

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Joshua Mitchum, Development Review Specialist *Jom*  
 Radhika Mohan, Deputy Director, Development, Design & Preservation  
**DATE:** February 20, 2026  
**SUBJECT:** BZA Application 21406: Request for special exception relief to construct a detached, four-story w/ penthouse and roof deck, 36-unit residential mixed-use building in the MU-4 and RA-1 Zones.

**I. OFFICE OF PLANNING RECOMMENDATION**

The Office of Planning (OP) recommends **approval** of the following special exceptions pursuant to Subtitle C § 703.2 and Subtitle X § 901:

- **Zone Boundary Line Crossing a Lot, A § 207.2** (To extend the use, height, and bulk development standards of the MU-4 Zone into the portion of the site that is zoned RA-1)<sup>1</sup>; and
- **Minimum Vehicle Parking Requirements, C § 701.5** (5 spaces required, 5 existing, 0 proposed)

**II. LOCATION AND SITE DESCRIPTION**

<b>Address:</b>	2502 Martin Luther King Jr. Ave SE
<b>Applicant:</b>	Consys, Inc. c/o Lee Templin
<b>Legal Description:</b>	Square 5868, Lot 175
<b>Ward/ANC:</b>	Ward 8, ANC 8A/8B
<b>Zone(s):</b>	<ul style="list-style-type: none"> <li>• MU-4, Moderate-Density Mixed-Use</li> <li>• RA-1, Low-to-Moderate-Density Residential Apartments</li> </ul>
<b>Historic Districts:</b>	N/A
<b>Lot Characteristics:</b>	The approximately 11,236 square foot lot is irregular in shape and has 138.29 feet of frontage along Martin Luther King Jr. Avenue SE, and 189.55 feet of frontage along Sheridan Road SE.
<b>Existing Development:</b>	The lot is currently improved with pavement and a temporary structure.

<sup>1</sup> The Applicant acknowledges that the Office of Planning, as part of its “Omnibus” text amendment (ZC 25-12), has proposed changes to Subtitle A § 207.2. As of the date of this report, the Zoning Commission has taken proposed action to approve a zoning text amendment to clarify and amend the regulations pertaining to zoning on split zoned lots.

<b>Adjacent Properties:</b>	The property is bounded to the north by Thurgood Marshall Academy Public Charter High School, Savoy Playground, and Anacostia Metrorail Station in the MU-4 Zone, to the south by Excel Academy Public School in the RA-1 Zone, to the east and west by vacant land in the MU-4 Zone.
<b>Surrounding Neighborhood Character:</b>	The surrounding neighborhood can be characterized by institutional and multifamily residential uses.
<b>Proposed Development:</b>	The Applicant is proposing to construct a detached, four-story w/ penthouse and roof deck, 36-unit residential mixed-use building.

**III. ZONING REQUIREMENTS AND RELIEF REQUESTED**

MU-4 Zone	Regulation	Existing	Proposed	Relief
Zone Boundary A § 207	Zone boundary extension requires Sp. Ex.	-	MU-4 Zone boundary extending 24 feet into portion of site zoned RA-1	<b>Special Exception requested</b>
Parking C § 703	5 spaces min. required	5 spaces (Temporary)	0 spaces	<b>Special Exception requested</b>

**IV. OFFICE OF PLANNING ANALYSIS**

**Subtitle A § 207 ZONE BOUNDARY LINE CROSSING A LOT**

207.2 *For a lot subject to Subtitle A § 207.1, if approved by the Board of Zoning Adjustment as a special exception pursuant to Subtitle X, Chapter 9 the regulations applicable to that portion of a lot located in a lesser restrictive use zone that control the use, height, and bulk of structures and the use of land may be extended to that portion of the lot in a more restrictive use zone; provided:*

- (a) *The extension shall be limited to that portion of the lot in the more restrictive use zone but not exceeding thirty-five feet (35 ft.);*

The Applicant proposes to extend the MU-4 zone boundary line by up to approximately 24 feet into the portion of the subject property zoned RA-1. Therefore, this criterion has been satisfied.

- (b) *In authorizing an extension, the Board of Zoning Adjustment shall require compliance with Subtitle A § 207.1(d);*

This criterion is inapplicable to the subject application.

- (c) *The extension shall have no adverse effect upon the present character and future development of the neighborhood; and*

The boundary line extension, if granted, should not have an adverse effect upon the

present character and future development of the neighborhood. Residential uses are permitted by right in both the RA-1 and MU-4 Zones, and immediate area of the subject property features multiple multifamily uses within the RA-1 and MU-4 Zones. As the proposal is intended to create larger and more livable residential dwelling units, it would not be permitting development that would be out of character with the existing neighborhood.

- (d) *The Board of Zoning Adjustment may impose requirements pertaining to design, appearance, screening, location of structures, lighting, or any other requirements it deems necessary to protect adjacent or nearby property.*

OP does not recommend special treatment in this case.

### **Subtitle C § 703 SPECIAL EXCEPTIONS FROM MINIMUM PARKING NUMBER REQUIREMENTS**

703.2 *The Board of Zoning Adjustment may grant a full or partial reduction in the number of required parking spaces, as a special exception pursuant to Subtitle X, Chapter 9, and subject to the applicant's demonstration to the Board's satisfaction of at least one (1) of the following:*

- (a) ***Due to the physical constraints of the property, the required parking spaces cannot be provided either on the lot or within six hundred feet (600 ft.) of the lot in accordance with Subtitle C § 701.8;***

The Applicant has demonstrated that the irregularity of the subject property's triangular shape creates a constraining narrowness that would make below-grade parking infeasible. Furthermore, the subject property has frontage on multiple highly-trafficked streets, making it unlikely that the necessary curb cuts for a parking area would be supported by the requisite District agencies and authorities.

The Applicant has also demonstrated that it has not located any available parking within 600 feet of the subject property that could be provided.

- (b) ***The use or structure is partially well served by mass transit, shared vehicle, or bicycle facilities;***

The Applicant has demonstrated that the site is well-served by mass transit. The subject property is less than one mile from the Anacostia Metrorail Station (an approximately 3-minute walk) and is serviced by the C25 and C26 Metrobus bus routes.

Furthermore, the Applicant has demonstrated that the site would be well-served by bicycle facilities. As part of the development of the multifamily building, the Applicant is proposing 12 long term, and three (3) short term bicycle spaces, in conformance with the requirements of the Zoning Ordinance.

- (c) *Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces;*
- (d) *Amount of traffic congestion existing or which the parking for the building or structure would reasonably be expected to create in the neighborhood;*

- (e) *The nature of the use or structure or the number of residents, employees, guests, customers, or clients who would reasonably be expected to use the proposed building or structure at one time would generate demand for less parking than the minimum parking standards;*
- (f) *All or a significant proportion of dwelling units are dedicated as affordable housing units;*
- (g) *Quantity of existing public, commercial, or private parking, other than on-street parking, on the property or in the neighborhood, that can be reasonably be expected to be available when the building or structure is in use;*
- (h) *The property does not have access to an open public alley, resulting in the only means by which a motor vehicle could access the lot is from an improved public street and either:*
  - (1) *A curb cut permit for the property has been denied by the Public Space Committee;*  
*or*
  - (2) *Any driveway that could access an improved public street from the property would violate any regulation of this chapter, of the parking provisions of any other subtitle in the Zoning Regulations, or of Chapters 6 or 11 of Title 24 DCMR;*
- (i) *The presence of healthy and mature canopy trees on or directly adjacent to the property; or*
- (j) *The nature or location of a Historic Resource precludes the provision of the number of parking spaces required by this chapter; or providing the required number of parking spaces would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the Historic Resource.*

As shown above, the Applicant has demonstrated satisfaction of two of the criteria required by Subtitle C § 703.2.

703.3 *Any reduction in the required number of parking spaces granted under Subtitle C § 703.2 shall be:*

- (a) *Proportionate to the reduction in parking demand demonstrated by the applicant;*
- (b) *Limited to the number of spaces that the applicant demonstrates cannot reasonably be provided on the site as proposed to be developed in the application; and*

The Applicant is requesting a reduction of the required parking spaces from five (5) spaces to zero (0) spaces. As shown above, the confluence of factors which include the property's irregular shape and subsequent narrowness, the property being well-served by mass transit and bicycle facilities, and the property having multiple street frontages demonstrates that the Applicant's request is proportionate to the reduction in parking demand and limited to the spaces that it cannot reasonably provide on-site.

- (c) *Limited to relief from the minimum number of parking spaces required by this section and shall not provide relief from the location, access, size or layout, screening, or other requirements of this chapter.*

The Applicant has not requested relief from the location, access, size or layout, screening, or other requirements of Chapter 7 of the Zoning Regulations.

- 703.4 *Any request for a reduction of more than four (4) spaces from the required number of parking spaces shall include a transportation demand management plan approved by the District Department of Transportation, the implementation of which shall be a condition of the Board of Zoning Adjustment's approval.*

The Applicant has submitted a Transportation Demand Management (TDM) Plan into the record as Exhibit 52. OP would defer to the District Department of Transportation (DDOT) on the status of approval of the TDM.

#### **Subtitle X § 901 SPECIAL EXCEPTION REVIEW STANDARDS**

- 901.2 *The Board of Zoning Adjustment is authorized under § 8 of the Zoning Act, D.C. Official Code § 6-641.07(g)(2), to grant special exceptions, as provided in this title, where, in the judgment of the Board of Zoning Adjustment, the special exceptions:*

- (a) *Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps;*

The special exceptions, if granted, should be in harmony with general purpose and intent of the Zoning Regulations and the RA-1/MU-4 Zones. As stated earlier in this report, residential uses are permitted by right in both the MU-4 and RA-1 Zones, and the requested zone boundary line adjustment would not permit development or uses that would be out of character with the surrounding neighborhood. The proposed full reduction in required parking spaces would not compromise the property's ability to operate as a multifamily residential dwelling use.

- (b) *Will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps; and*

The special exceptions, if granted, should not adversely affect the use of neighboring property in accordance with the Zoning Regulations and the Zoning Maps. As shown earlier in this report, the full reduction of parking spaces is limited to the spaces that the Applicant cannot reasonably provide on-site, and the site is demonstrably well-served by mass transit as well as the proposed bicycle facilities.

- (c) *Subject in specific cases to the special conditions specified in this title.*

Not applicable.

## **V. OTHER DISTRICT AGENCIES**

As of the filing date of this report, comments from other District agencies have not been received.

## **VI. ADVISORY NEIGHBORHOOD COMMISSION**

As of the filing date of this report, comments from ANC 8B have not been submitted into the record.

## **VII. COMMUNITY COMMENTS**

As of the filing date of this report, one letter from a community member offering comments on the subject application has been submitted into the record as Exhibit 23.

Attachment: Location Map

**Location Map**

