

**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:** February 2, 2018

**SUBJECT:** ZC Case No. 17-17 – 1401 22<sup>nd</sup> Street SE

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**PROJECT SUMMARY**

ANC 8A seeks approval for a Map Amendment to rezone a 20,499 SF property from the PDR-1 district to the RA-2 district. The site is located at 1401 22nd Street SE (Square 5564, Lot 812). The subject property is currently vacant and bounded by 33nd Street SE to the east, Fairlawn Avenue SE to the north, residential to the south, and a 15-foot public alley 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 ANC 8A, DDOT finds:

- The proposed zoning change from PDR-1 to RA-2 would decrease the maximum density allowable on the site by 1.34 FAR from 3.5 FAR to 2.16 FAR (including the 0.36 FAR IZ bonus), which would theoretically yield 24,722 SF less development on-site as compared to the maximum allowed under existing zoning;
- The property owner has an approved building permit for a 1700-unit storage facility on-site. DDOT understands the property owner is vested in this approval and has the option to continue to pursue the storage facility or any new entitlements if the requested rezoning is granted;

- The reduced development permitted under the new RA-2 zoning is projected to generate 15 to 19 vehicle trips during the morning and evening peak hours;
- The reduced density and new residential uses permitted under the new RA-2 zoning is projected to generate approximately three (3) fewer vehicle trips in the morning peak hour and one (1) fewer trip in the evening peak hour as compared to build-out of a storage facility; and
- The requirements for loading berths and delivery spaces would fluctuate depending on the land use combinations proposed under each zoning scenario. However, in general, the new RA-2 zone would require fewer vehicle parking spaces and more bicycle parking spaces.

DDOT has no objection to the approval of the requested Map Amendment.

## 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 PDR-1 zone and proposed RA-2 zone for the 20,499 SF site. Table 1 below shows a trip generation comparison of the existing vacant site, the maximum allowed conditions in the current PDR-1 zoning for a storage facility, and a proposed zoning change to RA-2 with maximum residential build-out.

Scenario	ZR16 FAR	Developable SF (est.)	Anticipated Development Mix	AM Vehicle Trips***	PM Vehicle Trips***
Existing (Vacant)	-	20,499 SF	-	0	0
Current Max Zoning (PDR-1)	3.5	64,572 SF*	Storage Facility	18	20
Proposed Max Zoning (RA-2)	2.16 w/IZ bonus	39,850 SF*	40 Residential Units**	15	19
<b>Net Change (Vacant site vs Proposed Max)</b>	-	-	-	<b>+15</b>	<b>+19</b>
<b>Net Change (Current Max vs Proposed Max)</b>	<b>-1.34 FAR</b>	<b>-24,722 SF</b>	-	<b>-3</b>	<b>-1</b>
Notes: * The estimated developable SF subtracts 10% of the site to account for green space, driveways, vehicle parking, and potential environmental constraints. ** 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. *** Vehicle trips estimates are based on ITE Trip Generation Manual, 9 <sup>th</sup> Edition rates for Apartment (LUC 220) and Warehouse (LUC 150). Assumes a 1.13 car occupancy rate and auto mode shares of 95% for PDR-1 and 75% for RA-2 scenarios.					

**Table 1 - Person Trip Generation Comparison**

The proposed RA-2 zoning would effectively reduce the intensity of development on-site by 1.34 FAR from 3.5 FAR to 2.16 FAR (including the 0.36 FAR inclusionary zoning bonus). This would yield approximately 39,850 SF of residential (40 apartment units), reduced from 64,572 SF allowed under existing zoning. This reduction in square footage with the maximum residential scenario would generate one (1) to three (3) fewer vehicle trips during the morning and evening commuter peak hours.

### 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. The requirements for loading berths and delivery spaces would fluctuate depending on the land use combinations proposed under each zoning scenario. However, in general, the proposed zoning change to RA-2 would require fewer vehicle parking spaces and more bicycle parking spaces.

Scenario	Anticipated Development Mix*	Vehicle Parking Spaces §701.5	Bicycle Parking Spaces §802.1	Loading Berths / Delivery Spaces §901.1
Current Max Zoning (PDR-1)	64,572 SF Storage Facility	22	6 Long-Term 0 Short-Term	2 Berths
Proposed Max Zoning (RA-2)	40 Residential Units w/IZ bonus	13	13 Long-Term 2 Short-Term	None
<b>Notes:</b> * The zoning requirements in this table are just DDOT estimates for several possible development programs. Actual program may differ based on the mix of uses proposed by the property owner 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 is proposed.				

**Table 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 property owner will 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.

DDOT understands that the site is approved for a 1700-unit storage facility with all truck access to occur via the existing 15-foot public alley to the west connecting to Fairlawn Avenue and Young Street SE. If the property owner decides to pursue a new residential development on-site under the new zoning, they must also coordinate with DDOT to identify the locations for curb cuts that meet DDOT standards and develop the most optimal on-site loading design that minimizes impacts to public space. Access for both vehicles and trucks should occur from the public alley without backing movements through public space.

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 property owner. DDOT staff will be available to provide additional guidance during the public space permitting process.

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