

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Anna Chamberlin, AICP 
Associate Director

DATE: September 9, 2022

SUBJECT: ZC Case No. 21-14 – 2026 Jackson Street NE (New Macedonia Baptist Church)

PROJECT SUMMARY

New Macedonia Baptist Church (the “Applicant”) seeks approval of a Map Amendment to rezone a 9,430 SF property from R-1-B to MU-4. The subject property is located at 2026 Jackson Street NE (Square 4220, Lot 802) and bounded by Jackson St. NE to the south and 22nd Street NE to the east. The existing site consists of unimproved land with a surface parking lot. The rezoning from R-1-B to MU-4 would permit the Applicant to construct a moderate-density mixed-use development.

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-4 zone would allow for approximately 22 more residential units and 7,000 SF first-floor retail on the property than the maximum allowed in the existing R-1-B zone;
- From a vehicle trip generation standpoint, maximum build-out in the proposed MU-4 zone could generate an additional 5 AM peak hour trips and 10 PM peak hour person trips vehicle trips, as compared to a matter-of-right development of a surface parking lot;
- The additional trips generated by the site are expected to have a minimal impact on the transportation network;

- Any development 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, as required by DCMR 11 and DCMR 18 (Chapter 1214);
- Since the site is within ¼ mile of WMATA Priority Corridor Network Metrobus Route G8, zoning may allow a 50% vehicle parking reduction. To take advantage of this reduction, the Applicant may need to choose an address on 22nd Street since Jackson Street is in the DDOT-DMV database as Residential Parking Permit (RPP) pass-eligible for all residents;
- DDOT encourages the Applicant to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT's January 2022 *Guidance for Comprehensive Transportation Review*, ideally no more than 0.35 vehicle spaces per unit (1 per 3 units);
- DDOT concurs with the proposed up-zoning in order to further 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; and
- Depending on the final development program, DDOT will require a Transportation Demand Management (TDM) Plan be implemented at the time of curb cut approval.

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 under the MU-4 zone.

Given the subject property is a short walking distance along 22nd Street to a Priority Bus Route and the proposed change in zoning is consistent with DDOT's approach to new development that supports higher densities, adjacent transit, and walkable design, 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) if and when a development 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;
- When the property ultimately develops, 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;
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property; and

- Continue coordination with DDOT on the following public space design elements noted in the Streetscape and Public Realm section of this report.

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 R-1-B and 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-1-B zone allows for the site to be developed with a maximum of two (2) single-family dwellings. If rezoned to MU-4, the site could potentially achieve a 3.0 FAR for a multi-family residential development assuming an inclusive zoning (IZ) bonus. It is estimated that a maximum of 24 residential units with 7,000 SF first-floor retail could be constructed on-site if the rezoning to MU-4 is granted.

DDOT estimated the amount of person- and vehicle-trips that would be generated by theoretical maximum matter-of-right developments under the existing R-1-B and proposed MU-4 zones. To determine the number of trips generated by each scenario, DDOT utilized typical mode splits for the site within ¼ mile of Priority Bus service and rates published in the ITE *Trip Generation Manual, 11th Edition, webtool*. Table 1 below presents a summary of DDOT’s estimate of vehicle trips for each development scenario.

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	9,430 SF Empty Lot	0	0	0	0
Maximum Current Matter-of-Right in R-1-B Zone	2 Dwelling Units 0 SF Retail	1	1	0	0
Maximum Future Matter-of-Right in MU-4 Zone	24 Dwellings Units 7,000 SF Retail	21	54	5	10
Net Change R-1B to MU-4	+22 Dwelling Units +7,000 SF Retail	+20	+53	+5	+10

As shown above, development of the site with the maximum number of allowable units (estimated 24 units) will add approximately 5 vehicle trips in the weekday morning commuter peak hour and approximately 10 vehicle trips during the weekday evening commuter peak hour, as compared to the zero (0) trips generated by the vacant site today.

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 ¼ mile of Priority Corridor Network Metrobus Route G8, DDOT encourages the Applicant to take advantage of the 50% reduction in the parking minimum, per DCMR11

Subtitle C, Section 702.1(a), as allowed by zoning. To take advantage of this reduction, the Applicant may need to choose a 22nd Street address since Jackson Street NE is an RPP-pass eligible street.

DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of DCMR 11 and DCMR 18 (Chapter 1214). The project must also meet all bicycle parking and loading requirements. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking Design Guidelines*. Additionally, at least 50% of long-term spaces must be horizontal on the ground, 5% of spaces be designed for larger cargo/tandem bikes, and 10% of spaces served by electrical outlets for e-bikes and scooters.

Table 2 | Zoning Requirements for Vehicle Parking and Bicycle Parking

Development Scenario	Estimated Development Program	Zoning Min Veh. Parking Spaces	DDOT Max Veh. Parking Spaces	Bicycle Parking Long-Term	Bicycle Parking Short-Term
Existing Conditions	9,430 SF Empty Lot	N/A	N/A	N/A	N/A
Maximum Current Matter-of-Right in R-1-B Zone	2 Dwelling Units	0	1	1	0
Maximum Future Matter-of-Right in MU-4 Zone	24 Dwellings Units 7,000 SF Retail	6	17	9	3

DDOT encourages the Applicant to provide a minimum of 1 EV space for every 50 spaces. It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready starting January 1, 2022. At this time, the law has not gone into effect because it has not been funded. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

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.

Specifically, there are potential access and public space issues that the Applicant should be aware of and continue to coordinate with DDOT on, if and when the site develops:

- There is a 15-foot building restriction line (BRL) on both Jackson Street and 22nd Street NE. The area between the property line and the BRL is the building restriction area and is regulated as if it were DDOT public space. No buildings may be constructed in this area and it should be designed with maximum green space and landscaping;
- Close the existing curb cut to Jackson Street and re-apply for any new curb cuts. Since there is no alley access, any future curb cuts should be located on the lower volume of the two streets and as far from the intersection with Rhode Island Avenue as possible;
- Ensure loading facilities for the site are built so that trucks can travel through sidewalk space with head-in/head-out movements only;
- Storage of vehicles in the public space, specifically the “public parking” and building restriction areas, is not permitted. This area should be restored to green space;

- Ensure the sidewalks surrounding the project have clear paths of at least 6 feet, plus an additional 4 foot treebox zone with missing street trees installed. Also, ensure all curb ramps and crosswalks surrounding the site meet modern ADA requirements;
- Submit a detailed curbside management plan for both 22nd and Jackson Streets. If DDOT's Curbside Management Division (CMD) requires multi-space meters, they will be at the Applicant's expense;
- Determine final locations of the short-term bicycle racks (inverted U-racks) in public space, ideally within the furniture zone;
- Submit a detailed design of the long-term bicycle parking storage room showing the building complying with the bike parking design requirements noted earlier in this report;
- Underground the electrical wires and remove telephone poles from public space. Replace with additional street trees;
- Upgrade existing cobrahead streetlights with either Washington Globe or Decorative Teardrop style lighting fixtures (to be determined by DDOT Streetlight Division); and
- Any future restaurants or stores with café patios within the building restriction area will require a separate public space occupancy permit.

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 *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.

AC:sm