

# 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 *JES*  
Associate Director

**DATE:** May 1, 2019

**SUBJECT:** ZC Case No. 19-03 – Martin Luther King Jr. Avenue SE (Square 5790)

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#### PROJECT SUMMARY

Masjid Muhammad Inc. (the “Applicant”) seeks approval of a Map Amendment to rezone Lots 32, 33, 34, 35, 39, 40, 47, 818, and 819 in Square 5790 from MU-4 to MU-5A. The combined lots total 46,859 SF and are continuous along Martin Luther King Jr. Avenue SE between Talbert Street and Chicago Street. The subject properties contain several existing businesses and residences that are currently in operation. There is an existing rear public alley network serving the properties.

#### 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 impacts of the proposed map amendment on the District’s transportation network. After review of the case materials submitted by the Applicant, DDOT finds:

- The proposed MU-5A (Mixed Use - Medium Density) zone would allow for approximately 26,000 SF of additional development as compared to the maximum allowed in the existing MU-4 (Mixed Use – Moderate Density) zone due to the increase in maximum permitted Floor Area Ratio (FAR) from 3.0 to 3.5 FAR;
- From a vehicle trip generation standpoint, maximum build-out in the proposed MU-5A zone is estimated to generate an additional 12 vehicle trips in both the weekday AM and PM peak hour trips, as compared to a maximum intensity matter-of-right project in the existing MU-4;

- The additional trips that could be generated under the new higher density MU-5A zone are expected to have a minimal impact on the transportation network;
- DDOT concurs with the proposed up-zoning in order to further support nearby transit and generate additional foot traffic to support local businesses. This is consistent with DDOT’s approach to infill sites which should be dense, compact, transit-oriented, and contribute to a high-quality public realm;
- Since the site is within ½ mile of a Metrorail station (approximately 0.15 mile from Anacostia Station as the crow flies), ZR16 allows a 50% vehicle parking reduction. DDOT strongly encourages the Applicant to minimize the amount of vehicle parking provided on-site;
- Based on research of best practices for vehicle parking supplies in transit-oriented areas, DDOT expects the site to provide no more than 35-45 vehicle parking spaces if redeveloped with the Applicant’s current proposal for 85 affordable residential units and 13,000 SF of retail;
- Any redevelopment 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, lockers, and showers, as required by ZR16;
- The site currently has access to an existing 20-foot rear public alley. When the site redevelops, it is expected that all loading, trash pick-up, and vehicle parking will take place via the alley and all three (3) existing curb cuts to Martin Luther King Jr. Avenue SE will be closed. DDOT will not support any curb cuts to the property from either Chicago Street, Talbert Street or Martin Luther King Jr. Avenue SE;
- Applicant should contact DDOT’s Urban Forestry Division (UFD) and the Ward 8 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property as they will impact the design of the site; and
- Redevelopment of the site will provide an excellent opportunity to significantly improve the quality of the streetscape and pedestrian safety along Martin Luther King Jr Avenue SE. The Applicant should work closely with DDOT to enhance the pedestrian realm and implement the vision and recommendations of the *Martin Luther King Jr.-South Capitol Street Great Streets Initiative*.

## **RECOMMENDATION**

DDOT has reviewed the Applicant’s request and determined that based on the information provided, the proposed rezoning would likely not lead to a significant increase in the number of peak hour vehicle trips on the District’s transportation network if developed with the most intense matter-of-right uses. Therefore, 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, it is expected that the Applicant will work with DDOT through the permitting process (e.g., public space permitting and EISF) when a redevelopment proposal is put forth, on the following actions to minimize impacts to the transportation network:

- Depending on the ultimately proposed development program and if any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), the Applicant may be required to scope and provide a Comprehensive Transportation Review (CTR) study or some other analysis;

- Develop and implement Transportation Demand Management (TDM) measures commensurate with the land use and scale of future development, as appropriate;
- If the property ultimately redevelops, the site should be designed so that loading occurs without trucks performing backing maneuvers across public space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary; and
- Continue coordination with DDOT on the design of public space adjacent to the site. Applicant should participate in a Preliminary Design Review Meeting (PDRM) with the Office of Planning and DDOT to discuss and refine the proposed public space design prior to submitting for permits. See the Streetscape and Public Realm section later in this report for initial streetscape issues identified.

**TRANSPORTATION ANALYSIS**

Vehicle Trip Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of several residential development scenarios under the existing MU-4 and proposed MU-5A zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing MU-4 zone allows for the site to be developed with a mix of uses totaling 3.0 FAR. If rezoned to MU-5A, the site could potentially achieve a 3.5 FAR with the inclusive zoning (IZ) housing bonus. DDOT estimates that the additional 0.5 FAR could yield approximately 20 additional residential units and a small amount of office or retail space (see Table 1 below).

DDOT estimated the amount of person- and vehicle-trips that would be generated by theoretical maximum matter-of-right developments under both the existing M-4 and proposed MU-5A zones. To determine the number of trips generated by each scenario, DDOT utilized the trip generation rates for residential, office, and retail uses published in the Institute of Transportation Engineers’ *Trip Generation Manual, 10<sup>th</sup> Edition*. Mode split assumptions were based on projects located comparable distances from Metrorail. Table 1 below presents a summary of DDOT’s estimate trips for each scenario.

Zoning Scenario	Development Program	AM Peak Person Trips*	PM Peak Person Trips*	AM Peak Vehicle Trips*	PM Peak Vehicle Trips*
<b>Maximum Current Matter-of-Right in MU-4 Zone (est. 105, 433 SF**)</b>	80 Residential Units 13,000 SF Retail 12,000 SF Office	73	148	22	34
<b>Maximum Future Matter-of-Right in MU-5A Zone (est. 131,205 SF**)</b>	100 Residential Units 13,000 SF Retail 18,000 SF Office	89	166	29	41
<b>Applicant Proposal Under MU-5A Zone</b>	85 Residential Units 13,000 SF Retail	58	134	17	29
Notes: * Person trips based on ITE <i>Trip Generation Manual, 10<sup>th</sup> Edition</i> . Auto mode-share based on assumptions for other nearby projects. ** Based on 3.0 / 3.5 FARs with IZ bonus and 75% / 80% lot coverage per ZR16, respectively.					

**Table 1 – Trip Generation Comparison**

As shown above, development of the site with the maximum number of allowable units (100 units) with additional retail and office space, will add approximately 12 vehicle trips to the roadway network in the weekday morning and evening commuter peak hours. The proposal of 85 affordable units and 13,000 SF

retail under, currently under consideration by the Applicant as stated in the Petitioner’s Statement in Support document (Exhibit 2) on the record, generates fewer trips than the theoretical maximum build-out.

Zoning Requirements

Table 2 below details DDOT’s estimates of the theoretical zoning requirements for each of the evaluated development scenarios. Note that the exact requirements would be determined by the Zoning Administrator and would be based on the specific development ultimately proposed.

Since the site is located within ½ mile of a Metrorail station (approximately 0.15 mile from the Anacostia Metrorail Station), DDOT encourages the Applicant to take advantage of the 50% reduction in the parking minimum, per ZR16 Subtitle C, Section 702.1(a), and provide as few spaces as possible when the site redevelops. Providing more vehicle parking than is practically needed has the potential to induce additional trips on the transportation network. As such, DDOT expects the site will provide no more than 35-45 vehicle parking spaces if developed with 85 affordable residential units and 13,000 SF retail. Additionally, DDOT encourages the Applicant to meet and exceed the bicycle parking, showers, and lockers requirements of ZR16.

Zoning Scenario	Development Program	ZR16 Minimum Vehicle Parking Spaces	Appropriate Range of Vehicle Parking Spaces*	ZR16 Long-Term / Short-Term Bicycle Spaces	ZR16 Loading Berths / Delivery Spaces
Maximum Current Matter-of-Right in MU-4 Zone	80 Residential Units 13,000 SF Retail 12,000 SF Office	22	35-45	33 / 8	2 / 1
Maximum Future Matter-of-Right in MU-5A Zone	100 Residential Units 13,000 SF Retail 18,000 SF Office	26	45-55	42 / 9	2 / 1
Applicant Proposal Under MU-5A Zone	85 Residential Units 13,000 SF Retail	20	35-45	30 / 8	2 / 1

Note: \* Based on DDOT’s Parking Rates of Low Impact Development in the *Guidance for Comprehensive Transportation Review*.

**Table 2 – Requirements for Vehicle Parking, Bicycle Parking, and Loading Facilities**

**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, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

Specifically, there are potential site 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 occur via the existing rear public alley network. There are alley entrances from Talbert Street, Shannon Place, and Chicago Street SE;
- All three (3) existing curb cuts on Martin Luther King Jr. Avenue SE must be closed and no new curb cuts opened to any of the surrounding public streets;

- Applicant must comply with the 10-foot Building Restriction Line (BRL) along Martin Luther King Jr. Avenue SE. The area between the property line and BRL is regulated as though it were public space;
- Pedestrian clear paths must be a minimum of 10-feet wide on Martin Luther King Jr. Avenue SE and 6-feet wide on Talbert Street and Chicago Street SE;
- All building entrances must be constructed at-grade with the sidewalk to avoid unnecessary stairs and ramps in public space. If ramps or stairs are determined to be necessary, they must be constructed on private space or within the building;
- Applicant must remove all over-height fencing (42-inches and above), gates, bollards, and vehicle parking spaces from public space on Martin Luther King Jr Avenue and Chicago Street SE;
- Applicant must remove all pavement in public space surrounding the site and restore as green space, except for locations where future café patios are envisioned. In those locations landscaping should be designed into the design of the café patio;
- Relocate all mechanical equipment out of public space on Chicago Street SE onto private property and ensure that DDOT traffic signal equipment is not obstructing sidewalk access; and
- Install missing street trees and in locations where curb cuts are to be closed.

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 Chapters 11, 12A, and 24 of 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.

JS:az