

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 
Associate Director

DATE: December 9, 2022

SUBJECT: ZC Case No. 22-22 – 1100 6th Street NW

PROJECT SUMMARY

Preservation DC L&6, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone an 8,586 SF property from RA-2 to MU-8A. The subject property is located at 1100 6th Street NW (Square 0449, Lot 64) and bounded by residential property to the north, 6th Street NW to the east, L Street NW to the south, and a private building to the west. The site currently contains an existing vacant building and vacant land.

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 MU-8A (Mixed Use) zone would allow for approximately double the number of residential units, and more retail square footage;
- From a vehicle trip generation standpoint, maximum redevelopment in the proposed MU-8A zone could generate an additional 5 AM peak hour trips and 9 PM peak hour trips, as compared to a matter-of-right redevelopment in the RA-2;
- The additional trips generated by the site are expected to have a minimal impact on the transportation network;

- DDOT concurs with the proposed zoning change to further support nearby transit and generate additional foot traffic to support nearby businesses. This is consistent with DDOT’s approach to transit-oriented sites which should be dense, compact, and improve the public realm;
- Since the site is within ¼ mile of WMATA Priority Corridor Network Metrobus Routes and ½ mile of the Mount Vernon Square 7th Street Convention Center Metrorail station, DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT’s January 2022 *Guidance for Comprehensive Transportation Review*, ideally no more than 0.35 vehicle spaces per unit (1 per 3 units);
- DDOT expects any on-site loading and trash pick-up take place with head-in and head-out maneuvers;
- The site does not have access to a public alley. As such, DDOT recommends the Applicant explore vehicle parking and loading relief as part of redevelopment to minimize curb cuts needed to serve the site; and
- Any redevelopment 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 11 DCMR 801 and 18 DCMR 1214.

RECOMMENDATION

DDOT has reviewed the Applicant’s request and determined that based on the information provided, the proposed rezoning would likely not impact the District’s transportation network if redeveloped with the most intense matter-of-right uses under MU-8A zoning. Given the subject property is near several major transit routes, and the existing number of vehicle trips would likely not change significantly 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 coordinate with DDOT through the permitting process for a future development proposal on the following actions to minimize impacts to the transportation network:

- Depending on the ultimately proposed redevelopment 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 transportation analysis;
- Develop and implement Transportation Demand Management (TDM) measures commensurate with the land use and scale of future redevelopment, as appropriate;
- With a substantial change in use of the property, all existing curb cuts expire and will require a public space permit for re-use. If the property redevelops, any curb cuts serving the site will require a public space permit and must meet DDOT standards, including that on-site loading and trash pick-up occurs without trucks performing backing maneuvers across sidewalk space;
- 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 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

Mode Split and Trip Generation Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of several residential development scenarios under the existing RA-2 and proposed MU-8A zones. To complete the analysis, DDOT first assessed the theoretical maximum redevelopment potential of the site based on current and proposed zoning.

The existing RA-2 zone allows for the site to be redeveloped with low- to moderate-density residential development. If rezoned to MU-8A, the site could potentially achieve a 6.0 FAR for a mixed-use development assuming an inclusionary zoning (IZ) bonus. It is estimated that a maximum of 44 residential units with first floor retail could be constructed on-site if the rezoning to MU-8A is granted, as compared to approximately 21 dwellings with no first-floor retail under RA-2.

DDOT estimated the amount of person- and vehicle-trips that would be generated by theoretical maximum matter-of-right redevelopments. To determine the number of trips generated by each scenario, DDOT utilized the rates published in the ITE *Trip Generation Manual, 11th Edition* webtool. A 60% non-auto mode share was assumed based on the site’s proximity to Metrorail and Priority Buses. Table 1 below presents a summary of DDOT’s estimate of trips for each development scenario.

As shown, redevelopment of the site with the maximum number of allowable units will generate approximately eight (8) vehicle trips in the weekday morning commuter peak hour and approximately 12 vehicle trips during the weekday evening commuter peak hour, slightly more than the trip estimates of the existing building.

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
Existing Conditions	Vacant	0	0	0	0
Maximum Current Matter-of-Right in RA-2 Zone (Hypothetical Redevelopment)	21 Residential Units 0 SF Retail	9	9	3	3
Maximum Future Matter-of-Right in MU-8 Zone (Hypothetical Redevelopment)	44 Residential Units 6,440 SF Retail	29	60	8	12
Net Change RA-2 to MU-8	+1 Residential Unit +11,478 SF Retail	+20	+51	+5	+9

Zoning Requirements

Table 2 below details DDOT’s estimates of the theoretical vehicle parking and bike parking zoning requirements for each of the evaluated redevelopment scenarios. Note that the exact requirements will

be determined by the Department of Buildings (DOB) and will be based on the specific redevelopment ultimately proposed. This also includes any required loading facilities.

Since the site is located within ¼ mile of the 7th Street NW Priority Corridor Network Metrobus Routes and ½ mile of the Mount Vernon Square 7th Street Convention Center Metrorail station, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Subtitle C, Section 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 unit (1 space per 3 units). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. The Applicant may be required to commit to a TDM plan if the site redevelops, the contents of which will be determined at that time and will be influenced by the amount of off-street parking provided.

While not a zoning requirement, DDOT encourages the Applicant to provide a minimum of 1 electric vehicle (EV) charging station 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. 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.

The project must meet all bicycle parking and loading requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of 11 DCMR 801 and 18 DCMR 1214. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking Design Guidelines*. 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 be designed for larger cargo/tandem 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.

Table 2 | Zoning Requirements for Vehicle Parking and Bicycle Parking

Development Scenario	Estimated Development Program	Min Vehicle Parking Spaces*	DDOT Preferred Max Parking**	Bicycle Parking Long-Term	Bicycle Parking Short-Term
Existing Conditions	Vacant	N/A	N/A	N/A	N/A
Maximum Current Matter-of-Right in RA-2 Zone (Hypothetical Redevelopment)	21 Residential Units 0 SF Retail	3	7	7	1
Maximum Future Matter-of-Right in MU-8 Zone (Hypothetical Redevelopment)	Residential Units 44 6,440 SF Retail	9	23	15	4
Note: * Includes 50% reduction for being located within ½ mile of a Metrorail station. The site is approximately 0.35 mile from the Anacostia Metrorail Station. ** See Figure 10 of the 2022 CTR Guidelines for DDOT parking rates.					

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 site 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 meet DDOT's Design and Engineering Manual (DEM) requirements for curb cuts;
- The site is located within the area regulated by the Downtown Streetscape Regulations and is required to adhere to those standards;
- There are existing PEPCO vaults on L Street NW that should be relocated to private property. Any new vaults should also be on private property;
- Ensure any pedestrian entrances to the building are at-grade with the public sidewalk so that no stairs or ramps are required in public space; and
- Look for opportunities to incorporate more landscaping in the adjacent public space, especially the public parking zone, while maintaining ADA accessible sidewalk clear paths.

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.

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