

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 16, 2018

SUBJECT: ZC Case No. 17-27 – 1125 Spring Road NW

PROJECT SUMMARY

Spring Flats MD, LLC (the “Applicant”) seeks approval for a Map Amendment to rezone a 114,400 square foot property from the RF-1 zone to the RA-2 zone. The site is located at 1125 Spring Street NW (Square 2902, Lots 804 & 807). The subject property is located in Ward 4 and is bounded by Spring Street to the south, 10th Street to the east, and alley to the north, and private property to the west. The site contains the former Hebrew Home, Paul Robeson School, and a private portion of 10th Street NW. The proposed rezoning will facilitate the redevelopment of the site to include the following building program:

- 88 senior dwelling units
- 87 dwelling units
- 10 townhomes
- 76 vehicle parking spaces
- 58 long-term and 8 short-term bicycle parking spaces

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 RF-1 to RA-2 would increase the maximum development density allowable on the site as compared to the maximum allowed under the existing zoning;
- The existing RF-1 zone allows buildings of 35 feet in height and 3 stories, while the proposed zone allows buildings of 50 feet in height with no limit on the number of stories;
- The rezoning is proposed to support a specific development program;
- The proposed development would generate an additional 76 AM peak and 27 PM peak hour trips compared to the existing zoning. The maximum development density permitted by the RA-2 zone when accounting for required supportive infrastructure on the site would yield 116 AM peak and 40 PM peak hour trips compared to existing zoning;
- The additional density enabled by the rezoning would necessitate an increase in the amount bicycle parking as compared to the current zoning; and
- Additional loading facilities would be required as a result of the rezoning.

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 may be required to scope and provide a Comprehensive Transportation Review (CTR) study to DDOT during the public space permitting process;
- Develop and implement an appropriate Transportation Demand Management (TDM);
- Coordinate with DDOT on the proposal to dedicate 10th Street as a public street. This will require a Memorandum of Agreement (MOA) with DDOT that covers design review, inspection requirements, and necessary fees. The street will need to be designed and constructed to current DDOT standards as a condition of acceptance; and
- Submit public space applications for all elements proposed in public space. Public space is expected to be designed to public space standards.

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 analysis of the proposed rezoning to the existing zoning. The trip generation analysis examines two (2) comparison scenarios. The first scenario analyzes the anticipated trip generation of the proposed development, which is enabled by the rezoning. The second scenario assumes site will maximize its residential potential, including inclusionary zoning credits. Table 1 provides the net difference in trips for each of the two (2) scenarios compared to the trip generation of the existing zoning. The proposed development would generate an additional 76 AM peak and 27 PM peak hour trips compared to the existing zoning. The maximum development density permitted by the RA-2 zone when accounting for required supportive infrastructure on the site would yield 116 AM peak and 40 PM peak hour trips compared to existing zoning;

Scenario	Anticipated Development	AM Person Trips	PM Person Trips	AM Vehicle Trips	PM Vehicle Trips
Current Zoning Max Units ³	48 TH, 88 Senior Units	52	61	17	20
Map Amendment Zoning Proposed Trips (Spring Flats)	87 Apt Units, 88 Senior Units, 10 TH	82	110	27	37
Map Amendment Zoning Max Units ⁴	106 Apt Units, 117 Senior Units, 10 TH	99	130	33	44
Net Increase Trips (Current vs. Map Amendment Zoning Proposed Development)		29	47	10	17
Net Increase Trips (Current vs. Map Amendment Max)		47	69	16	24

Table 1 – Trip Generation Comparison (Source: Applicant’s Transportation Assessment Memo)

Zoning Requirements

A comparison of the Zoning requirements for vehicle parking, bicycle parking, and loading for each of the two (2) scenarios follows in Table 2.

Scenario	Anticipated Development	Vehicle Parking Spaces Required	Bicycle Parking Spaces ⁵	Loading Berths/Delivery Spaces
Current Zoning (RF-1: Max Units ⁶)	48 TH, 88 Senior Units	12 (1:2; 50% transit proximity reduction)	29 Long-term 4 Short-term	1 Berth 1 Space
Map Amendment Zoning (RA-2: Spring Flats)	87 Apt Units, 88 Senior Units, 10 TH	17 (1:2 for TH and 1:3 for multi-family; 50% transit proximity reduction; 0 ⁷ for senior units at Hebrew Home)	29 Long-term 4 Short-term + 29 Long-term <u>4 Short-term</u> 58 Long-Term 8 Short-Term	2 Berths 2 Spaces
Map Amendment Zoning (RA-2: Max Units ⁶)	117 Apt Units, 106 Senior Units, 10 TH	22 (1:2 for TH and 1:3 for multi-family; 50% transit proximity)	35 Long-term 5 Short-term + 39 Long-term <u>6 Short-term</u> 74 Long-term	2 Berths 2 Space

⁵ The Hebrew Home bicycle requirements assume 1:3 long-term and 1:20 short-term bicycle spaces. However, the building may be eligible for a full or partial reduction in the minimum number of long-term or short-term bicycle parking spaces if the nature or location of the historic resource precludes the provision of bicycle parking spaces; or providing the required bicycle parking would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.

⁶ Maximum number of units was calculated assuming 24 row houses with two dwelling units per row house; 1,500 square feet per lot and 60% lot occupancy.

⁷ The Hebrew Home is a historic building; and therefore, not subject to parking requirements.

⁸ There are no zoning-related maximum allowable units for the project. The maximum number of units was calculated based on the number of units that could be built if Floor to Area Ratio (FAR) was maxed, assuming the same unit mix as the Spring Flats project.

Table 2 – Zoning Requirements for Vehicle Parking, Bicycle Parking, and Loading (Source: Applicant’s Transportation Assessment Memo)

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:jr