


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: April 2, 2018

SUBJECT: ZC Case No. 17-26 – Michigan Avenue/Irving Street NE Map Amendment

PROJECT SUMMARY

MIRV Holdings, LLC (the “Applicant”) seeks approval for a Map Amendment to rezone a 5.5 acre property from unzoned to the MU-5-B zone. The site is located at the southwest corner of Michigan Avenue and Irving Street NE (Parcel 121/31) in Ward 5. The site currently contains a surface parking lot and unimproved land. As noted in the Applicant’s Statement of Support in the record, the proposed rezoning will facilitate two options for a mixed-use development for the site that includes hotel, residential, and retail uses. The site is subject to a previously approved First-Stage Planned Unit Development (PUD) and related Map Amendment of C-3-A with a development program containing the same uses which the Applicant does not intend to advance through to construction.

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

- The proposed MU-5-B zoning designation under ZR 16 would increase the maximum development density allowable on the site by 0.2 FAR when accounting for the Inclusionary

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Zoning (IZ) bonus compared to the C-3-A zoning designation under ZR 58 associated with the approved First-Stage PUD;

- This FAR increase could theoretically yield additional minimal development on-site, as compared to the maximum allowed under the C-3-A zoning;
- Development Option B represents a reasonable analysis of the trip generation impacts for the maximum achievable matter-of-right densities under MU-5-B when accounting for roads, sidewalks, and open spaces required to support development within the 5.5 acre site;
- Development Option B is projected to increase AM vehicle trips by 2 and PM vehicle trips by 104 when compared to the approved First-Stage PUD;
- Significantly fewer parking spaces would be required for either development option compared to the First-Stage PUD. Lower parking provision is likely to result in fewer vehicular impacts to the adjacent road network;
- Any new development for the site would be subject to ZR 16, which would result in significantly more short- and long-term bicycle parking spaces that required of the First-Stage PUD; and
- The requirements for loading berths and delivery spaces would fluctuate depending on the mixed-use combination.

DDOT has no objection to the approval of the requested Map Amendment.

Continued Coordination

The Applicant should continue to work with DDOT on the following matters:

- The Applicant will be required to scope and provide a Comprehensive Transportation Review (CTR) study to DDOT as part of the public space permitting process;
- Develop and implement an appropriate Transportation Demand Management (TDM) plan;
- Reconfigure the northbound North Capitol Street to eastbound Irving Street ramp to eliminate the overlap between the ramp and the proposed site access points. This requires DDOT approval of an Interchange Modification Report (IMR);
- Address potential weave conflicts between the proposed signalized site access point and the existing National Basilica parking lot exit;
- Ensure consistency of public space plans with DDOT's short- and long-term plans to install an east-west bicycle facility along Irving Street;
- Implementation of all physical improvements required of the First-Stage PUD subject to DDOT permitting; and
- Design all elements in public space, in particular the design of the internal streets to contain DDOT standard multimodal facilities with appropriate intersection design as the streets meet adjacent public streets.

TRANSPORTATION ANALYSIS

Vehicle Trip Comparison

In order to determine the vehicle impacts on the transportation network from the proposed rezoning, the Applicant conducted a trip generation comparison of the two proposed development options to the trip generation under the approved First-Stage PUD and associated C-3-A zoning designation. Of note, the C-3-A zone permits a 4.0 floor area ratio (FAR).

The Applicant’s analysis includes trip generation evaluations of the two proposed development options that would be facilitated by the rezoning of the site. Option A includes approximately 610 residential units, 30,000 square feet of ground floor retail, and 265 hotel rooms. Option B includes approximately 425 residential units, 30,000 square feet of ground floor retail, and 500 hotel rooms. For both options, an FAR of 4.2 was assumed for each residential parcel, which is the maximum FAR permitted in the MU-5-B zone with IZ density bonus. An FAR of 3.5 was assumed for each hotel parcel, which is the maximum FAR permitted in the MU-5-B zone for permitted non-residential units. Therefore, Option B represents a reasonable analysis of the trip generation impacts for the maximum achievable matter-of-right densities under MU-5-B when accounting for roads, sidewalks, and open spaces required to support development within the 5.5 acre site. Table 1 provides the net difference in vehicle trips for the two development options compared to the approved First-Stage PUD.

Baseline Scenario - First-Stage PUD	Development Program	AM Vehicle Trips	PM Vehicle Trips
C-3-A	637 hotel rooms 5,000 SF restaurant 18,000 SF retail 120 dwelling units	360	390
Option #1 - Mixed Use Residential Focus	Development Program	AM Person Trips	PM Person Trips
MU-5-B	265 hotel rooms 30,000 SF retail 610 dwelling units	320	419
Comparison to Baseline	-372 hotel rooms -7,000 SF retail +490 dwelling units	-40	+29
Option #2 - Mixed Use Hotel Focus	Development Program	AM Person Trips	PM Person Trips
MU-5-B	500 hotel rooms 30,000 SF retail 425 dwelling units	362	494
Comparison to Baseline	-137 hotel rooms -7,000 SF retail +305 dwelling units	+2	+104

Table 1 - Trip Generation Comparison (Applicant)

Zoning Requirements

A comparison of the Zoning requirements for vehicle parking, bicycle parking, and loading comparison of the two proposed development options to the requirements under the approved First-Stage PUD and associated C-3-A zoning designation follows in Table 2.

Scenario ¹	Vehicle Parking Spaces §701.5	Bicycle Parking Spaces §802.1	Loading Berths / Delivery Spaces §901.1
Baseline Scenario - First-Stage PUD²	695 spaces	40 long-term ⁵ ; Unspecified Short-Term	1 55-foot berth 3 30-foot berths 1 20-foot service/delivery space Plus additional undetermined facilities for Phase 2
Option #1 - Mixed Use Residential Focus³	291 spaces ⁴	217 Long-Term; 43 Short-Term ⁶	To be determined ⁷
Option #2 - Mixed Use Hotel Focus³	277 spaces ⁴	165 Long-Term; 35 Short-Term ⁶	To be determined ⁷
<p>Notes:</p> <p>¹ The zoning requirements in this table are just DDOT estimates for the proposed development options. The Department of Consumer and Regulatory Affairs (DCRA) will make an official determination as to the required number of vehicle parking spaces, bike parking spaces, and loading berths.</p> <p>² Based on the approved First-Stage PUD.</p> <p>³ Assumes 400 square feet per hotel room (including amenity space)</p> <p>⁴ Assumes no parking reductions for proximity to Metro stations per § 702.2.</p> <p>⁵ Bicycle parking spaces were not specifically identified in the First-Stage PUD. The PUD was subject to ZR 58, which did not require short- or long-term bicycle parking. However, the residential units would have required 1 long-term bicycle parking space per 3 residential units per DC Code, for a total of 40 spaces.</p> <p>⁶ No reductions per § 802.2 were assumed.</p> <p>⁷ To be determined based on allocation of each use to the proposed buildings. Loading requirements set forth in Table C § 901.1.</p>			

Table 2 – Zoning Requirements for Vehicle Parking, Bicycle Parking, and Loading

Public Space

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.

DDOT expects the Applicant to work closely with DDOT and the Office of Planning 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 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.

Close coordination is required for the design of the internal streets within the site with a particular focus on the design of the streets as they intersect with public streets. Internal streets are expected to be

designed and constructed to DDOT standards, and intersections with DDOT streets should be designed as street intersections rather than curb cuts.

Through the public space permitting process, the Applicant will be required to address potential weave conflicts between the proposed signalized site access point and the existing National Basilica parking exit and ensure consistency of public space plans with DDOT's short- and long-term plans to install an east-west bicycle facility along Irving Street. Furthermore, vehicular access on Irving Street is highly unlikely to be approved without a reconfiguration of the northbound North Capitol Street to eastbound Irving Street ramp to eliminate the overlap between the ramp and the proposed site access points. This requires DDOT approval of an IMR.

The Applicant will be required to scope and provide a Comprehensive Transportation Review (CTR) study to DDOT as part of the public space permitting process. The Applicant is expected to implement the following physical improvements previously identified in the PUD review subject to permitting including but not limited to the following elements:

- Reconfigure the eastbound approach of the Irving Street/Michigan Avenue intersection to create an orthogonal intersection;
- Commit to the installation of a traffic signal and pedestrian crossings at the easternmost site access point on Irving Street.

JS:jr