

BZA Case No. 21406 2502 Martin Luther King Jr., Ave. SE

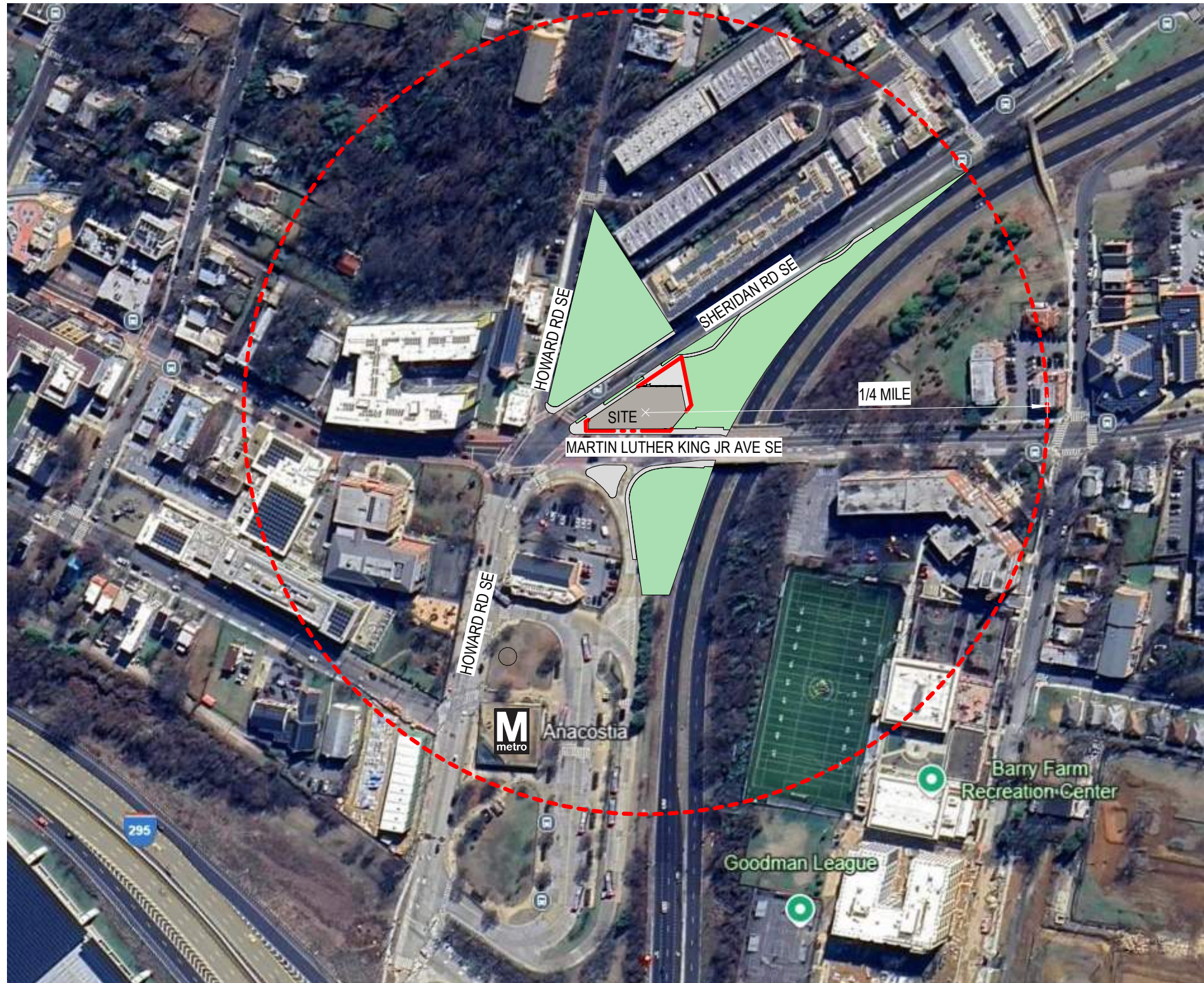
BZA Public Hearing

June 3, 2026



2502 MARTIN LUTHER KING

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A.01	COVER SHEET
A.02	ZONING DATA WITHOUT EXTENSION OF MU-4
A.03	ZONING DATA - EXTENSION OF MU-4
A.04	SITE PLAN
A.05	SITE CONTEXT
A.06	SITE CONTEXT
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A.09	ZONING - SETBACK SCENARIO 2
A.10	ZONING - SETBACK SCENARIO 3
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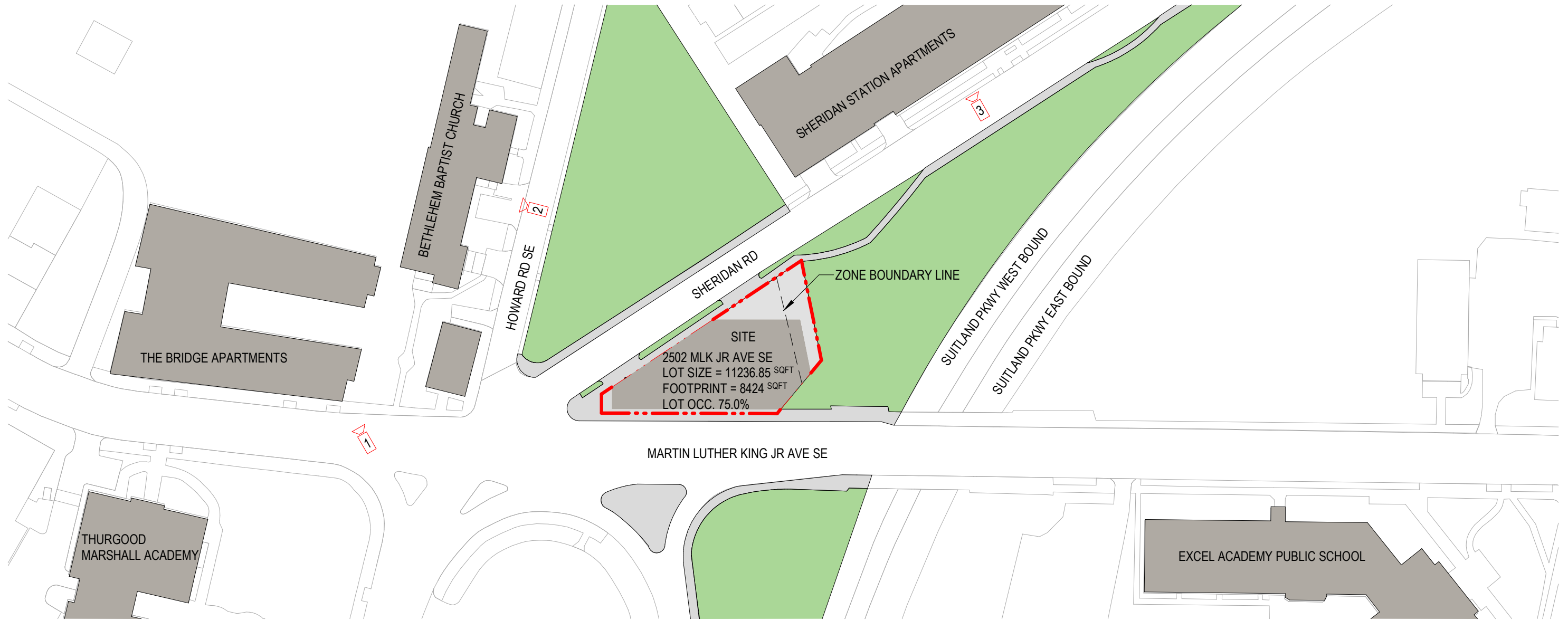


TRUE
NORTH



PROJECT
NORTH





RA-1
1706 SQFT

MU-4
9536 SQFT



1
MLK JR AVE SE
BRIDGE APARTMENTS



2
HOWARD RD
BETHLEHEM BAPTIST CHURCH

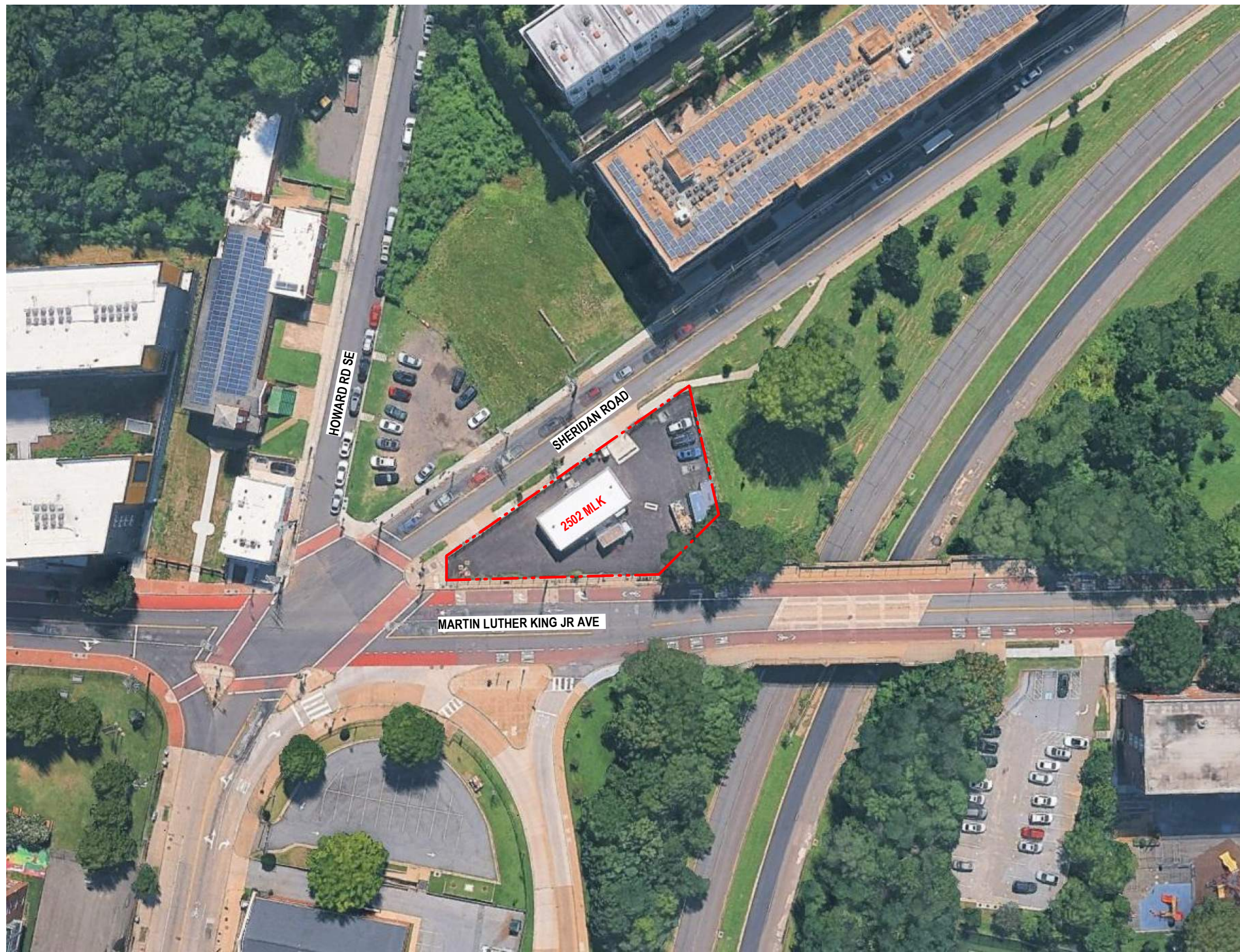


3
SHERIDAN RD
SHERIDAN STATION APARTMENTS

0 40' 80' 160'

SCALE 1"=80'-0"



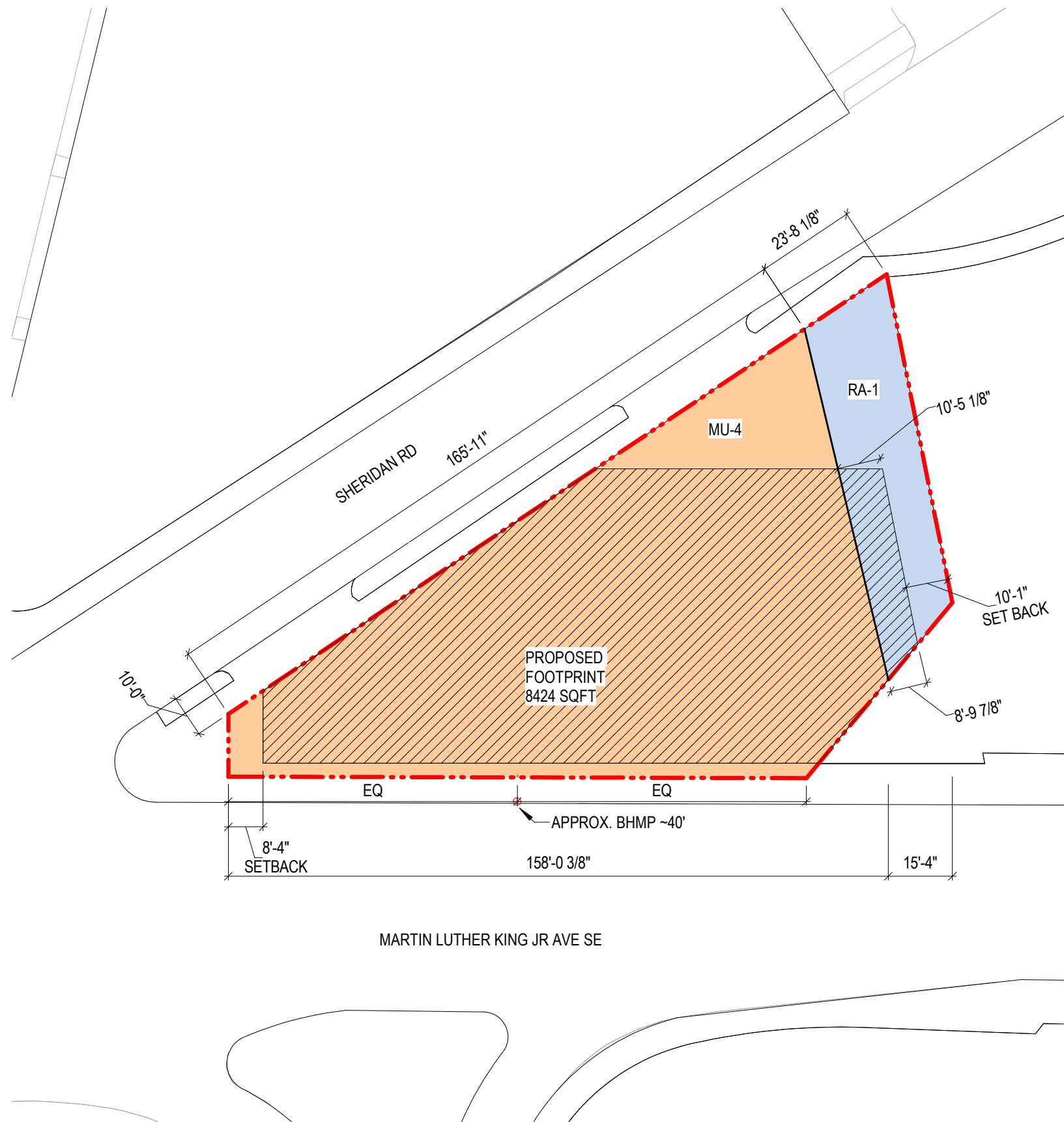


TRUE
NORTH

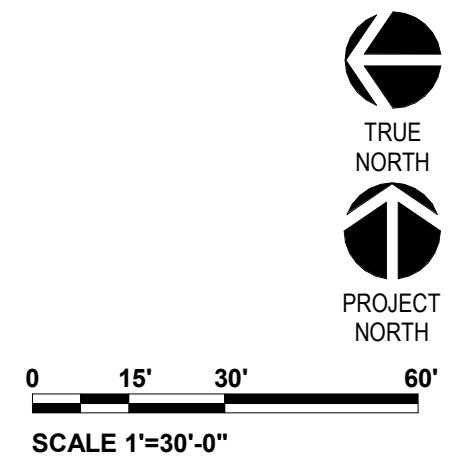


PROJECT
NORTH





- SITE 11,236 SQFT
- RA-1: 1706 SQFT
OPEN SPACE: 1252 SQFT
- MU-4 9530 SQFT
OPEN SPACE: 1567 SQFT



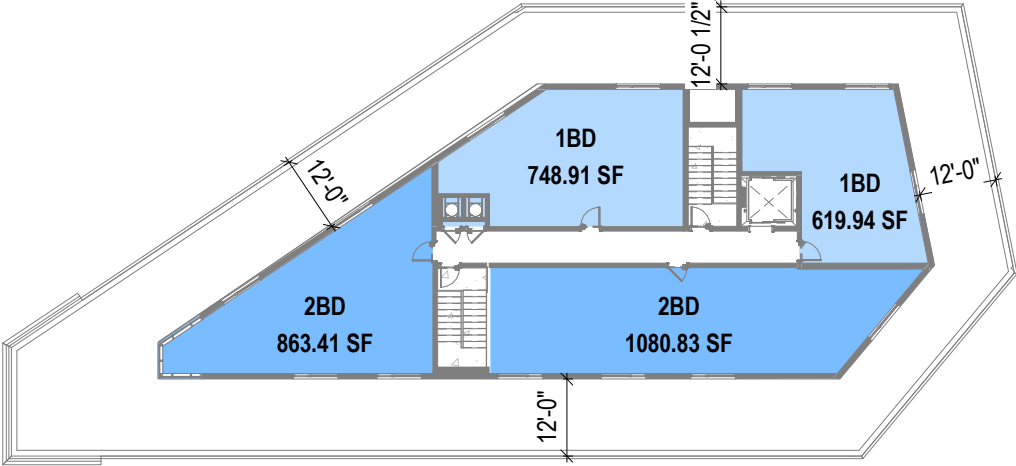
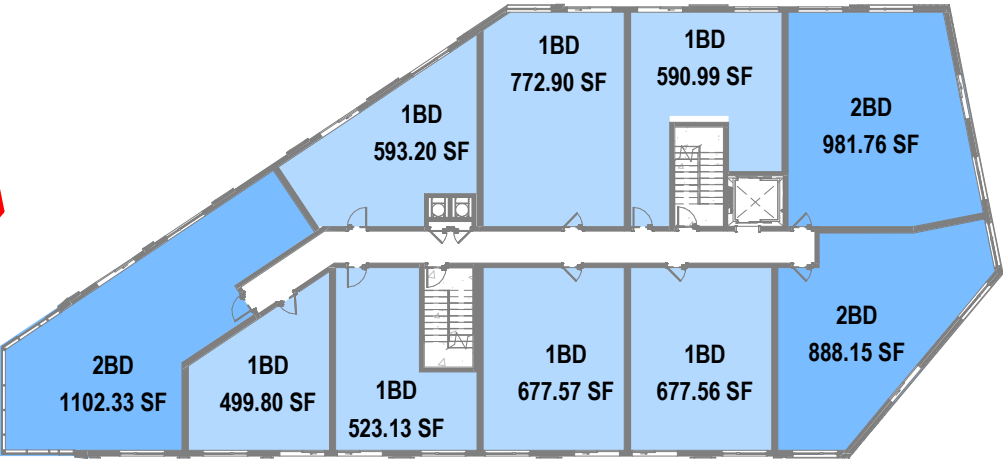
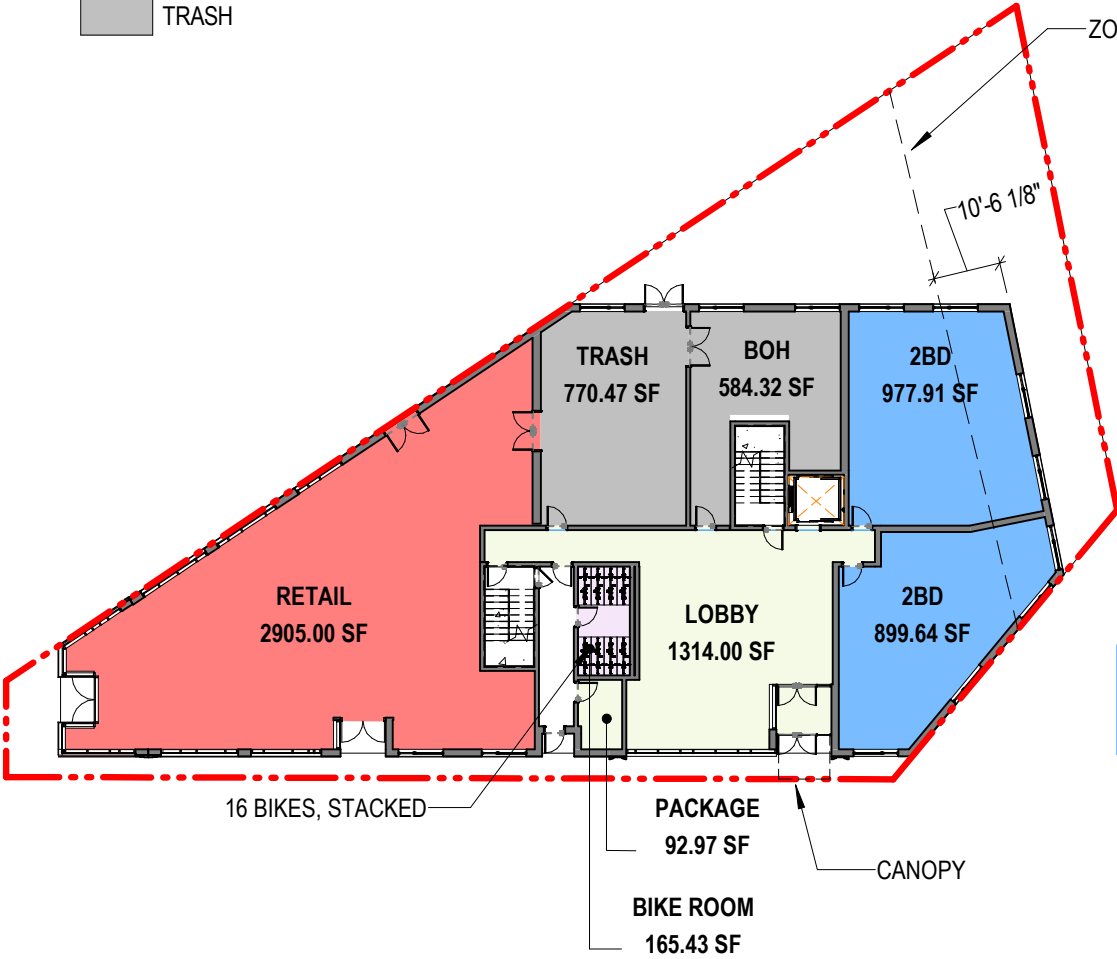
LEGEND

- 1BD
- 2BD
- BIKE
- BIKE ROOM
- BOH
- LOBBY
- PACKAGE
- RETAIL
- TRASH

NOTE: LAYOUT OF THE INTERIOR UNITS AND THE LOCATION OF WINDOWS AND DESIGN FEATURES SUBJECT TO FINALIZATION DURING BUILDING PERMIT PROCESS, PROVIDED THAT THERE IS NO IMPACT TO THE BZA RELIEF REQUESTED. UNIT NUMBER, TYPES AND SIZES MAY VARY WITHIN THE RANGE PROPOSED AND MAY BE MODIFIED BY +/- 10%

NOTE: RETAIL SPACE CAN BE USED FOR RETAIL OR ANY OTHER MATTER-OF-RIGHT USE IN THE MU-4 ZONE.

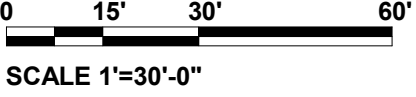
NOTE: CANOPIES SHOWN ARE OPTIONAL AND ARE NOT ILLUSTRATED ON ALL PAGES OF THIS PLAN SET.



1 FIRST FLOOR
A.12 1" = 30'-0"

2 TYPICAL FLOOR
A.12 1" = 30'-0"

3 PENTHOUSE
A.12 1" = 30'-0"



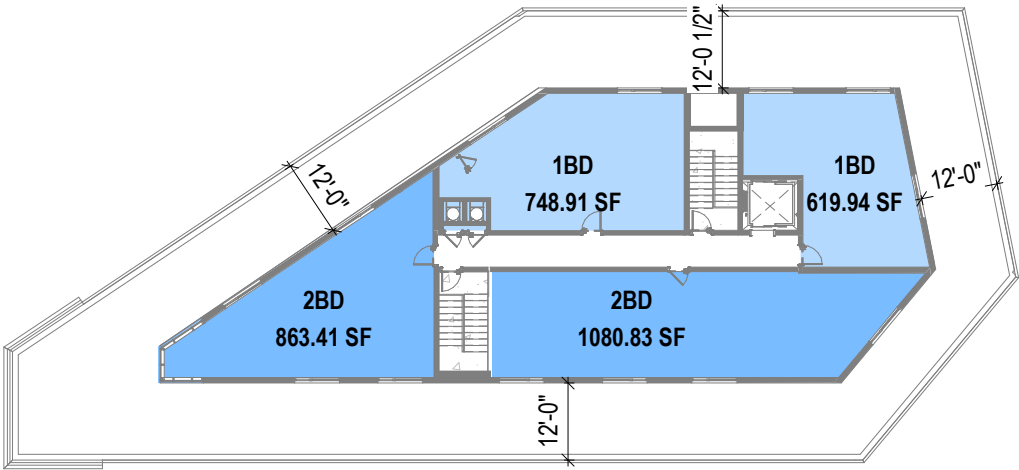
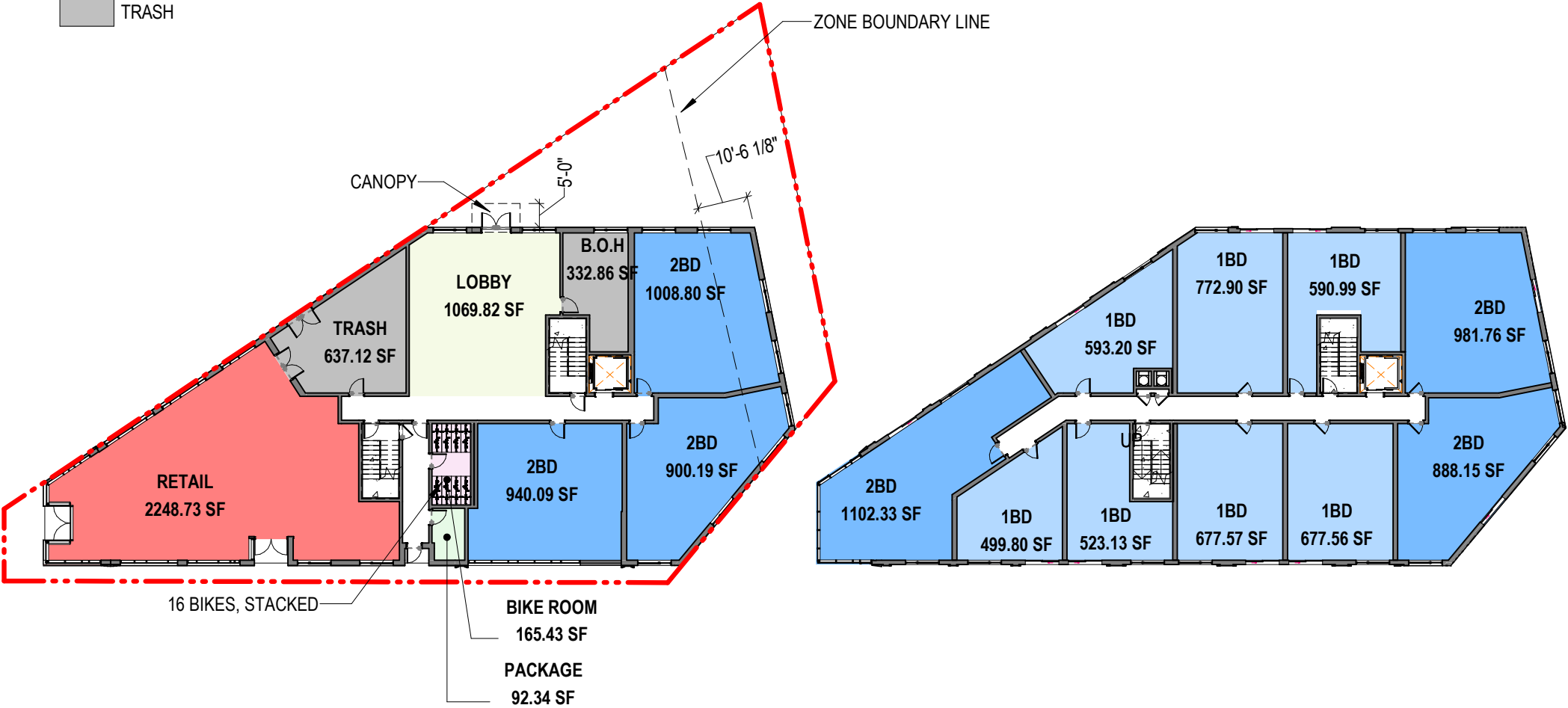
LEGEND

- STUDIO
- 1BD
- 2BD
- LOBBY
- BIKE ROOM
- RETAIL
- PACKAGE
- B.O.H
- TRASH

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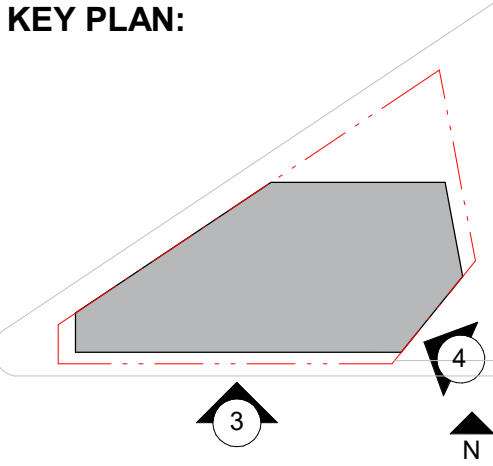
1 FIRST FLOOR
A.13 1" = 30'-0"

2 TYPICAL FLOOR
A.13 1" = 30'-0"

3 PENTHOUSE
A.13 1" = 30'-0"

0 15' 30' 60'
SCALE 1"=30'-0"

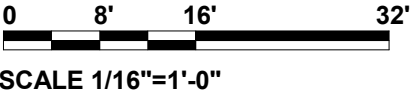


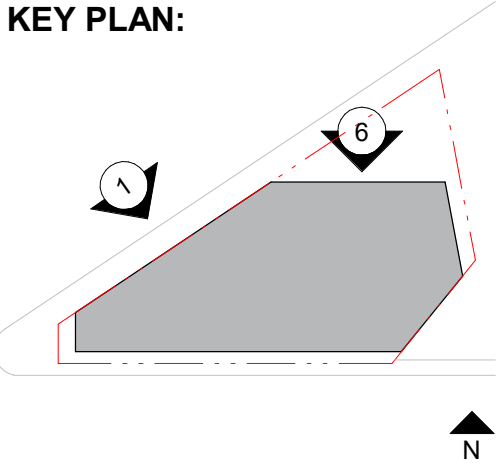


NOTE: BUILDING ELEMENTS SHOWN
SUBJECT TO FINALIZATION DURING
BUILDING PERMIT PROCESS,
PROVIDED THAT THERE IS NO IMPACT
TO THE BZA RELIEF REQUESTED.



1 ELEVATION - SOUTH 3/32"
A.20.1 1/16" = 1'-0"

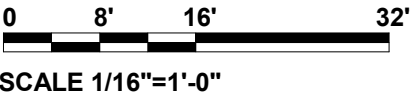




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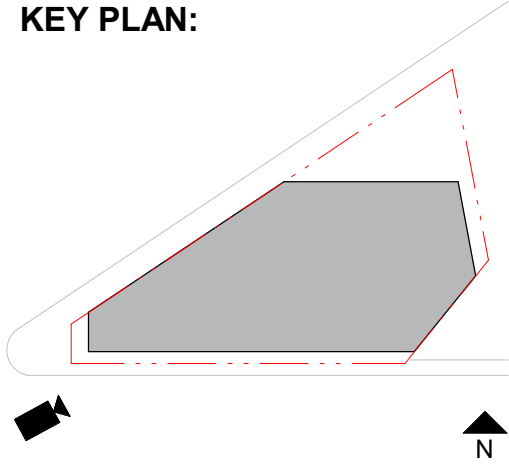


1 ELEVATION - SHERIDAN RD
A.20.2 1/16" = 1'-0"

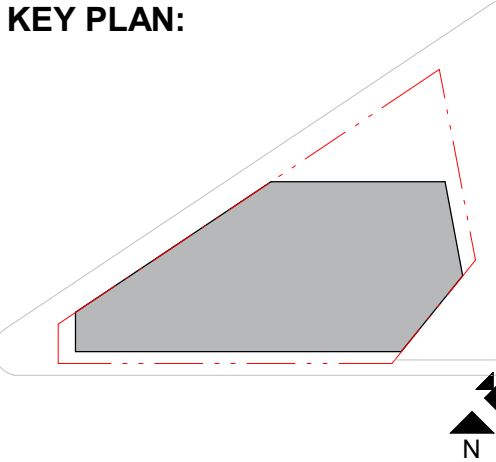




KEY PLAN:

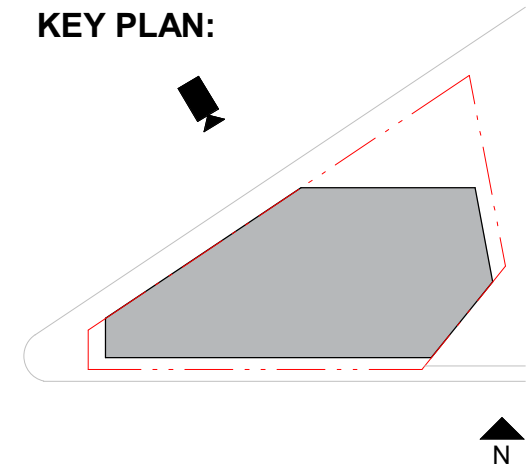


NOTE: MINOR REFINEMENTS MAY BE MADE TO EXTERIOR DETAILS, DIMENSIONS, OR LOCATIONS. THE FINAL SELECTION OF COLORS OF THE EXTERIOR MATERIALS MAY VARY BASED ON AVAILABILITY AT THE TIME OF CONSTRUCTION PROVIDED SUCH COLORS ARE WITHIN THE COLOR RANGES SHOWN ON THE PLANS APPROVED BY THE ORDER.



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Site Location

Metrorail (Green Line)

- Anacostia Station (less than 0.1 mile)

Bus

- Metrobus Major Routes: C13, C21, C31, C41, C53
- Bus-only lanes and Future Bus Priority Project on Martin Luther King Jr. Avenue SE

Bicycle Facilities

- Signed Bicycle Routes: Martin Luther King Jr. Avenue SE, Howard Road SE, Sheridan Road SE with access to multiple off-street trails, including:
 - Anacostia Riverwalk Trail
 - Boiling AFB Bike Trail
 - Suitland Parkway Trail
- Capital Bikeshare (two (2) stations, 29 docks total) within 10-minute walk



Access and Circulation

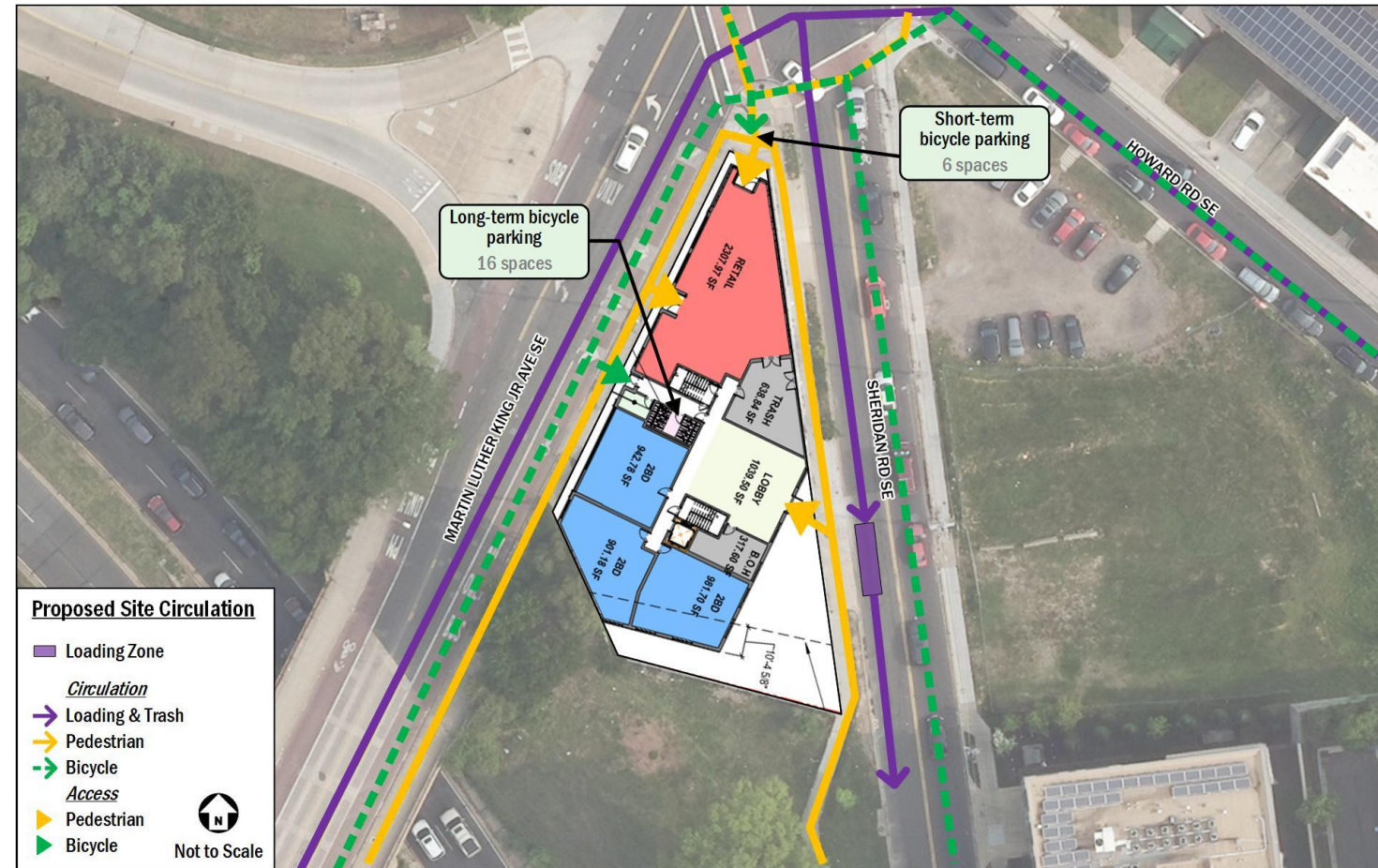
Access

- Two (2) existing curb cuts on Sheridan Road and one (1) curb cut on MLK Ave Jr. to be removed
- Pedestrian Access
 - Retail use near intersection of MLK Ave & Sheridan Road & Howard Road and western frontage
 - Residential lobby access via Sheridan Rd*
 - Building footprint shifted back ~4' at DDOT's request to maximize the width of the sidewalk
- Long-term bicycle parking in secure bicycle room accessed via Sheridan Rd.
- Short-term parking provided along the site's northern frontage at intersection of MLK Ave /Sheridan Road & Howard Road

Bicycle Facilities

- Long-term: 16 spaces (12 required)
- Short-term: 6 spaces (3 required)

**option for access from MLK included in application*



Parking and Loading

Vehicular Parking

- 5 parking spaces required by ZR16
 - Relief requested from 5 required spaces
- Curbside loading/parking zone proposed on Sheridan Road to accommodate parking demand; maintains two (2) existing travel lanes on Sheridan Road
- Potential to add approximately 80 feet of on-street parking along site frontage on Sheridan Road and an additional approximately 600 feet of on-street parking proposed further south down to Bowen Road

Loading

- No loading berth/delivery space required by Zoning
- Curbside loading zone adjacent to site proposed on Sheridan Rd to accommodate loading demand
- Location and design of curbside loading and parking to be coordinated with DDOT during Public Space permitting



Loading Management Plan

- Designates loading manager to coordinate/schedule
 - Coordinate/schedule loading activities, will be on-site while loading occurs
 - Call 311 for violation of parking restriction
- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation
- “No Parking: Loading Zone” signs used to demarcate loading zone
- Building staff to ensure trash bins are rolled out to the curb from side entrance on Sheridan Road and returned expeditiously to the building trash room
- Provide the Loading Management Plan and Curbside Management Plan in the public space permit application

Transportation Demand Management Plan

- Appoint a Transportation Coordinator to receive TDM training from goDCgo and liaise with DDOT, goDCgo, and Zoning Enforcement.
- Promote transportation options to tenants, distribute welcome packets to new employees with transit guides, carpool/vanpool details, and DC Bike Maps.
- Offer a SmarTrip card and 1 complimentary Capital Bikeshare coupon for every new resident at initial leasing.
- Provide at least 4 short- and 12 long-term bicycle parking spaces, exceeding and meeting zoning requirements, respectively.
 - Long-term bicycle storage room to provide minimum of 10% of spaces designed with electrical outlets for charging of electric bikes and scooters.
- Include “getting here” and commuter resources (CommuterConnections.com, transit links, goDCgo) on property websites, and offer carpooling resources and referrals to MWCOC matching services.
- Share the Loading Management Plan (LMP) with the Transportation Coordinator.
- Post-Certificate of Occupancy, submit compliance documentation to the Office of Zoning and submit a compliance summary to the Zoning Administrator, DDOT, and goDCgo every 5 years.

DDOT Coordination

Transportation Statement

- Assessment focused on on-site transportation elements including site access, loading, and streetscape elements
- Scoping document finalized on December 19, 2025
- Transportation Statement submitted on December 19, 2025

DDOT has no objection to the approval of the application with the following conditions:

- Implement the Transportation Demand Management (TDM) plan– **Agree**
- Implement the Loading Management Plan (LMP) – **Agree**

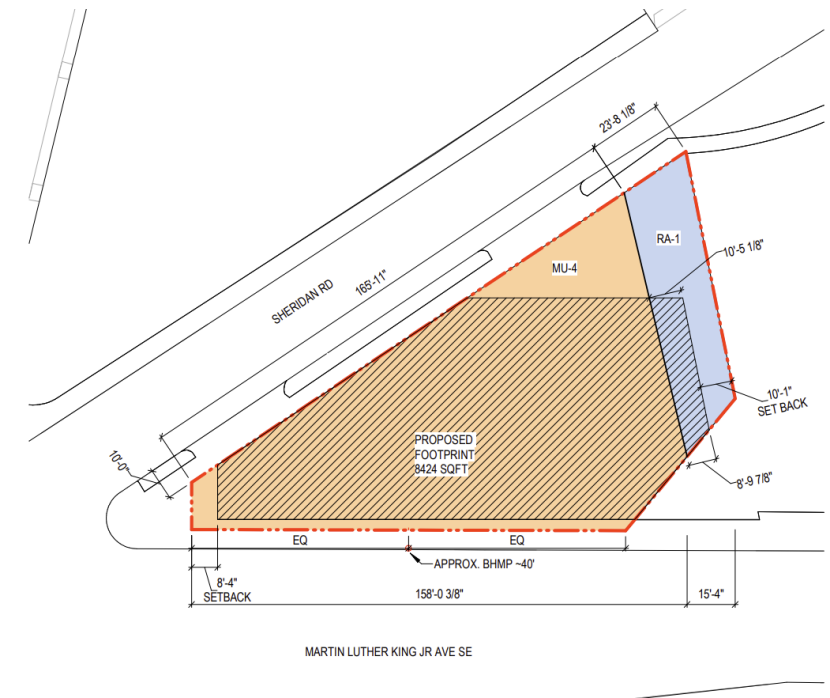
Applicant will engage in continued coordination with DDOT as part of Public Space permitting.

Special Exception Relief

1. Zone Boundary Line (Subtitle A § 207.2): The Property is split zoned between the MU-4 and RA-1 Zone Districts. The Applicant requests a special exception to extend the MU-4 boundary line by ~24 feet into the RA-1 Zone to allow for the height and bulk of the building to extend into that Zone.
2. Minimum Vehicle Parking Requirements (C § 703.2): The Applicant is requesting relief from the minimum required 5 vehicle parking spaces. Due to the irregular and narrow shape of the lot, along with a significant degree of street frontage near an intersection and no abutting alleys, providing parking on-site is not feasible.

Zone Boundary Special Exception

- For split-zoned lots, Subtitle A § 207.2 provides a special exception to shift the zone boundary line up to 35 feet from the less restrictive zone to the more restrictive zone to allow for a building to reach the maximum permitted height and bulk in the lesser restrictive zone.
- Here, the vast majority of the Property is located in the lesser restrictive MU-4 Zone that allows a maximum height of 50' and a maximum density of 3.0.
- The requested special exception will allow the portion of the building that extends into the RA-1 Zone to also reach the maximum height and density permitted in the MU-4 Zone.



Zone Boundary Special Exception Criteria

- **The zone boundary line extension has no adverse effect upon the present character and future development of the neighborhood**
 - The special exception relief will allow for a more efficient layout of the units and additional space for more affordable units.
 - The extension will not have any adverse effect on the present character/future development of the neighborhood as residential use is permitted in both zones. The immediate area features several multifamily buildings, including Sheridan Station and The Bridge. There are no immediately adjacent buildings.
- **The relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps**
 - The Project furthers District goals to add new infill housing and to reactivate underutilized areas in the Far Southeast/Southwest Area Element of the Comprehensive Plan.
- **The relief will not tend to affect adversely the use of neighboring property**
 - The *de minimis* extension into the RA-1 Zone will have minimal impact on the surrounding properties, particularly the vacant federal land abutting the Property.

Vehicle Parking Special Exception

- The Board may grant a special exception from the minimum vehicle parking requirements when providing the required number would be impractical due to the shape or configuration of the site.
- Here, the Property is irregularly shaped and narrow, making parking on-site infeasible. In addition, the Property is very well-served by nearby mass transit options.

Vehicle Parking Special Exception Criteria

- **Due to the physical constraints of the Property, the required parking spaces cannot be provided either on the lot or within 600 ft. of the lot**
 - The Property has an irregular triangular shape, narrowing to approximately 15 feet at the intersection. Due to the narrow shape and lack of an abutting alley, a ramp to below-grade parking would not be feasible. The Applicant has not located any available parking for sale within 600 feet of the Property. Further, the introduction of a curb cut would be strongly disfavored here by DDOT.
- **The Property is particularly well-served by mass transit, shared vehicle, or bicycle parking facilities.**
 - The Anacostia Metro Station is less than 0.1 miles (~3 min. walk) from the Property. The C25 and C26 bus routes stop at the Property. The Project will provide 16 long-term and 6 short-term bike spaces.
- **The requested reduction in parking is proportionate to the reduction in demand, is limited to the number of spaces that cannot be reasonably provided on site, and is limited to relief from the minimum number of spaces.**
 - The Property is constrained due to its irregular, small shape and parking cannot be provided at the rear because there is no alley access. The relief requested is proportionate to the 5 spaces required.

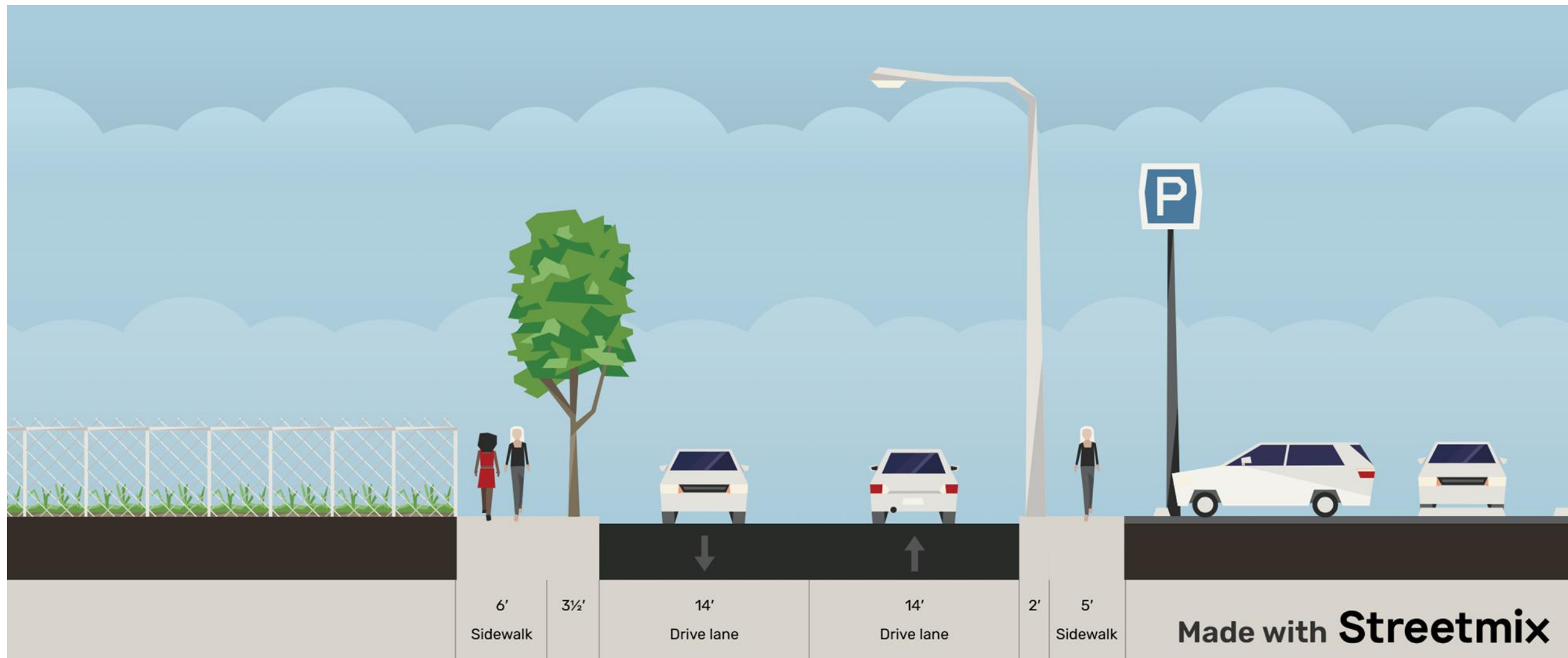
Vehicle Parking Special Exception Criteria

- **The relief will include a Transportation Demand Management Plan approved by DDOT.**
 - The Applicant has engaged Gorove Slade as transportation engineer and the Applicant's Transportation Statement is at Exhibit 24B of the record. The Applicant has committed to implementing the TDM Plan and LMP included in the Transportation Statement.
- **The relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.**
 - The relief requested furthers District goals that encourage infill development to increase housing opportunities near transit in this area. In place of parking, the Applicant will provide new residential and retail/service use on the Property. The relief will mitigate potential traffic congestion caused by vehicles and improved pedestrian safety surrounding the Property.
- **The relief will not tend to affect adversely the use of neighboring property**
 - New residents to the Project will have ample transit options nearby. The Project improves pedestrian safety by closing existing curb cuts, thus minimizing potential vehicle-pedestrian conflicts.

Thank You!

Supplemental Slides

Existing: Sheridan Road Cross-Section



Proposed: Sheridan Road Cross-Section

