


GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d.** Planning and Sustainability Division

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin  
Project Review Manager 

**DATE:** November 21, 2017

**SUBJECT:** **BZA Case No. 19626** – 2410 Market Street NE

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**APPLICATION**

Fort Lincoln Retail LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests a special exception under Subtitle U § 513.1(n) from the use requirements of Subtitle U § 513, to permit a drive-thru on an otherwise matter-of-right fast-food restaurant in the MU-5A zone. The site is located at 2410 Market Street NE in the shops at Dakota Crossing retail center (Square 4327, Lot 1161).

The Applicant proposes to construct the following development program on the site of an existing vehicle parking lot in a retail center complex:

- 4,992 SF fast-food restaurant (120 seats);
- 27 vehicle parking spaces; and
- Zero (0) short-term and long-term bicycle parking.

**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 a 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 an extensive review of the case materials submitted by the Applicant, DDOT finds:

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- The Applicant is providing 27 vehicle parking spaces which exceeds the zoning required seven (7) vehicle parking spaces;
- The project site is located along the privately maintained Market Street NE within the Shops at Dakota Crossing retail center. There are no curb cuts proposed in DDOT-regulated public space;
- A drive-thru window would result in the addition of approximately 68 vehicle trips in the weekday morning commuter peak hour and 20 vehicle trips in the weekday evening commuter peak hour. Approximately half of these vehicles would be considered “pass-by” trips, or trips that are already on the roadway network or within the shopping center;
- DDOT finds that the addition of a drive-thru window to an otherwise matter-of-right fast-food restaurant will not result in a significant amount of additional traffic to the surrounding public street network;
- The proposed drive-thru lane can accommodate up to 36 queued vehicles on the site at one time without queuing into privately-maintained Market Street NE or further queuing into public roadways (e.g., New York Avenue, Fort Lincoln Drive, 33<sup>rd</sup> Place NE);
- The Applicant is proposing zero (0) short-term bicycle parking spaces which does not meet the zoning requirement of one (1) short-term bicycle parking space. This short-term space can be accommodated by installing one (1) inverted U-rack. Zoning does not require any long-term bicycle parking for a building of this size; and
- The Applicant is not required to provide and loading berths or delivery spaces. Loading is proposed to take place entirely on private property and can accommodate head-in and head out maneuvers from public roadways, per DDOT standards.

## RECOMMENDATION

DDOT has reviewed the Applicant’s request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District’s transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Despite these minor potential impacts, DDOT has no objection to the approval of the requested special exception on the condition that the Applicant provides one (1) inverted U-rack to meet the short-term bicycle parking requirement.

## TRANSPORTATION ANALYSIS

### Vehicular Parking

The project site is located along the privately maintained Market Street NE in a private retail center, so there are no curb cuts proposed in public space. Subtitle C § 701.5 of the Zoning Regulations requires a total of seven (7) vehicular parking spaces (1.33 per 1,000 square feet in excess of 3,000 square feet) for the proposed 4,992 SF restaurant. The Applicant is proposing to provide 27 surface vehicular parking spaces on-site.

### Trip Generation

Trip generation calculations were conducted using rates published in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 10th Edition* for “fast food restaurant with drive thru” and “fast

food restaurant without drive thru” uses. For comparison purposes, the Applicant also conducted driveway counts at the Chick-Fil-A at 1401 Maryland Ave NE, which has a drive-thru window.

Non-auto mode split estimates were developed using WMATA’s 2005 Development-Related Ridership Survey. The proposed mode split for the development is 90% auto, 5% transit, 4% walking, and 1% biking. A comparison was provided in the Applicant’s October 3, 2017 transportation memo showing the trips generated by the two fast-food ITE land use codes (one with and one without a drive-thru window) and the driveway counts at a local Chick-Fil-A location in Washington DC, as shown in Figure 1 below.

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Fast Food w/ Drive Thru <sup>1</sup>	93 veh/hr	88 veh/hr	181 veh/hr	76 veh/hr	71 veh/hr	147 veh/hr
	Fast Food no Drive Thru <sup>2</sup>	68 veh/hr	45 veh/hr	113 veh/hr	63 veh/hr	64 veh/hr	127 veh/hr
	Maryland Ave CFA <sup>3</sup>	63 veh/hr	67 veh/hr	130 veh/hr	53 veh/hr	55 veh/hr	108 veh/hr
Transit	Fast Food w/ Drive Thru <sup>1</sup>	9 ppl/hr	9 ppl/hr	18 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr
	Fast Food no Drive Thru <sup>2</sup>	7 ppl/hr	4 ppl/hr	11 ppl/hr	6 ppl/hr	7 ppl/hr	13 ppl/hr
	Maryland Ave CFA <sup>3</sup>	NA	NA	NA	NA	NA	NA
Bike	Fast Food w/ Drive Thru <sup>1</sup>	2 ppl/hr	2 ppl/hr	4 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
	Fast Food no Drive Thru <sup>2</sup>	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr
	Maryland Ave CFA <sup>3</sup>	NA	NA	NA	NA	NA	NA
Walk	Fast Food w/ Drive Thru <sup>1</sup>	7 ppl/hr	7 ppl/hr	14 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr
	Fast Food no Drive Thru <sup>2</sup>	5 ppl/hr	4 ppl/hr	9 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr
	Maryland Ave CFA <sup>3</sup>	NA	NA	NA	NA	NA	NA

(1)based on ITE Trip Generation 10th Edition for "Fast Food with Drive-Through" (LU Code 934)  
 (2)based on ITE Trip Generation 10th Edition for "Fast Food without Drive-Through" (LU Code 933)  
 (3)based on driveway counts during peak hour of generator (9:15am-10:15am and 5:15pm-6:15pm)

Figure 1. Trip Generation Comparison (Source: Gorove/Slade CTR, 10/3/2017, Table 1)

As shown above, using the ITE trip generation methodology to determine the effect of adding a drive-thru window results in the addition of approximately 68 vehicle trips in the weekday morning commuter peak hour and 20 vehicle trips in the weekday evening commuter peak hour. It is noted that approximately half of the vehicular trips generated would be considered “pass-by” trips, or trips already on the transportation network or in the shopping center, that detour from their original routes to visit the site and then continue on their original route.

DDOT finds that the addition of a drive-thru window to an otherwise matter-of-right fast-food restaurant will not result in a significant amount of additional traffic to the surrounding public street network.

Drive-Thru

The proposed drive-thru will include a double-ordering queue with space for 36 vehicles as shown in Figure 2. This design was based on maximum queuing observations at five (5) Chick-Fil-A restaurants with drive-thru windows throughout the East Coast.

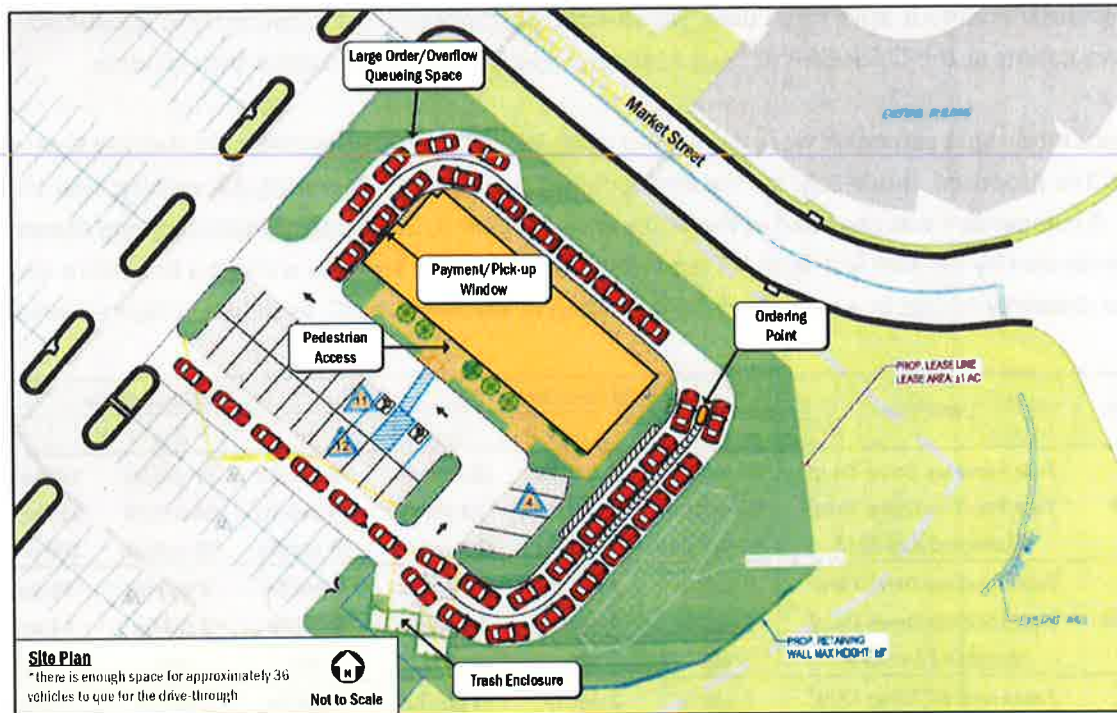


Figure 2. Drive-Thru Queue (Source: Grove/Slade CTR, 10/3/2017, Figure 4)

DDOT finds that there is sufficient queuing space on-site to prevent traffic from spilling back into privately maintained Market Street NE or further queuing into the public street network (e.g., New York Avenue, Fort Lincoln Drive, and 33rd Place NE).

#### Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations require approximately zero (0) long-term (1 space for each 10,000 SF) and one (1) short-term (1 for each 3,500 SF) bicycle parking spaces. The Applicant is not proposing to provide any short-term or long-term spaces. DDOT requires one (1) short-term bicycle parking space (1 inverted u-rack) be installed in public space or on private property to meet the zoning requirement near the main entrance.

#### Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through the alley network, to which this building is adjacent. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

Loading and trash pick-up will take place on private property and can accommodate head-in and head-out maneuvers from the public street network. Trash storage is located at the southern edge of the property in a trash enclosure.

Public Space

This review only pertains to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the requested special exception should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's recently released 2017 Design and Engineering Manual (DEM) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

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