

# Government of the District of Columbia


## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Anna Chamberlin  
Associate Director 

**DATE:** May 22, 2023

**SUBJECT:** ZC Case No. 22-34 – 924 Madison Street NW (Berean Baptist Church)

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#### PROJECT SUMMARY

The Berean Baptist Church (the “Applicant”) seeks approval of a Map Amendment to rezone a 14,000 SF property from RF-1 to RA-2. The subject property is located at 924 Madison Street NW (Square 2991, Lot 77) and is bounded by Madison Street NW to the north, residential properties to the east and west, and a 20-foot public alley to the south. The site is currently occupied by a church building.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 multi-modal 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:

- The site is within ¼ mile of the Metrobus 70 and 79 route along Georgia Avenue NW, both part of the Metrobus Priority Corridor Network;
- The proposed RA-2 (Residential Apartment – Moderate/Medium Density) zone would allow for approximately 24 more residential units on the property than the maximum allowed in the existing RF-1 zone (34 units versus 10 units);
- The increased density is expected to generate a small increase in the amount of transit, biking, and walking trips;
- From a vehicle trip generation standpoint, maximum build-out in the proposed RA-2 zone could generate an additional three (3) AM peak hour trips and three (3) PM peak hour trips, as compared to a matter-of-right development, which is a large reduction in trips on Sundays from the current church use if it were not to return in the redevelopment;

- The additional vehicle trips are expected to have a minimal impact on the roadway network;
- The proposed up-zoning 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;
- Since the site is within ¼ mile of two (2) Metrobus Priority Corridor Network Routes, 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);
- 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 11 DCMR 801 and 18 DCMR 1214;
- The site currently has access to an existing 20-foot rear public alley. When the site develops, it is expected that all loading, trash pick-up, and vehicle parking will take place from this public alley. DDOT will not support any new curb cuts to the property from Madison Street NW; and
- Given the above considerations, DDOT supports the proposed rezoning.

## **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, 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 action 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;
- A Transportation Demand Management (TDM) Plan may be required at the time of streetscape approval, commensurate with the land use, parking supply, and scale of future development, in accordance with the January 2022 *CTR Guidelines*;
- When the property ultimately develops, the site should be designed so that loading occurs without trucks performing backing maneuvers through sidewalk space. Also, coordinate with DDOT on an appropriate Loading Management Plan (LMP), if necessary;
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant’s expense;
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 4 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property; 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 RF-1 and proposed RA-2 zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing RF-1 zone allows for the site to be developed primarily with row dwellings on small lots, with up to two (2) residential units in each building. If rezoned to RA-2, the site could potentially achieve a 2.16 FAR, assuming an inclusive zoning (IZ) bonus. It is estimated that a maximum of 34 residential units could be constructed on-site if the rezoning to RA-2 is granted, as compared to approximately 10 units under RF-1.

To determine the number of trips generated by each scenario, DDOT utilized the rates published in the *ITE Trip Generation Manual, 11<sup>th</sup> Edition*, webtool. A 60% non-auto mode share was assumed based on the site's proximity to two (2) Metrobus Priority Corridor Network routes. Table 1 below presents a summary of DDOT's estimate of vehicle trips for each development scenario.

As shown below, development of the site with the maximum number of allowable units under the proposed zoning (estimated 34 units) will generate approximately five (5) vehicle trips in the weekday morning commuter peak hour and approximately five (5) vehicle trips during the weekday evening commuter peak hour, as compared to the approximately two (2) trips in the weekday morning commuter peak hour and approximately two (2) trips during the weekday evening commuter peak hour that could be generated under maximum build-out under existing zoning. While the rezoning would yield a small net increase in person and vehicle trips during the weekday commuter peak hours, it would result in a significant reduction in trips on Sundays, if the church use were to not return to the site.

**Table 1 | Trip Generation Comparison**

Development Scenario	Development Program	AM Peak	PM Peak	Sunday Peak	AM Peak	PM Peak	Sunday Peak
		Person Trips	Person Trips	Person Trips	Vehicle Trips	Vehicle Trips	Vehicle Trips
Existing Conditions	11,400 SF Church	7	11	215	1	2	30
Maximum Build-out under Existing RF-1 Zoning	10 Residential Units	5	6	4	2	2	1
Maximum Build-out under Proposed RA-2 Zoning	34 Residential Units	15	15	13	5	5	4
Net Change Existing vs Proposed Zoning	+24 Residential Units	+10	+9	+9	+3	+3	+3

Zoning Requirements

Table 2 below details DDOT’s estimates of the theoretical vehicle parking and bike parking zoning requirements for each of the evaluated development scenarios. Note that the exact requirements will be determined by the Department of Buildings (DOB) and will be based on the specific development ultimately proposed. This also includes any required loading facilities.

Since the site is located within ¼ mile of the 70 and 79 Metrobus Priority Corridor Network routes, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Subtitle C, Section 702.1(a), when the site redevelops. According to DDOT’s January 2022 *Guidance for Comprehensive Transportation Review*, a site this proximate to priority transit should provide no more than 0.35 spaces per unit (1 space per 3 units). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. During public space permitting, the Applicant may be required to commit to a TDM plan, the contents of which will be determined at that time and will be influenced by the amount of off-street parking provided.

While not a zoning requirement, DDOT encourages the Applicant to provide a minimum of one (1) electric vehicle (EV) charging station 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. At this time, the law has not gone into effect. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

The project must meet all bicycle parking requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of 11 DCMR C-800 and 18 DCMR 1214. Long- and short-term bicycle parking should be designed in accordance with the 2018 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 be designed for larger cargo/tandem 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.

**Table 2 | Zoning Requirements for Vehicle Parking and Bicycle Parking**

Development Scenario	Development Program	Zoning Minimum Vehicle Spaces	DDOT Maximum Vehicle Spaces	Minimum Long-Term Bicycle Spaces	Minimum Short-Term Bicycle Spaces
Maximum Build-out under Existing RF-1 Zoning	10 Residential Units	1	4	3	1
Maximum Build-out under Proposed RA-2 Zoning	34 Residential Units	5	12	11	2

**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, when the site develops:

- All vehicular site 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 Madison Street NW, 50 feet to the west of the site;
- No new curb cuts to the property from Madison Street should be proposed;
- Ensure any pedestrian entrances to a future multi-family building are at-grade with the public sidewalk so that no stairs or ramps are required in public space;
- Provide a plan showing the detailed design of the long-term bike storage room so DDOT can confirm it meets the DCMR 11 (Chapter 800) and DCMR 18 (Chapter 1214) requirements and DDOT *Bike Parking Guide* best practices;
- During permitting, submit a Curbside Management Plan for Madison Street along the site’s frontage showing existing and proposed signage and curbside designation; and
- Install any missing street trees along the Madison Street frontage.

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.

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