RA-2	0 SF Office				
	0 Hotel Rooms				
Maximum Build-out under Proposed Zoning	452 Residential Units	297	614	50	77
	65,568 SF Retail				
MU-10	0 SF Office				
	0 Hotel Rooms				
Net Change Existing vs Proposed Zoning	+295 Residential Units	229	541	35	62
	+65,568 SF Retail				
	0 SF Office				
	0 Hotel Rooms				

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within one half mile of the Shaw-Howard 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 *Guidance for Comprehensive Transportation Review*, a site this proximate to priority transit should provide no more than 0.25 spaces per residential unit (1 space per 4 units) and could provide no parking. The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. If the project has 20 or more residential units and a curb cut, the Applicant will be required during public space permitting to commit to a Transportation Demand Management (TDM) plan, 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 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. 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. Move-ins and move-outs should occur from a loading berth or off-street parking space, if provided.

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

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are 16 Special trees on the property and within public space adjacent to the site. DDOT expects that the Applicant coordinate with the Ward 2 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 DDOT's Urban Forestry Division, a Tree Protection Plan 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:

- 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/head-out;
- Design the site access with only one (1) curb cut on the lower volume street (8th Street NW);
- 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;
- 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.

KB:eo