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
Associate Director

DATE: October 26, 2026

SUBJECT: ZC Case No. 26-06 – 401 14th Street SW

WAIVER REQUEST: DDOT is requesting a waiver of the *District of Columbia Municipal Regulations (DCMR)* Subtitle Z, § 101.9 to submit agency reports 10 days prior to the hearing.

PROJECT SUMMARY

401 14th St SW 2025, LLC (the "Applicant") seeks approval of a Map Amendment to rezone a 121,261-square-foot property from an unzoned status to the D-8 zone. The subject property is located at 401 14th Street SW (Square 0231, Lot 0803 and Parcel 316/16) bordered by 14th Street SW, Maine Avenue SW, and Raoul Wallenberg Place SW. The triangular site contains a vacant former five-story federal office building and is served by two (2) curb cuts.

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 within ½ mile of the Smithsonian Metro Rail Station and ¼ mile from a high-frequency bus route;
- The proposed D-8 (Mixed-Use – High Density) zone would allow for approximately 1,226 residential units or 788,197 square feet of office on the property;
- The increased density is expected to generate an increase in the amount of transit, biking, driving, and walking trips;

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- The additional vehicle trips generated by the additional density could have a significant impact on the roadway network;
- The scale of proposed development will trigger a Comprehensive Transportation Review (CTR) study to be scoped and completed by the Applicant with DDOT;
- The site is located near several transit options, and DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT's *Guidance for Comprehensive Transportation Review*, the development would ideally provide no more than 0.35 vehicle spaces per residential unit (1 per ~3 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; 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:

- Share development plans with DDOT for engineering coordination per the easement (instrument number 2026029404-14) placed over an on-ramp connecting Maine Avenue SW with 14th Street SW passing through the existing structure as a curved tunnel;
- Depending on the final development program, a Comprehensive Transportation Review (CTR) study is most likely required based on the scale of achievable development;
- A Transportation Demand Management (TDM) Plan will be required at the time of curb cut approval, the contents of which will be commensurate with the land use, parking supply, and scale of future development, in accordance with the *Guidance for Comprehensive Transportation Review*;
- 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;
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 2 Arborist regarding the preservation of any existing Heritage Trees or Special Trees at the site. According to the District's Tree Size Estimator map, the site has one (1) Special Tree in public space along North Capitol Street; and

- 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 evaluate transportation impacts of development scenarios under the proposed D-8 zone. To complete the analysis, DDOT assessed the theoretical maximum development potential of the site based as an entirely office or entirely residential building under the proposed zoning. Since a non-federal building could no longer operate on an unzoned property, there was no development scenario evaluated in its current state, and therefore the site is considered vacant.

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, (floor-area ratio) FAR, by-right uses, and building heights allowed by zoning, which DDOT obtained from the Office of Planning Setdown Report. Granting the rezoning would not lock in the development program estimated in this report since D-8 allows for a wide range of uses and the site may include additional constraints that will affect the amount of developable space. The D-8 zone allows for a 6.5 FAR for non-residential uses and has no FAR limit for residential uses, and a 100% lot occupancy for all uses.

Table 1 summarizes DDOT's estimates of person trips and vehicle trips for the proposed D-8 scenarios as either a full office or full residential build-out. For the residential scenario, the unlimited FAR was ultimately capped by the zoning height of 130 feet as well as an assumed 70% lot occupancy to account for a building massing more consistent with residential development. These scenarios do not reflect other constraints on the site, including being subject to Shipstead-Luce Act review, the presence of mature trees, and the existing on-ramp connecting two public roads subject to public access easement with DDOT.

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 65% office and 75% residential non-auto mode share, respectively, was assumed based on the site's proximity to Metro Rail. Development under the D-8 zone would generate substantial new person trips across all modes for both scenarios. DDOT expects this number of additional trips to have a substantial impact on the surrounding roadway network that would likely require mitigations, subject to further analysis.

Table 1 | Trip Generation Scenarios

Development Scenario	Development Program		AM Peak Person Trips	PM Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips
Maximum Build-out Office D-8	0	Residential Units	1414	1339	419	397
	0	SF Retail				
	788,197	SF Office				
	0	Hotel Rooms				
Maximum Build-out Residential D-8	1,226	Residential Units	535	564	113	120
	0	SF Retail				
	0	SF Office				
	0	Hotel Rooms				

Vehicle Parking, Bicycle Parking, and Loading Requirements

The D-8 zone has no parking requirement and DDOT encourages the Applicant to provide as little off-street parking as possible when the site redevelops. According to DDOT's *Guidance for Comprehensive Transportation Review*, a site within ½ mile of Metro Rail should provide no more than 0.35 spaces per residential unit (~1 space per 3 units) or 0.5 spaces per 1,000 gross square feet of office (~1 per 5 employees). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. The Applicant will be required during public space permitting to commit to a Transportation Demand Management (TDM) plan, 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, showers, and lockers 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. 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. Move-ins and move-outs should occur from a loading berth or off-street parking space, if provided.

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, there are nine (9) Special trees on or adjacent to the property. DDOT expects that the Applicant coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Special Trees are between 40 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by DDOT's Urban Forestry Division, a Tree Protection Plan will be required.

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:

- Building design features that ensure safe and efficient operations of the on-ramp area connecting Maine Avenue SW with 14th Street SW, subject to the recorded easement with DDOT on the property;
- Missing or incomplete sidewalks along 14th Street SW should be filled and made compliant along the site's eastern frontage;
- 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;
- Design the site access with no additional curb cuts;
- 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;

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.

KB:eo