











Bridge District Parcels 3 & 4

Zoning Case #12-13

November 1, 2021

GOROVE SLADE
Transportation Planners and Engineers

Transportation Context

Close to Anacostia Metrorail Station

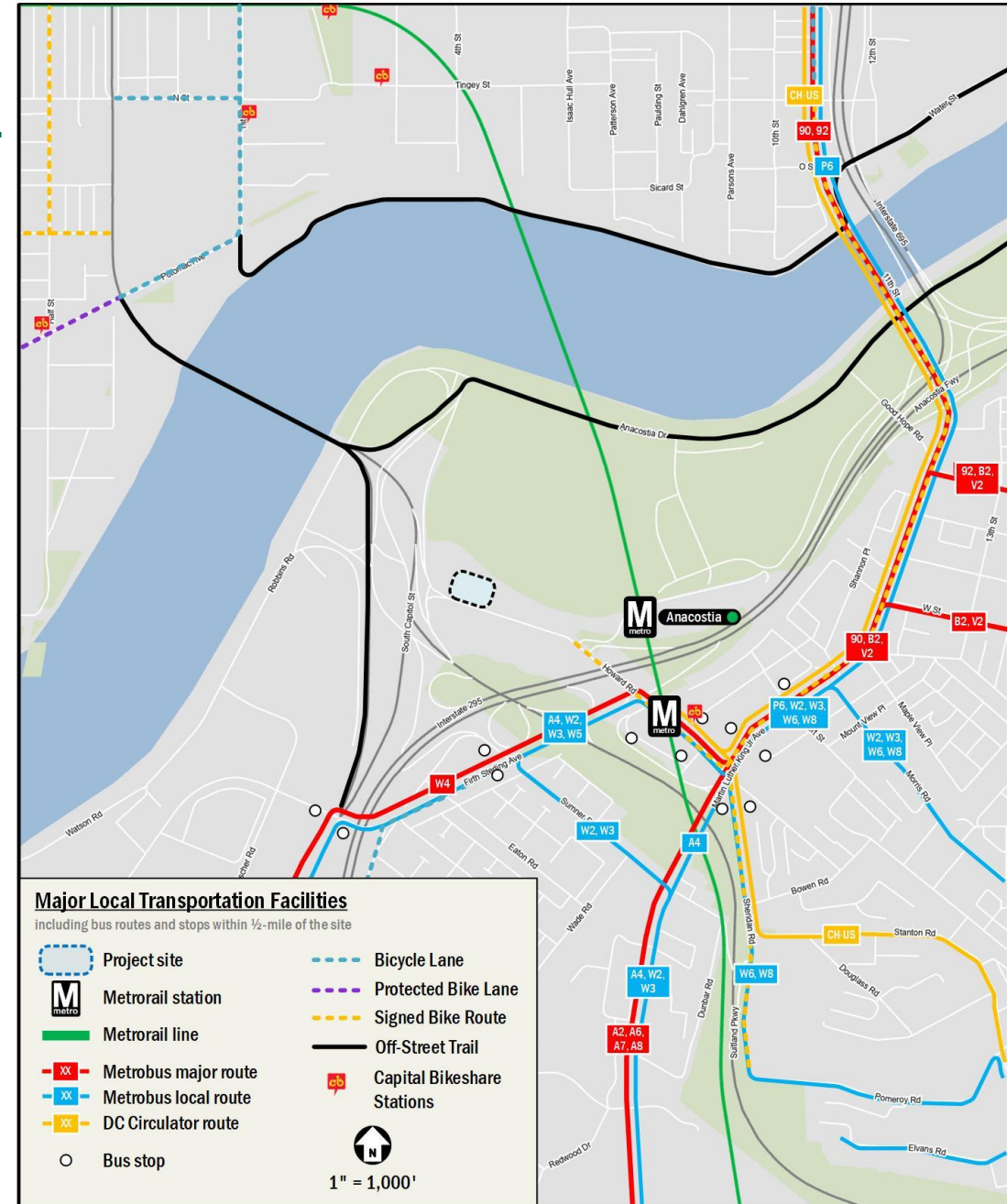
But not much of anything else

Howard Road no longer part of regional network

Recent construction removes it as the link from SB DC 295 to the bridge

New multi-modal connections

But could use more connectivity to Bridge District



Transportation Goals

Create roads that are pedestrian-oriented

Include design features to calm traffic

Organize modes to reduce conflicts

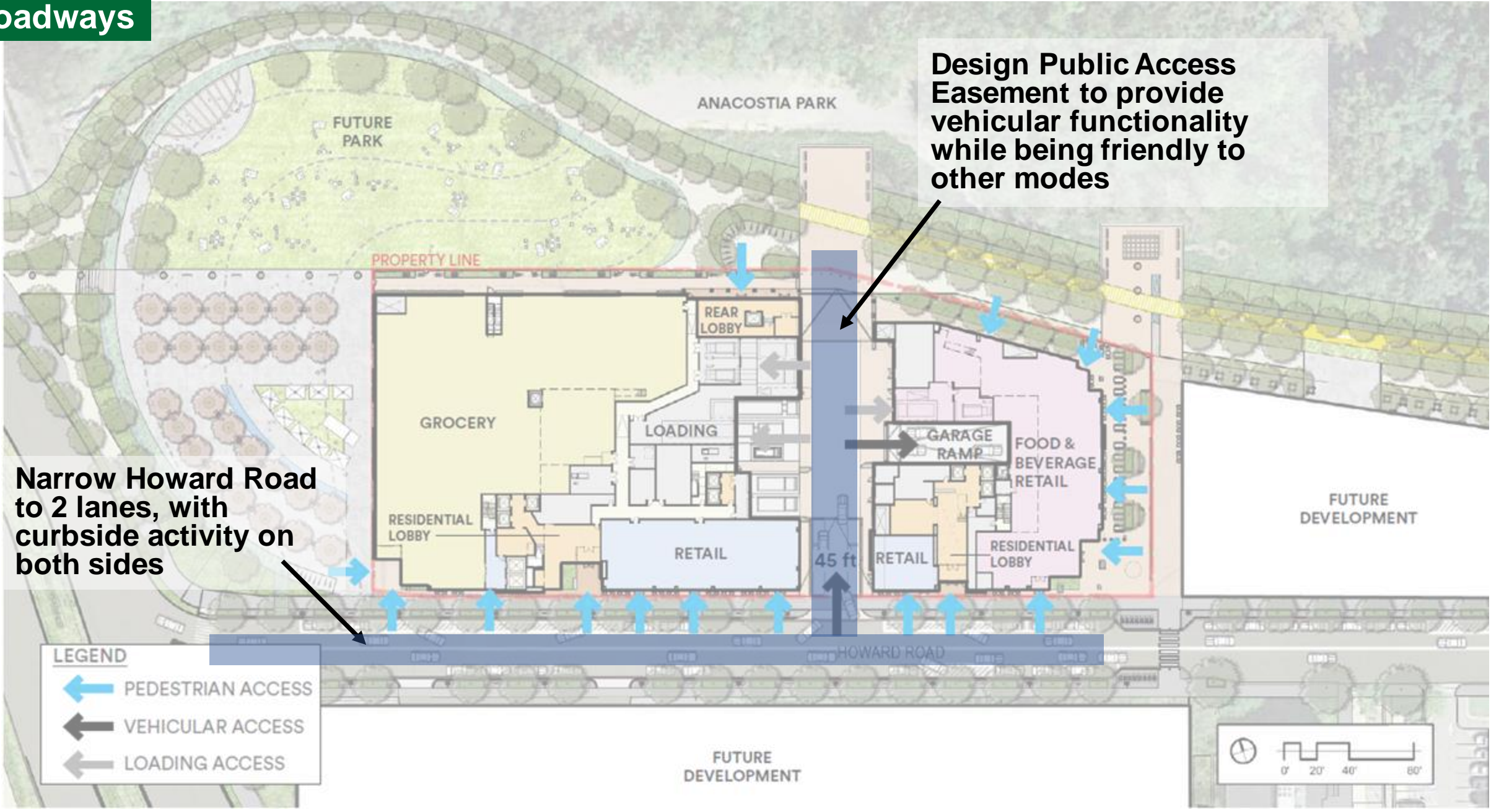
Especially the larger trucks that service the retail

Work in both the short and long term

Parcels 3 & 4 are just the beginning



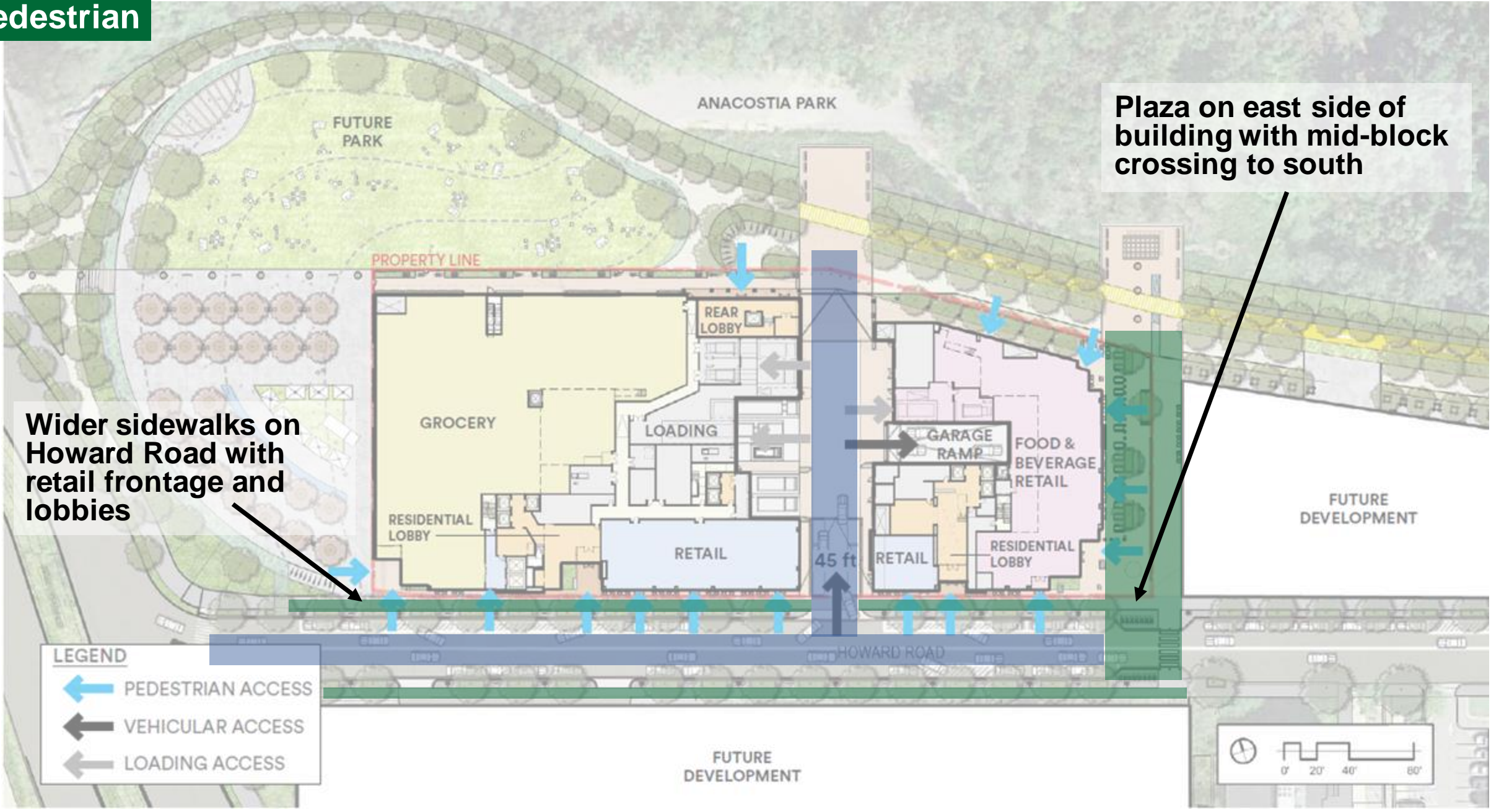
Roadways



Design Public Access Easement to provide vehicular functionality while being friendly to other modes

Narrow Howard Road to 2 lanes, with curbside activity on both sides

Pedestrian

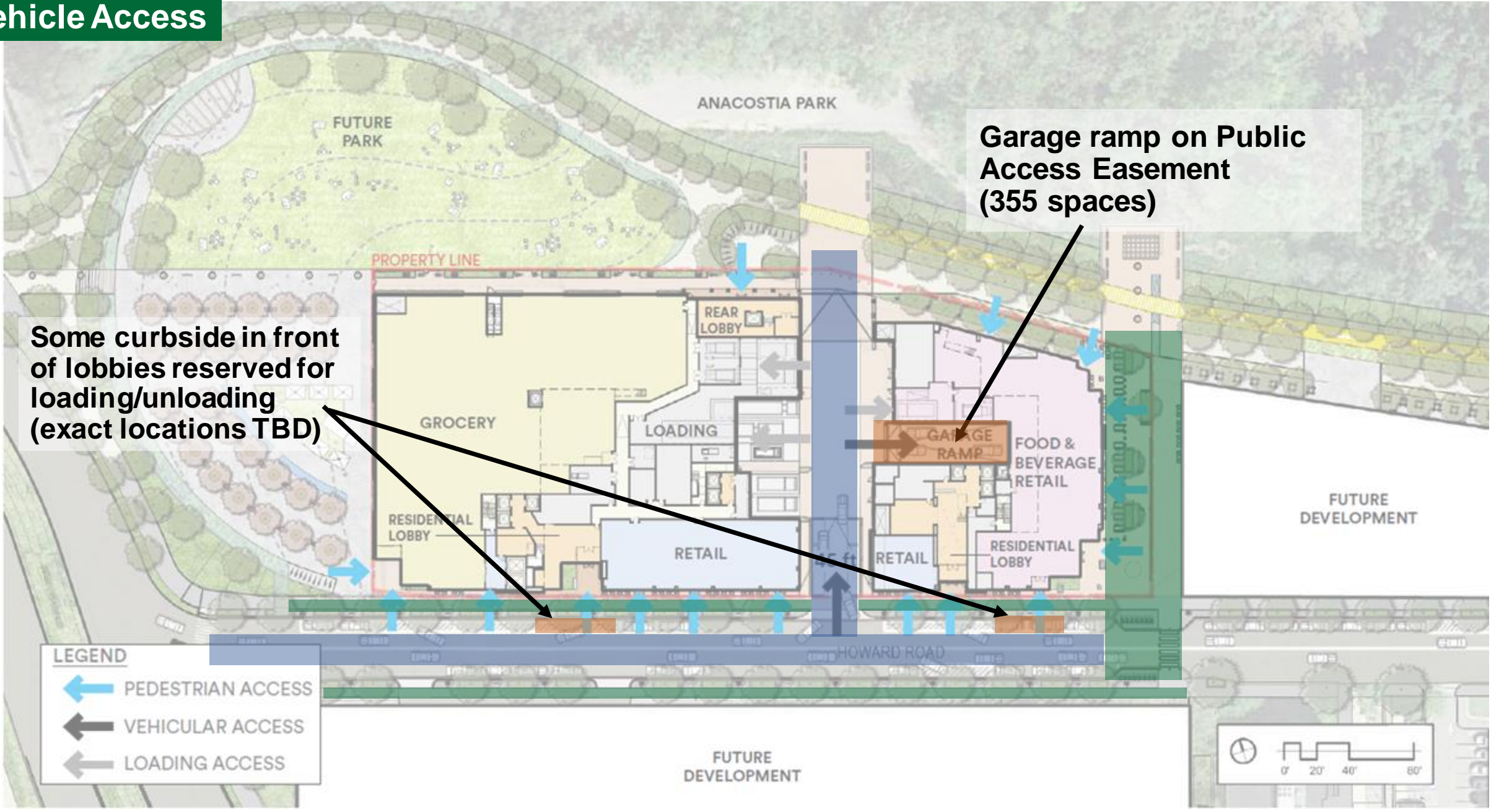


Wider sidewalks on Howard Road with retail frontage and lobbies

Plaza on east side of building with mid-block crossing to south

- LEGEND**
- ← PEDESTRIAN ACCESS
 - ← VEHICULAR ACCESS
 - ← LOADING ACCESS

Vehicle Access



Some curbside in front of lobbies reserved for loading/unloading (exact locations TBD)

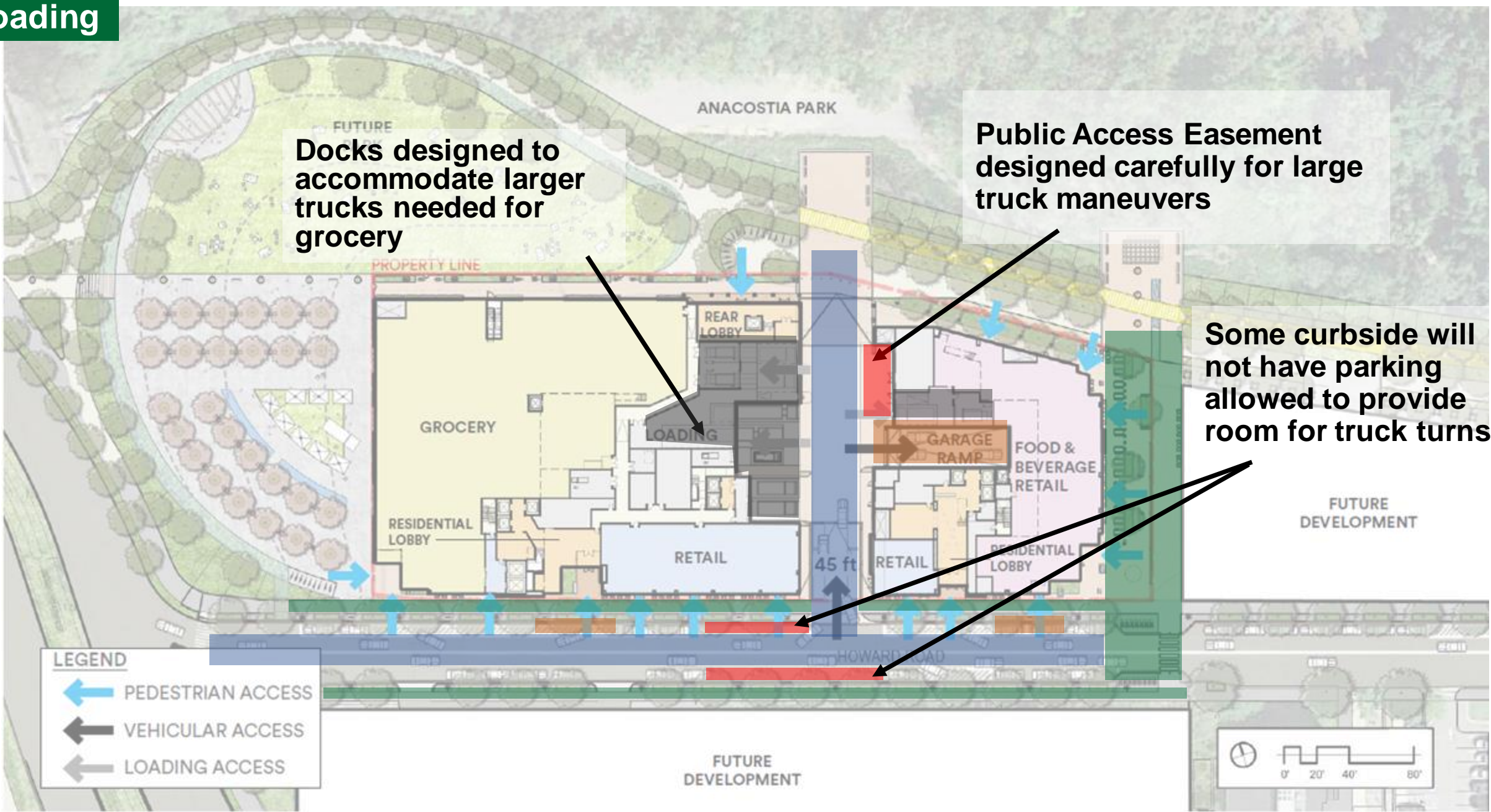
Garage ramp on Public Access Easement (355 spaces)

LEGEND

- ← PEDESTRIAN ACCESS
- ← VEHICULAR ACCESS
- ← LOADING ACCESS



Loading



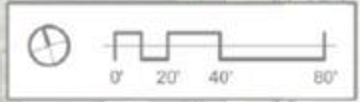
Docks designed to accommodate larger trucks needed for grocery

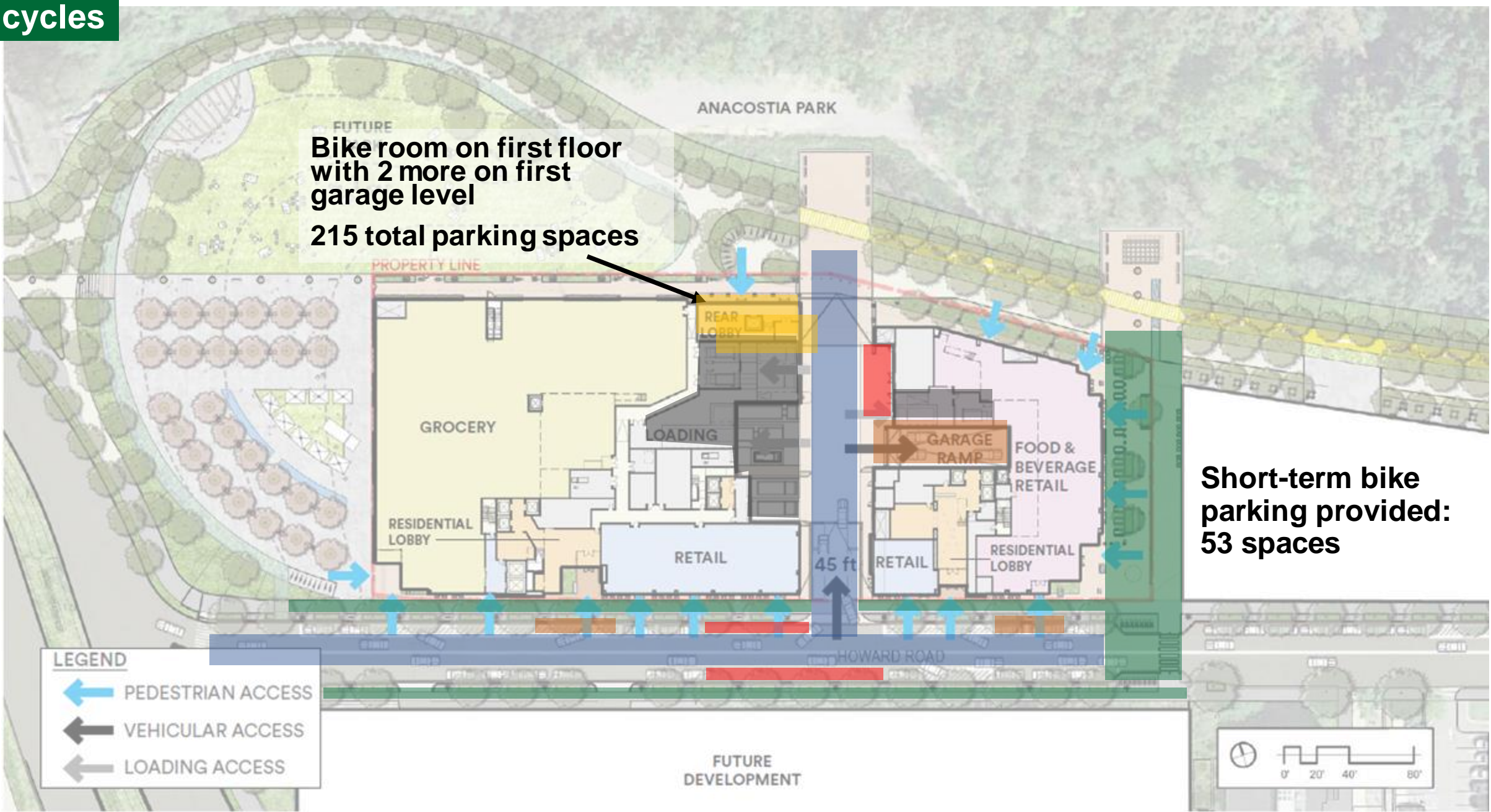
Public Access Easement designed carefully for large truck maneuvers

Some curbside will not have parking allowed to provide room for truck turns

LEGEND

- ← PEDESTRIAN ACCESS
- ← VEHICULAR ACCESS
- ← LOADING ACCESS



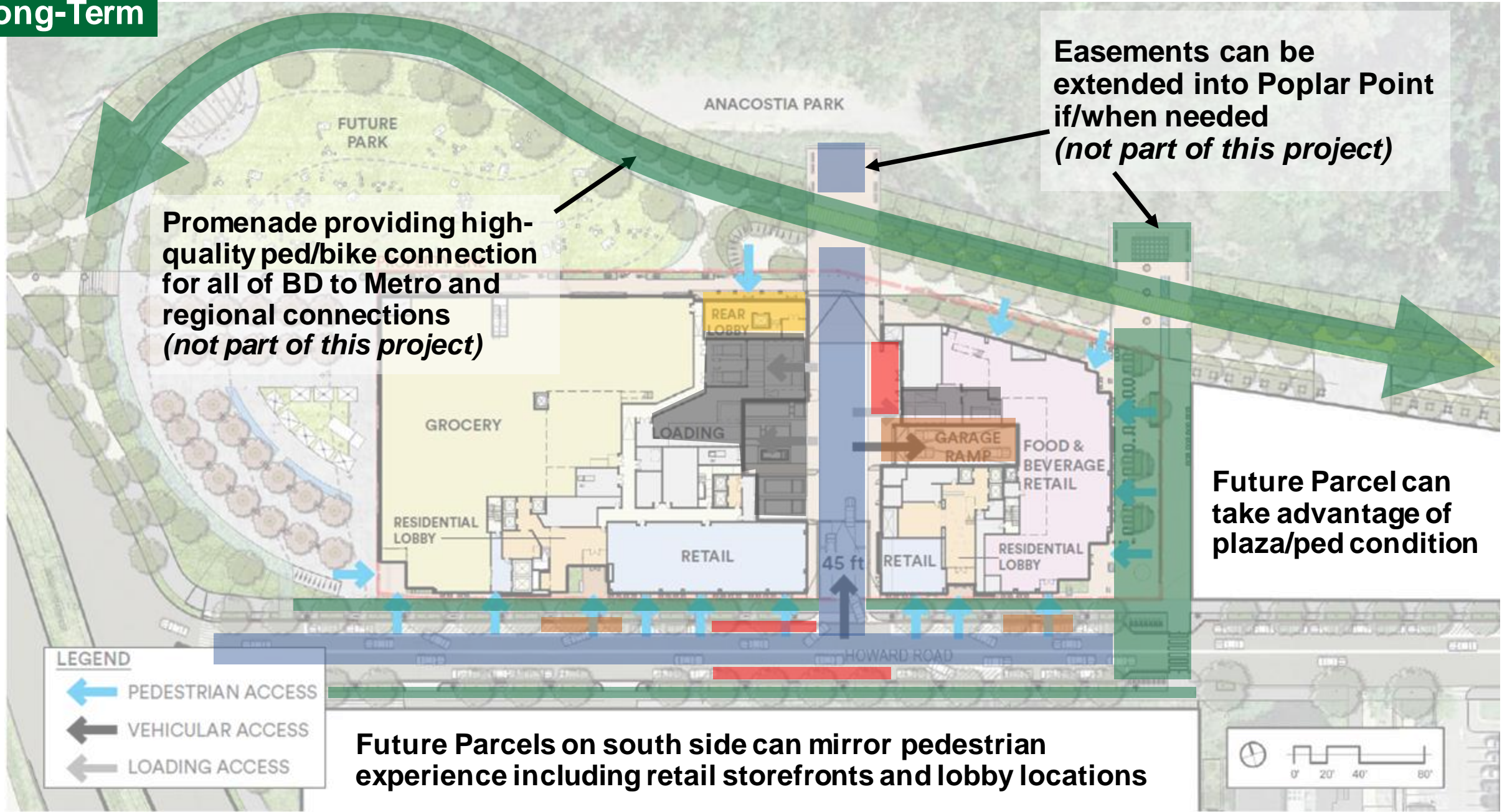


Bike room on first floor with 2 more on first garage level
215 total parking spaces

Short-term bike parking provided: 53 spaces

LEGEND

- ← PEDESTRIAN ACCESS
- ← VEHICULAR ACCESS
- ← LOADING ACCESS



Easements can be extended into Poplar Point if/when needed (not part of this project)

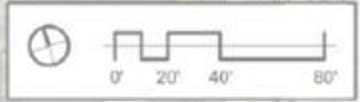
Promenade providing high-quality ped/bike connection for all of BD to Metro and regional connections (not part of this project)

Future Parcel can take advantage of plaza/ped condition

Future Parcels on south side can mirror pedestrian experience including retail storefronts and lobby locations

LEGEND

- ← PEDESTRIAN ACCESS
- ← VEHICULAR ACCESS
- ← LOADING ACCESS



Response to DDOT Staff Report

Applicant agreed to or acknowledged most comments

- Will need to work with DDOT on some design issues during public space

More detailed responses:

- Design of Public Access Easement
 - DDOT requested changes in design (standard DDOT materials/design)
 - Easement agreement allows non-traditional materials if approved by DDOT
 - Per conversations with DDOT, the Applicant agrees to refine the design of the Easement during the Public Space process, and requests flexibility from the ZC on the details of its design
- Use of residential parking by other buildings
 - DDOT asked for a commitment to not lease residential parking to “anyone from outside the building”
 - The Applicant needs the flexibility to use extra parking for future phases (the garage may be connected to adjacent parcels) and suggests changing language from this commitment to “any building outside of the Northern Howard Road Zone”.
- TDM additions
 - DDOT asked for several additions to the TDM plan
 - Applicant agreed to all, with some language tweaks (discussed with DDOT)

A memo with responses to the DDOT staff report has been sent to DDOT in draft form for their review. We intend to submit it to the record after their review.

COLOR LEGEND

- BUILDING SUPPORT
- CIRCULATION
- RESIDENTIAL - AMENITY
- RESIDENTIAL - LOBBY

REQUIRED PARKING SPACES PER ZONING

RETAIL (1.3 per 1,000 sf) = 65 spaces*
 RESIDENTIAL (1 per 3 units) = 250 spaces

TOTAL PARKING SPACES

(109 RETAIL + 260 RESIDENTIAL) = 369 spaces

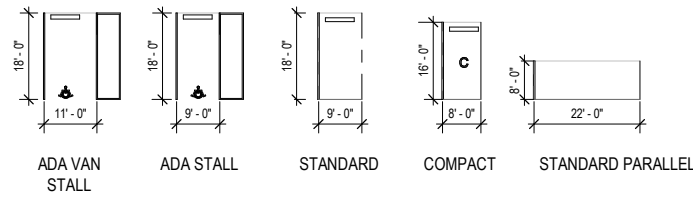
REQUIRED LONG TERM BIKE PARKING PER ZONING

RETAIL (1 PER 10,000 SF) = 5
 RESIDENTIAL (1 PER 3 DUs, 50% AFTER FIRST 50 SPACES) = 152

REQUIRED SHORT TERM BIKE PARKING PER ZONING

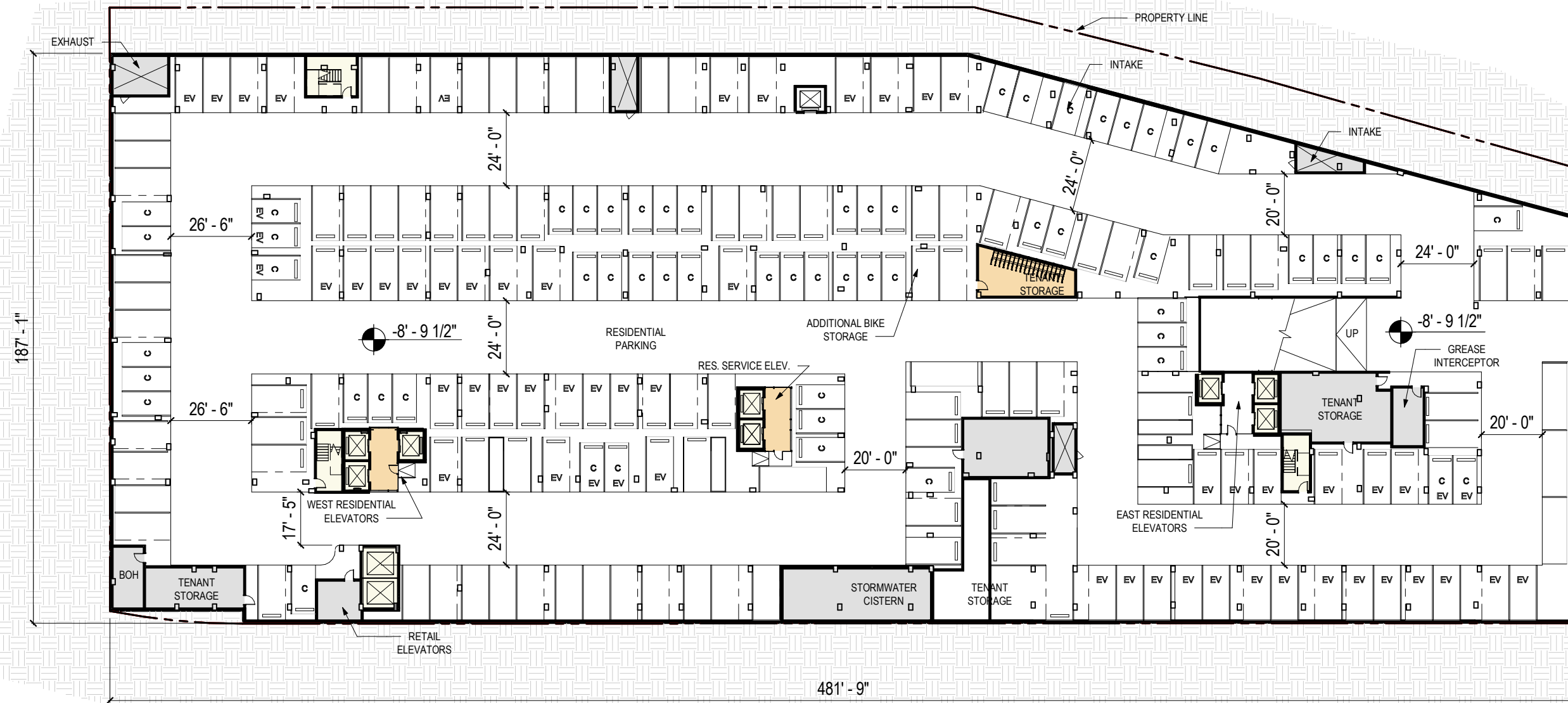
RETAIL (1 PER 3,500 SF) = 15
 RESIDENTIAL (1 PER 20 DUs) = 38

PARKING STALL TYPES



BIKE PARKING	
LEVEL	COUNT
RESIDENTIAL	
LEVEL B1	182
LEVEL 1	28
RETAIL	
LEVEL B1	20
RETAIL	20
GRAND TOTAL	230

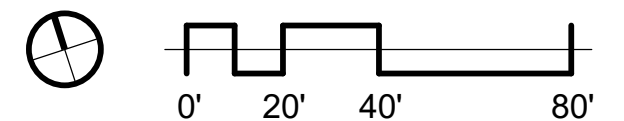
PARKING TABULATIONS	
TYPE	COUNT
RETAIL	
LEVEL B1	
ADA	4
ADA VAN	1
PARALLEL	1
STANDARD	100
	106
	106
RESIDENTIAL	
LEVEL B2	
ADA	5
COMPACT	59
PARALLEL	5
STANDARD	127
	196
LEVEL B1	
ADA VAN	2
COMPACT	26
PARALLEL	3
STANDARD	33
	64
	260
FUTURE TENANT	
LEVEL B1	
ADA	1
STANDARD	2
	3
	3
GRAND TOTAL	369



TYPE	COUNT
ADA	5
COMPACT	59
PARALLEL	5
STANDARD	127
	196
LEVEL B1	
ADA VAN	2
COMPACT	26
PARALLEL	3
STANDARD	33
	64
	260
FUTURE TENANT	
LEVEL B1	
ADA	1
STANDARD	2
	3
	3
GRAND TOTAL	369

EV SPACES*	
TYPE	COUNT
RESIDENTIAL	65
RETAIL	17
TOTAL EV	82

*Flexibility is requested to make refinements to parking and loading configurations, including layout, so long as the provided parking and loading complies with the size, location, access, maintenance, and operation requirements of 11 DCMR or the flexibility granted herein.



COLOR LEGEND

- BUILDING SUPPORT
- CIRCULATION
- RESIDENTIAL - AMENITY
- RETAIL PARKING

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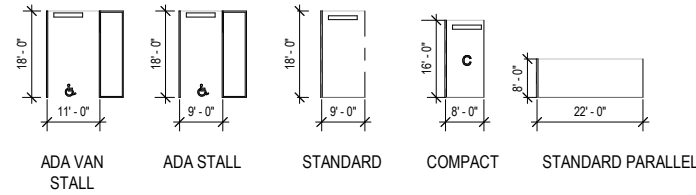
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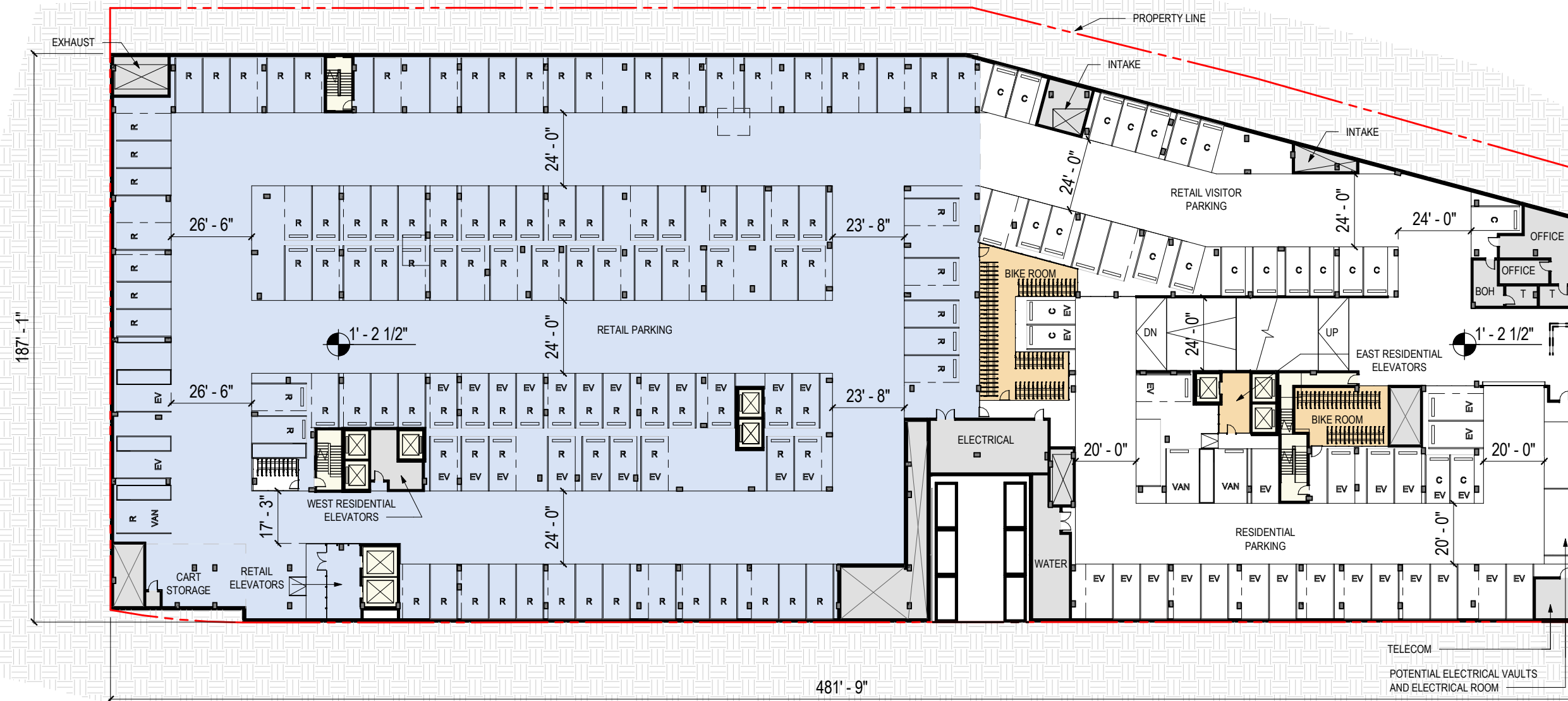
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PARKING STALL TYPES



BIKE PARKING	
LEVEL	COUNT
RESIDENTIAL	
LEVEL B1	208
LEVEL 1	40
RETAIL	
LEVEL B1	20
RETAIL	20
GRAND TOTAL	268

PARKING TABULATIONS	
TYPE	COUNT
RETAIL	
LEVEL B1	
ADA	4
ADA VAN	1
PARALLEL	1
STANDARD	100
	106
RESIDENTIAL	
LEVEL B2	
ADA	5
COMPACT	59
PARALLEL	5
STANDARD	127
	196
LEVEL B1	
ADA VAN	2
COMPACT	26
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STANDARD	33
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	260
FUTURE TENANT	
LEVEL B1	
ADA	1
STANDARD	2
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GRAND TOTAL	369



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PARALLEL	5
STANDARD	127
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LEVEL B1	
ADA VAN	2
COMPACT	26
PARALLEL	3
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