

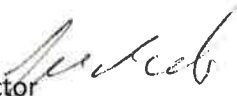
**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**



**d. Planning and Sustainability Division**

**MEMORANDUM**

**TO:** Sara Bardin  
Director, Office of Zoning

**FROM:** Jim Sebastian   
Associate Director

**DATE:** September 22, 2017

**SUBJECT:** ZC Case No. 17-11 – 3200 Pennsylvania Avenue SE

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**PROJECT SUMMARY**

3200 Penn Avenue PJV, LLC (the “Applicant”), seeks approval for a Map Amendment to rezone a 155,643 square foot property from split MU-3/R-1-B districts to the MU-4 district. The site is located at 3200 Pennsylvania Avenue SE (Square 5539, Lots 5539, 835, 838, 839, and 840). The subject property is bounded by residential properties to the east and north, Pennsylvania Avenue SE to the south, and Branch Avenue SE to the west.

**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 split MU-3/R-1 to MU-4 would increase the maximum density allowable on the site by 1.8 FAR. This proposed FAR increase could theoretically yield an extra 252,000 SF (approximately 252 residential units) of development on-site, as compared to the maximum under the existing zoning;
- The estimated additional 252,000 SF of development under the new MU-4 zoning is projected to add 96 morning peak hour vehicular trips and 117 evening peak hour vehicular trips to the

roadway network above and beyond the amount generated by the maximum build-out under MU-3/R-1-B ;

- This degree of vehicular traffic increase would typically trigger a Comprehensive Transportation Review (CTR) study if this were a more traditional Planned Unit Development (PUD), Large Tract Review (LTR), or a Board of Zoning Adjustment (BZA) application seeking to increase density or change a use;
- The Applicant should work with DDOT through the public space permitting process and a potential LTR application to analyze the transportation impacts of a specific development proposal, optimize circulation within and around the site, and develop an appropriate Transportation Demand Management (TDM) plan; and
- The additional developable square footage potential under the MU-4 zone would necessitate approximately double the amount of vehicle and bicycle parking as compared to the current zoning. The requirements for loading berths and delivery spaces would likely be the same.

## RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, the proposed rezoning may lead to a moderate increase in the number of peak hour vehicular trips generated by the site as compared to both existing conditions and the existing zoning.

Despite these potential impacts on the travel conditions of the District's transportation network, DDOT has no objection to the approval of the requested Map Amendment since the zoning change is consistent with the land use vision of the Comprehensive Plan. However, given the anticipated increase in projected vehicular traffic, it is expected that the Applicant will work with DDOT through the permitting process, once a specific development program is proposed, on the following actions to minimize impacts to the transportation network:

- Develop and implement an appropriate TDM plan, including the expansion of the current 10-dock Capital Bikeshare station on-site to a standard 19-dock station;
- Determine appropriate locations for curb cuts along both Nannie Helen Burroughs Avenue and Branch Avenue NE; and
- Develop the most optimal on-site loading design so that trucks do not back into or out of the site across public space.

## TRANSPORTATION ANALYSIS

### Vehicle Trip Comparison

In order to determine the vehicle impacts on the transportation network from the proposed rezoning, a trip generation comparison was conducted for the maximum achievable matter-of-right densities under the existing MU-3/R-1-B zone and proposed MU-4 zone for the 155,643 SF site. It is DDOT's understanding that the redeveloped site will likely be occupied by a mixed-use development with a heavy residential focus. Table 1 below shows a trip generation comparison of existing conditions, the maximum allowed conditions in the current MU-3/R-1-B zoning, and the proposed zoning change to MU-4.

Scenario	FAR	Developable SF (est.)***	Anticipated Development Mix	AM Persons**	PM Persons**	AM Vehs**	PM Vehs**
Existing Site	N/A	N/A	45,000 SF Retail (est.)	49	189	32	125
Current Max Zoning (MU-3 / R-1-B)	1.2 w/IZ bonus	168,000 SF	128 Res. Units * 40,000 SF Retail	117	257	78	171
Future Max Zoning (MU-4)	3.0 w/IZ bonus	420,000 SF	380 Res. Units * 40,000 SF Retail	262	434	174	288
<b>Net Change</b>	<b>+1.8 FAR</b>	<b>+252,000 SF</b>	<b>+252 Res. Units * +0 SF retail</b>	<b>+145</b>	<b>+177</b>	<b>+96</b>	<b>+117</b>

Notes:

\* Assumes 1,000 SF per apartment unit. The actual total number of units may be greater or fewer based on a number of factors such as the size of the units, site constraints, and sizes of other uses proposed.

\*\* Trip generation based on ITE 9<sup>th</sup> Edition rates for Apartment (LUC 220) and Shopping Center (LUC 820). Assumes mode splits of 75% auto travel and 25% non-auto, and a 1.13 car occupancy rate.

\*\*\* Assumes approximately 10% of site not developable due to parking, driveways, landscaping, and other environmental features.

Figure 1 – Vehicle Trip Generation Comparison

The proposed MU-4 zoning will allow for an additional 1.8 FAR of density (including the 0.5 bonus FAR of inclusionary zoning residential units). This would yield approximately 252,000 SF (252 apartment units) of additional development. These additional units would generate an additional 96-117 vehicle trips and an additional 145-177 person trips during the morning and evening commuter peak hours, as compared to existing zoning.

#### Zoning Requirements – Vehicle Parking, Bicycle Parking, and Loading

A comparison of the Zoning requirements for vehicle parking, bicycle parking, and loading for both maximum build-out scenarios is provided below in Table 2. Since the MU-4 zone would allow for an increase in the potential number of residential units and non-residential uses, an additional 85 vehicle parking spaces would be required on-site. The additional development would also require additional short-term and long-term bicycle parking spaces. Both build-out scenarios would be required to provide similar amounts of loading.

Scenario	Anticipated Development Mix*	Vehicle Parking Spaces §701.5	Bicycle Parking Spaces §802.1	Loading Berths / Delivery Spaces §901.1
Current Zoning (MU-3 / R-1-B)	128 Res. Units 40,000+ SF Retail	71	51 Long-Term 13 Short-Term	3 Berths 2 Spaces
Proposed Zoning (MU-4)	380 Res. Units 40,000+ SF Retail	155	135 Long-Term 26 Short-Term	3 Berths 2 Spaces

Notes:

\* The zoning requirements in this table are just DDOT estimates for one possible development program under each zone based on the context of the surrounding area, uses anticipated in the Comprehensive Plan, and the size of the site. Actual program may differ based on the mix of uses proposed by the Applicant in a future matter-of-right case and other constraints or site design issues that might reduce the amount of developable area. The Department of Consumer and Regulatory Affairs (DCRA) will make an official determination as to the required number of vehicle parking spaces, bike parking spaces, and loading berths when a specific development program proposed.

Figure 2 – Zoning Requirements for Vehicle Parking, Bicycle Parking, and Loading

### 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.

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