

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: November 30, 2018

SUBJECT: ZC Case No. 18-10 – 2352-2360 High Street SE Map Amendment

PROJECT SUMMARY

High Street, LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 34,934 SF property from R-3 to RA-2. The subject property is located at 2352-2360 High Street SE (Square 5799, Lot 976) and bounded by High Street and Maple View Place to the north, a public alley to the east, Bangor Street to the south, and residential properties to the west.

The site is currently vacant, but in the past included three (3) buildings containing a total of 36 units. The buildings were vacant for a number of years and then eventually torn down between 2012 and 2014, according to Google Streetview. In 2005, the property received approval from the BZA for up to residential 48 units (Order No. 17358). However, this approval has since expired. The Applicant states in their September 10, 2018 Transportation Assessment that they intend to pursue a 60-unit development with 35 vehicle parking spaces if this Map Amendment is granted.

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 RA-2 (Residential Apartment - Moderate Density) zone would allow for approximately 55 more residential units on the property than the maximum allowed in the existing R-3 zone (60 units versus 5 rowhouses);
- From a vehicle trip generation standpoint, maximum build-out in the proposed RA-2 zone could generate an additional 21 AM peak hour trips and 18 PM peak hour trips, as compared to a matter-of-right development of five (5) rowhouses;
- The amount of vehicle trips generated by a 60-unit multi-family development would be slightly more than the number of trips generated by the site when 36 units were previously occupied (increase of 9 AM trips and 8 PM trips), while the vehicle trip generation would be even closer when compared to the expired 2005 BZA approval for 48 units;
- The additional trips generated by the site are expected to have a minimal impact on the transportation network;
- DDOT concurs with the proposed up-zoning in order to further 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;
- Since the site is within ½ mile of a Metrorail station (approximately 0.35 mile from Anacostia Station as the crow flies), ZR16 allows a 50% vehicle parking reduction. DDOT strongly encourages the Applicant to minimize the amount of vehicle parking provided if and when the site develops;
- 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 ZR16;
- The site currently has access to an existing 15-foot rear public alley, as well as a 15-foot wide unbuilt 'paper alley.' If and when the site develops, it is expected that all loading, trash pick-up, and vehicle parking will take place from either of these two public alleys. DDOT will not support any new curb cuts to the property from either High Street or Maple View Place SE;
- Depending on the ultimate development proposal, DDOT may require the 'paper alley' along the southwestern property line to be constructed in conjunction with this development to provide additional site access; and
- The Applicant states in the June 27, 2018 filing that a Transportation Demand Management (TDM) Plan will be developed and implemented in coordination with DDOT if and when the site develops.

RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, the proposed rezoning would likely not lead to a significant increase in the number of peak-hour vehicle trips on the District's transportation network if developed with the most intense matter-of-right uses. Therefore, 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 work with DDOT through the permitting process (e.g., public space permitting and EISF) if

and when a development proposal is put forth, on the following actions to minimize impacts to the transportation network:

- Depending on the ultimately proposed development 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 analysis (separate from the September 10, 2018 Transportation Assessment submitted with this Map Amendment application);
- Develop and implement Transportation Demand Management (TDM) measures commensurate with the land use and scale of future development, as appropriate;
- If the property ultimately develops, the site should be designed so that loading occurs without trucks performing backing maneuvers across public space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary;
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 8 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:
 - Submit a public space permit application for any proposed changes within the public right-of-way (ROW);
 - DDOT expects development projects to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees, landscaping, street lights, sidewalks, and other appropriate features within the ROW adjacent to the site;
 - All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network. The closest alley entrance is from Bangor Street SE;
 - Depending on the final site design of the proposed development, DDOT may require the 'paper alley' along the southwestern property line be constructed to provide additional access;
 - No new curb cuts to the property from High Street or Maple View Place should be proposed. The existing curb cut on High Street near Maple View Place should be removed;
 - A sidewalk should be constructed along the site frontage and around the corner from High Street to Maple View Place SE; and
 - 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 if and when a future development is proposed.

TRANSPORTATION ANALYSIS

Vehicle Trip Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of several residential development scenarios under the existing R-3 and proposed RA-2 zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing R-3 zone allows for the site to be developed with attached rowhouses only (an estimated 4 or 5 rowhouses could fit on the property). If rezoned to RA-2, the site could potentially achieve a 2.16 FAR for a multi-family residential development assuming an inclusive zoning (IZ) bonus. It is estimated that a maximum of 60 residential units could be constructed on-site if the rezoning to RA-2 is granted.

DDOT estimated the amount of person- and vehicle-trips that would be generated by theoretical maximum matter-of-right developments under the existing R-3 and proposed RA-2 zones. To determine the number of trips generated by each scenario, DDOT utilized the TripsDC web tool which is based on trip generation data collected from approximately 65 residential properties across the District. TripsDC takes into account a property’s distance from high quality transit as well as the site’s parking ratio.

Table 1 below presents a summary of DDOT’s estimate of vehicle trips for each development scenario.

Development Scenario	Estimated Development Program	AM Peak Person Trips*	PM Peak Person Trips*	AM Peak Vehicle Trips*	PM Peak Vehicle Trips*
Existing Conditions	34,934 SF Empty Lot	0	0	0	0
Maximum Current Matter-of-Right in R-3 Zone	5 Attached Rowhouses	7	7	3	2
Previously Constructed until 2012-2014 Time Period	36 Multi-Family Dwellings	40	39	15	12
Previously Approved under BZA 17358	48 Multi-Family Dwellings	53	52	20	17
Maximum Future Matter-of-Right in RA-2 Zone	60 Multi-Family Dwellings**	66	64	24	20

Notes:
 * Person trips and vehicular mode split based on DDOT’s TripsDC Tool: <https://tripsdc.org>.
 ** Based on 2.16 FAR w/IZ bonus, 60% lot coverage per ZR16, and estimated 750 SF per residential unit.

Table 1 – Vehicle Trip Generation Comparison

As shown above, development of the site with the maximum number of allowable units (estimated 60 units) will add approximately 24 vehicle trips in the weekday morning commuter peak hour and approximately 20 vehicle trips during the weekday evening commuter peak hour, as compared to the zero (0) trips generated by the vacant site today. However, as compared to previously constructed buildings on-site (36 units) and previously approved but expired BZA order (48 units), maximum build-out under the RA-2 zone would add approximately 4-9 morning peak hour vehicle trips and 3-8 evening peak hour vehicle trips.

Zoning Requirements

Table 2 below details DDOT’s estimates of the theoretical zoning requirements for each of the evaluated development scenarios. Note that the exact requirements would be determined by the Zoning Administrator and would be based on the specific development ultimately proposed.

Since the site is located within ½ mile of a Metrorail station (approximately 0.35 mile from the Anacostia Metrorail Station), DDOT encourages the Applicant to take advantage of the 50% reduction in the parking minimum, per ZR16 Subtitle C, Section 702.1(a), if and when the site develops. Additionally, DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of ZR16.

Development Scenario	Estimated Development Program	Vehicle Parking Spaces*	Long-Term Bicycle Spaces	Short-Term Bicycle Spaces	Loading Berths	Delivery Spaces
Existing Conditions	34,934 SF Empty Lot	N/A	N/A	N/A	N/A	N/A
Maximum Current Matter-of-Right in R-3 Zone	5 Attached Rowhouses	3	0	0	0	0
Previously Constructed until 2012-2014 Time Period	36 Multi-Family Dwellings	5	12	2	0	0
Previously Approved under BZA 17358	48 Multi-Family Dwellings	7	16	2	0	0
Maximum Future Matter-of-Right in RA-2 Zone	60 Multi-Family Dwellings**	9	20	3	1	1

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.

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

PUBLIC SPACE

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, street lights, 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, if and when the site develops:

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network. The closest alley entrance is from Bangor Street SE;
- Depending on the final site design of the proposed development, DDOT may require the ‘paper alley’ along the southwestern property line be constructed to provide additional access;
- No new curb cuts to the property from High Street or Maple View Place should be proposed. The existing curb cut on High Street should be removed; and
- A sidewalk should be constructed along the site frontage and around the corner from High Street to Maple View Place SE.

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 if and 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.

JS:az