

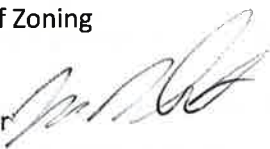
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director 

DATE: January 22, 2018

SUBJECT: ZC Case No. 17-15 – 806 Rhode Island Avenue NE

PROJECT SUMMARY

806 Rhode Island Avenue, LLC (the “Applicant”), seeks approval for a Map Amendment to rezone a 21,677 square foot property from the PDR-2 district to the MU-6 district. The site is located at 802-810 Rhode Island Avenue NE (Square 3846, Lot 85). The subject property is bounded by Reed Street to the east, Channing Place NE to the north, Rhode Island Avenue NE to the south, and 8th Place NE to the west. It is currently occupied by the Greater Mount Calvary Holy Church, Calvary Christian Academy, and Calvary Healthcare.

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 zoning change from PDR-2 to MU-6 would increase the maximum density allowable on the site by 4.2 FAR for restricted uses (including the 1.2 FAR IZ bonus). This proposed FAR increase could theoretically yield an extra 91,043 SF of development on-site, as compared to the maximum allowed under the existing zoning;

- The estimated additional 91,043 SF of development permitted under the new MU-6 zoning is projected to generate 4 to 34 additional person trips during the morning and evening peak hours under the mixed-use scenario;
- Under a maximum residential-only scenario the amount of trips generated would be fewer than allowed under existing zoning;
- The additional developable square footage potential under the MU-6 zone would necessitate an increase in the amount of vehicle and bicycle parking as compared to the current zoning; 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:

- Develop and implement an appropriate Transportation Demand Management (TDM);
- Determine appropriate locations for curb cuts along Reed Street NE, Channing Place NE, or 8th Place NE; and
- Develop the most optimal on-site loading design so that trucks do not back into or out of the site across public space.

TRANSPORTATION ANALYSIS

Vehicle Trip Comparison

In order to determine the vehicle impacts on the transportation network from the proposed rezoning, a trip generation comparison was conducted for the maximum achievable matter-of-right densities under the existing PDR-2 zone and proposed MU-6 zone for the 21,677 SF site. Table 1 below shows a trip generation comparison of the maximum allowed conditions in the current PDR-2 zoning, a proposed zoning change to MU-6 with mixed-use, and a proposed zoning change to MU-6 with maximum residential build-out.

Scenario	ZR16 FAR	Developable SF (est.)	Anticipated Development Mix	AM Persons***	PM Persons***
Current Zoning (PDR-2)*	3.0	65,031 SF	52,031 SF Office 7,000 SF Retail 6,000 SF Fast Food w/o Drive Thru	155	149
Proposed Zoning (MU-6) Mixed-Use	7.2 (Max 2.0 FAR for non-residential)	156,074 SF	113 Res. Units** 23,845 SF Office 13,509 SF Retail 6,000 SF Fast Food w/o Drive Thru	159	183
Proposed Zoning (MU-6) Maximum Residential	7.2	156,074 SF	156 Res. Units**	36	46
Net Change (Current vs Proposed Mixed-use)	+4.2 FAR	+91,043 SF	-	+4	+34
Net Change (Current vs Proposed Residential Only)	+4.2 FAR	+91,043 SF	-	-119	-103
Notes: * The existing zoning estimate used the lower FAR for "restricted uses" since the higher FAR for "permitted uses" would have yielded less intense development and lower trip generation despite having higher square footage. ** Assumes 1,000 SF per apartment unit. The actual total number of units may be greater or fewer based on a number of factors such as the size of the units, site constraints, and sizes of other uses proposed. *** Trip generation based on ITE 9 th Edition rates for Apartment (LUC 220), Office (LUC 710), Retail (LUC 820), and Fast Food without Drive Thru (LUC 933). To convert from person trips to vehicle trips, assume non-automotive mode splits of 55% for residential, 60% for retail, and 45% for office use.					

Table 1. Person Trip Generation Comparison (Source: Transportation Memo, Wells + Associates, 1/9/18)

The proposed MU-6 zoning will allow for an additional 4.2 FAR of density (including the 1.2 bonus FAR of inclusionary zoning residential units). This would yield approximately 112,720 SF of residential (113 apartment units) and 21,677 SF of retail in the mixed-use scenario and 156,074 SF (156 apartment units) in the maximum residential only scenario. A total of 91,043 SF of additional building spaces could be achieved under the new zoning.

This additional square footage with mixed-use scenario would generate an additional 4 to 34 person trips during the morning and evening commuter peak hours, as compared to existing zoning. A development with the proposed zoning under the maximum residential only scenario has the potential to generate 103 to 119 fewer person trips as compared to the maximum build-out under existing zoning.

Zoning Requirements – Vehicle Parking, Bicycle Parking, and Loading

A comparison of the Zoning requirements for vehicle parking, bicycle parking, and loading for both maximum build-out scenarios is provided below in Table 2. Since the MU-6 zone would allow for an increase in the potential number of residential units and non-residential uses, an additional 9 to 33 vehicle parking spaces would be required on-site. The additional development would also require additional short-term and long-term bicycle parking spaces. Both build-out scenarios would be required to provide various amounts of loading.

Scenario	Anticipated Development Mix*	Vehicle Parking Spaces §701.5	Bicycle Parking Spaces §802.1	Loading Berths / Delivery Spaces §901.1
Current Zoning (PDR-2)	52,031 SF Office 7,000 SF Retail 6,000 SF Fast Food w/o Drive Thru	43	21 Long-Term 4 Short-Term	3 Berths 2 Spaces
Proposed Zoning (MU-6) Mixed-Use	113 Res. Units 23,845 SF Office 13,509 SF Retail 6,000 SF Fast Food w/o Drive Thru	76	49 Long-Term 11 Short-Term	2 Berths 4 Spaces
Proposed Zoning (MU-6) Maximum Residential	156 Res. Units	52	52 Long-Term 8 Short-Term	1 Berths 1 Spaces

Notes:
* The zoning requirements in this table are just DDOT estimates for several possible development programs. Actual program may differ based on the mix of uses proposed by the Applicant in a future matter-of-right case and other constraints or site design issues that might reduce the amount of developable area. 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 when a specific development program is proposed.

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 that the Applicant 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 recently released 2017 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. DDOT staff will be available to provide additional guidance during the public space permitting process.

JS:kb