

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** *KB for* Meredith Soniat  
Associate Director

**DATE:** December 29, 2025

**SUBJECT:** ZC Case No. 25-04 – 5045 Hanna Place SE

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#### PROJECT SUMMARY

Ed Villard (the “Applicant”) seeks approval of a Map Amendment to rezone a 5,312-square-foot property from R-2 to MU-4. The subject property is located at 5045 Hanna Place SE (Square 5341, Lot 34) on the southwest corner of Hanna Place and 51<sup>st</sup> Street SE. The site currently is improved with a four-unit, two-story multifamily building.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the Map Amendment process to evaluate the requested zoning change and to inform the Zoning Commission on the order of magnitude impacts on the transportation network. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is less than ¼ mile from high-frequency bus service along Benning Road SE with Metrobus route C21 serving the nearest stop every 12 minutes or better as well as medium-frequency bus service along Southern Avenue SE with Metrobus route C37 serving the nearest stop every 20 minutes or better;
- Rezoning to MU-4 could allow about six (6) additional residential units and up to 3,984 square feet of retail compared to R-2. This would result in only a small increase in trips by car, transit, bike, and foot;
- The site has access to a 16-foot rear public alley, and DDOT expects all loading, trash pickup, and vehicle parking to occur from the alley. DDOT will not support any new curb cuts from either Hanna Place or 51<sup>st</sup> Street;

- Any future development proposals must comply with DDOT's most recent *Guidance for Comprehensive Transportation Review* and analyze the potential impact of the vehicle trips generated by the additional density on the roadway network if vehicle- or person-trip thresholds are met;
- Any development proposals for the site will need to account for a long-term bicycle parking storage room if eight (8) or more residential units are proposed, either below- or at-grade in an easily accessible location from the lobby, as well as short-term bicycle parking, as required by Title 11 of the *District of Columbia Municipal Regulations (DCMR)* Subtitle C, § 801 and Title 18 of the *DCMR* § 1214;
- The site is proximate to both high- and medium-frequency bus service, and DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT's most recent *Guidance for Comprehensive Transportation Review*, ideally the development would provide no more than 0.35 vehicle spaces per unit (1 per 3 units);
- The proposed rezoning would support nearby transit and generate additional foot traffic to support nearby businesses. This is consistent with DDOT's approach to infill sites which should be dense, compact, transit-oriented, and improve the public realm.

## RECOMMENDATION

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 if the rezoning is granted, it is expected that the Applicant will coordinate with DDOT through the permitting process on the following actions to minimize impacts of a future development proposal on the transportation network:

- Depending on the final development program and if any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), a Comprehensive Transportation Review (CTR) study or some other transportation analysis may be required;
- When the property develops, the site should be designed so that loading occurs via the alley and without trucks performing backing maneuvers through sidewalk space; and
- Continue coordination with DDOT on the public space design elements noted in the Streetscape and Public Realm section of this report.

## TRANSPORTATION ANALYSIS

### Mode Split and Trip Generation Comparison

DDOT conducted a trip generation analysis for the site to compare the transportation impacts of residential development scenarios under the existing R-2 with the proposed MU-4 zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing R-2 zone allows for the site to be developed with mainly residential single-family dwellings. If rezoned to MU-4, the site could potentially achieve a 3.0 floor area ratio (FAR) for a mixed-use development, assuming an Inclusionary Zoning (IZ) bonus. It is estimated that a maximum of 13

residential units and 3,984 square feet of retail could be constructed on-site if the rezoning to MU-4 is granted, as compared to approximately seven (7) dwellings with no first-floor retail under R-2.

No specific development plan has been submitted. The Applicant has stated they do not plan to include retail, even though MU-4 zoning would allow it, as noted in [Exhibit 10A](#). These are just estimates of a potential development based on lot size, lot coverage, FAR, by-right uses, and building heights allowed by zoning, which DDOT obtained from the Office of Planning Setdown Report ([Exhibit 9](#)). Granting the rezoning would not lock in the development program estimated in this report since the MU-4 allows for a wider range of uses, and the site may include additional constraints that will affect the amount of developable space.

To determine the number of trips generated by each scenario, DDOT utilized the rates published in the Institute of Transportation Engineers' *Trip Generation Manual, 12<sup>th</sup> Edition*, webtool. A 60% non-auto mode share was assumed based on the site's proximity to high-capacity bus service. Table 1 below presents a summary of DDOT's estimate of person and vehicle trips during weekday morning and evening peak hours for each development scenario.

If rezoned to MU-4, the site could theoretically include 13 residential units and 3,984 square feet of ground-floor retail. This would generate about three (3) vehicle trips in the morning peak hour and five (5) in the evening peak hour, compared to two (2) trips in each peak hour under the current R-2 zone. Overall, this represents only a minor increase in vehicle trips on the transportation network.

**Table 1 | Trip Generation Comparison**

| Development Scenario                        | Estimated Development Program                 | AM Peak Person Trips | PM Peak Person Trips | AM Peak Vehicle Trips | PM Peak Vehicle Trips |
|---|---|----------------------|----------------------|-----------------------|-----------------------|
| Existing Conditions                         | 4 Multi-Family Dwellings                      | 2                    | 2                    | 1                     | 1                     |
| Maximum Current Matter-of-Right in R-2 Zone | 7 Multi-Family Dwellings                      | 4                    | 5                    | 2                     | 2                     |
| Maximum Future Matter-of-Right in MU-4 Zone | 13 Multi-Family Dwellings<br>3,984 SF Retail  | 13                   | 30                   | 3                     | 5                     |
| Net Change<br>Max R-2 to Max MU-4           | +6 Multi-Family Dwellings<br>+3,984 SF Retail | +9                   | +25                  | +1                    | +3                    |

#### Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is less than ¼ mile from high-frequency bus service along Benning Road with Metrobus route C21 serving the nearest stop every 12 minutes or better, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Title 11 of *DCMR*, Subtitle C, § 702.1(a), when the site redevelops.

According to DDOT's most recent *Guidance for Comprehensive Transportation Review*, a site this proximate to priority transit should provide no more than 0.35 spaces per residential unit (1 space per 3 units). Too much parking can encourage more driving, which DDOT aims to avoid. During public space permitting, the Applicant would be required to commit to a Transportation Demand Management (TDM) plan if the project were to have 20 or more residential units and a curb cut; however, since the

Applicant has rear public alley access, DDOT will not support any proposed new curb cuts. The Applicant will need to meet the requirements for electric vehicle (EV) charging infrastructure in accordance with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027.

The project must meet all bicycle parking requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking requirements of Title 11 of the *DCMR* Subtitle C § 800 and Title 18 of *DCMR* § 1214. Long- and short-term bicycle parking should be designed in accordance with the most recent DDOT *Bike Parking Design Guide*. As required by zoning, at least 50% of long-term bicycle parking spaces must be located horizontally on the floor or easily accessible on the bottom level of a two-tier rack system. Additionally, DDOT requires at least 5% of spaces to be designed for cargo and larger bikes (10 feet by 3 feet rather than 6 feet by 2 feet) and 10% of spaces be served by electrical outlets for e-bikes and scooters.

If the redevelopment proposal triggers loading requirements, access must be provided via the alley, and the Applicant must ensure that there is no backing of trucks across the sidewalk and that all movements through sidewalk space are head-in/head-out with turns occurring on private property or in the alley. If the project has more than three (3) residential units, the Applicant must contract a private trash collection service. Trash must be stored on private property out-of-view of the sidewalk and collected from the alley. Move-ins and move-outs should occur from the alley. Future residents may also obtain “emergency no parking” signs through DDOT’s Transportation Online Permitting System (TOPS) to reserve an on-street parking space for move-ins and move-outs.

Note that exact zoning requirements for vehicle parking, bicycle parking, and loading will be determined by the Department of Buildings (DOB) and will be based on the specific development ultimately proposed.

## **HERITAGE AND SPECIAL TREES**

According to the District’s [Tree Size Estimator map](#), the property has no Heritage or Special Trees.

## **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, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site. It is noted that the site has a 15-foot Building Restriction Line (BRL) along both the Hanna Place and 51<sup>st</sup> Street frontages. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain “park-like” with landscaping.

Specifically, there are potential 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 access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network. The closest alley entrance is from Hanna Place or H Street SE;
- No new curb cuts to the property from Hanna Place or 51<sup>st</sup> Street should be proposed;
- If the redevelopment proposal triggers loading requirements, access must be provided via the alley, and the Applicant must ensure that there is no backing of trucks across the sidewalk and

that all movements through sidewalk space are head-in/head-out with turns occurring on private property or in the alley;

- Pedestrian entrances should match the existing grade in the building restriction area to avoid unnecessary stairs or ramps down to publicly regulated space. Stairs or ramps to handle the natural slope are fine;
- Provide a plan showing the detailed design of the long-term bike storage room (if 8 or more residential units are proposed) so DDOT can confirm it meets the requirements of Title 11 of *DCMR* Subtitle C, § 800, Title 18 of *DCMR* § 1214, and DDOT *Bike Parking Guide* best practices; and

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 the *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.

MS:pj