

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 25, 2026

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

OVERVIEW

This memorandum is intended to serve as a supplement to the District Department of Transportation's (DDOT) September 17, 2026, report to the Zoning Commission (ZC) regarding the proposed rezoning from PDR-3 to MU-8B at 639, 641, 645, and 647 Florida Avenue NW.

After submitting our original report (Exhibit 46) to the case record, DDOT was made aware that the application had been modified to request the MU-8B zone, rather than the MU-10 zone, requiring revised land use assumptions for the trip generation analysis.

SUPPLEMENTAL ANALYSIS

After comparing the transportation impacts of residential development scenarios under the existing PDR-3 with the proposed MU-10 zones, DDOT conducted a second trip generation analysis to evaluate the proposed MU-8B zone.

The current PDR-3 zoning permits high-density commercial uses on the site, including heavy commercial and light manufacturing. If the property is rezoned to MU-8B, it could achieve a 6.0 Floor Area Ratio (FAR) and accommodate up to 30 residential units with 5,401 square feet of retail on the ground floor. By comparison, this is fewer units and a lower FAR than what was estimated for the MU-10 zone. The comparison between the PDR-3 and MU-8B zones aligns closely with the findings from the PDR-3 and MU-10 analysis performed in DDOT's initial 9/17/2026 report.

Table 1 below presents a summary of DDOT's estimate of person and vehicle trips for the existing PDR-3 and proposed MU-8B development scenarios. As shown in the table, development under the MU-8B

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	32,406 SF PDR						
	0 SF Retail	28	25	26	12	11	11
PDR-3	0 Hotel Rooms						
Maximum Build-out under Proposed Zoning	30 Residential Units						
	5,401 SF Retail	21	47	57	3	6	6
MU-8B	0 SF Office						
	0 Hotel Rooms						
Net Change Existing vs Proposed Zoning	-27,005 SF PDR						
	37 Residential Units	-7	22	31	-9	-5	-5
MU-8B							

DDOT RECOMMENDATION

For the reasons elaborated on in our original report and the minor reduction in trip generation estimates, DDOT continues to support this rezoning and has no objection to the approval of the requested Map Amendment.

KB:ms