

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *KB* Kelsey Bridges
Neighborhood Planning Branch Manager

DATE: September 17, 2026

SUBJECT: ZC Case No. 26-02 – 639, 641, 645, and 647 Florida Avenue NW

PROJECT SUMMARY

639 Florida Ave, LLC, 641 Florida Avenue, LLC, 645 Florida Avenue, LLC, and Homayoun Yeroushalmi, LLC (jointly, the “Applicant”) seek approval of a Map Amendment to rezone 639, 641, 645, and 647 Florida Avenue NW from the PDR-3 zone to the MU-10 zone. The Applicant’s property is comprised of four (4) lots (Square 3078, Lots 0019, 0807, 0810, and 0033) totaling approximately 5,401 square feet on the north side of Florida Avenue NW between 7th and Bohrer Streets NW. The site currently is improved with small-scale commercial buildings.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the Map Amendment process to evaluate the requested zoning change and inform the Zoning Commission on the order of magnitude impacts on the transportation network. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is less than 1/8 mile from the Shaw-Howard U Metro Rail Station and within 1/4 mile from the U Street/African American Civil War Memorial/Cardozo Metro Rail Station;
- The proposed MU-10 (Mixed Use – Medium to High Density) zone would allow for approximately 37 residential units on the property not otherwise allowed in the existing PDR-3 zoning;
- The increased density is expected to generate a moderate increase in the amount of transit, biking, and walking trips, and a minor decrease in the amount of generated vehicle trips;
- The site is near multiple transit options and DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT’s

2024 *Guidance for Comprehensive Transportation Review*, ideally the development would provide no more than 0.25 vehicle spaces per unit (1 per 4 units);

- 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 Title 11 of the *District of Columbia Municipal Regulations (DCMR)* Subtitle C, § 801 and Title 18 of the *DCMR* § 1214;
- 645 Florida Avenue NW (Lot 0810) currently has access to an existing 20-foot rear public alley and 639 and 641 Florida Avenue NW (Lots 0807 and 0019) have access to an existing 4-foot public alley. When the site redevelops, it is expected that all loading, trash pick-up, and vehicle parking will take place from the rear alley;
- DDOT will not support any new curb cuts to the property from Florida Avenue NW; and
- The proposed rezoning would 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.

RECOMMENDATION

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 if the rezoning is granted, it is expected that the Applicant will coordinate with DDOT through the permitting process on the following actions to minimize impacts of a future development proposal on the transportation network:

- Depending on the final development program and if any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), a Comprehensive Transportation Review (CTR) study or some other transportation analysis may be required;
- When the property develops, the site should be designed so that loading occurs without trucks performing backing maneuvers through sidewalk space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary;
- 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;
- Continue coordination with DDOT on the 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 residential development scenarios under the existing PDR-3 with the proposed MU-10 zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing PDR-3 zone allows for the site to be developed with high-density commercial development, including heavy commercial and light manufacturing activities. If rezoned to MU-10, the site could potentially achieve a 7.2 FAR for a mixed-use development assuming an Inclusionary Zoning (IZ) bonus.

It is estimated that a maximum of 37 residential units and 5,401 square feet of retail could be constructed on-site if the rezoning to MU-10 is granted, as compared to no dwellings under PDR-3.

It is important to note that a specific development has not been proposed and that these are estimates of a potential development based on lot size, lot coverage, FAR, by-right uses, and building heights allowed by zoning, which DDOT obtained from the Office of Planning Set down Report. Granting the rezoning would not lock in the development program estimated in this report since the MU-10 allows for a wider range of uses and the site may include additional constraints that will affect the amount of developable space.

To determine the number of trips generated by each scenario, DDOT utilized the rates published in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition*, webtool. A 75% non-auto mode share was assumed based on the site's proximity to Metro Rail. Table 1 below presents a summary of DDOT's estimate of person and vehicle trips for each development scenario.

Table 1 summarizes DDOT's estimates of person trips and vehicle trips for the existing PDR-3 scenario and the proposed MU-10 scenario. As shown in the table, development under the MU-10 zone would generate moderate increases in person trips, along with a minor decrease in vehicle trips compared to the PDR-3 scenario.

Table 1 | Trip Generation Comparison

Development Scenario	Development Program	AM Peak Person Trips	PM Peak Person Trips	Saturday Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips	Saturday Peak Vehicle Trips
Maximum Build-out under Existing Zoning PDR-3	32,406 SF PDR 0 SF Retail 0 Hotel Rooms	28	25	26	12	11	11
Maximum Build-out under Proposed Zoning MU-10	37 Residential Units 5,401 SF Retail 0 SF Office 0 Hotel Rooms	25	51	60	4	6	7
Net Change Existing vs Proposed Zoning MU-10	-27,005 SF PDR 37 Residential Units	-4	26	34	-8	-4	-4

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within 1/8 mile the Shaw-Howard U Metro Rail Station and within 1/4 mile from the U Street/African American Civil War Memorial/Cardozo Metro Rail Station, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Title 11 of *DCMR*, Subtitle C, § 702.1(a), when the site redevelops.

According to DDOT's 2024 *Guidance for Comprehensive Transportation Review*, a site located within 1/8 mile to Metro Rail should provide no more than 0.25 spaces per residential unit (1 space per 4 units). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. During public space permitting, the Applicant will be required to commit to a Transportation Demand Management (TDM) plan if the project has 20 or more residential units and a curb cut, the contents of which will be determined at that time and will be influenced by the amount of off-street parking provided. The Applicant will need to meet the requirements for electric vehicle (EV)

charging infrastructure in accordance with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027.

The project must meet all bicycle parking requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking, shower, and locker requirements of Title 11 of the *DCMR* Subtitle C § 800 and Title 18 of *DCMR* § 1214. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking Design Guide*. 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 to be designed for cargo and larger 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.

If the redevelopment proposal triggers loading requirements, the Applicant must ensure that there is no backing of trucks across the sidewalk and that all movements through sidewalk space are head-in/head-out with turns occurring on private property or an alley. If an alley is available, access must be provided via the alley. If the project has more than three (3) residential units, the Applicant must contract a private trash collection service. Trash must be stored on private property out-of-view of the sidewalk and collected from the alley. Move-ins and move-outs should occur from a loading berth, off-street parking space, or alley, if provided. Future residents may also obtain “emergency no parking” signs through DDOT’s Transportation Online Permitting System (TOPS) to reserve an on-street parking space for move-ins and move-outs.

Note that exact zoning requirements for vehicle parking, bicycle parking, and loading will be determined by the Department of Buildings (DOB) and will be based on the specific development ultimately proposed.

HERITAGE AND SPECIAL TREES

According to the District’s [Tree Size Estimator map](#), the property has no Heritage or Special trees. DDOT expects that the Applicant coordinate with the Ward 1 Arborist regarding the planting of new street trees, in bioretention facilities or a typical expanded tree planting space if proposed with future development.

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 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 be via the existing rear public alley network. The closest alley entrance is from Bohrer Street NW;
- No new curb cuts to the property from Florida Avenue NW should be proposed;
- If the redevelopment proposal triggers loading requirements, ensure there is no backing of trucks across the sidewalk and all movements through sidewalk space are head-in/head-out;

- Ensure any pedestrian entrances to a future multi-family building are at-grade with the public sidewalk so that no stairs or ramps are required in public space;
- Provide a plan showing the detailed design of the long-term bike storage room so DDOT can confirm it meets the requirements of Title 11 of *DCMR* Subtitle C, § 800, Title 18 of *DCMR* § 1214, and DDOT *Bike Parking Guide* best practices;
- During permitting, submit a Curbside Management Plan for all public streets surrounding the site showing existing and proposed signage and curbside designations; and
- All streetlights along the site perimeter should be verified as either Washington Globe or Decorative Tear Drop-style streetlights. Exact style to be installed will be determined at the time of permitting.

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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