

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin, AICP
Associate Director

DATE: July 19, 2024

SUBJECT: ZC Case No. 24-03 – 1603 Marion Barry Avenue (formerly Good Hope Road) SE

PROJECT SUMMARY

Good Hope Road LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 10,248-square-foot property from MU-4 to MU-7A. The subject property is located at 1603 Marion Barry Avenue (formerly Good Hope Road) SE (Square 5765, Lot 1015) on the southeast corner of 16th Street and Marion Barry Avenue SE. The site is currently improved with a vacant, single-story commercial building previously occupied by a laundromat and a parking lot.

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 inform the Zoning Commission on the order of magnitude impacts to the transportation network. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is located along the 92 Metrobus Priority Corridor Network route;
- The proposed MU-7A (Mixed-Use, Medium Density) zone would allow for approximately 20 more residential units and 512 square feet of retail on the property than the maximum allowed in the existing MU-4 zoning;
- The increased density is expected to generate a moderate increase in the amount of transit, biking, and walking trips, and a minor increase in vehicle trips with minimal impact on the roadway network;
- The site is adjacent to priority transit and DDOT encourages the Applicant to minimize the amount of off-street parking in any future redevelopment proposals. Per DDOT’s January 2022

ZONING COMMISSION

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CASE NO.24-03
EXHIBIT NO.21

Guidance for Comprehensive Transportation Review, ideally no more than 0.35 vehicle spaces per unit (1 per 3 units) should be provided;

- 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 Title 11 of the *District of Columbia Municipal Regulations (DCMR)* Subtitle C § 801 and Title 18 of the *DCMR* § 1214;
- The site currently has access to an existing 16-foot rear public alley. When the site redevelops, it is expected that all loading, trash pick-up, and vehicle access will take place from the rear alley;
- DDOT will not support any new curb cuts to the property from 16th Street or Marion Barry Avenue SE and the Applicant will be required to close the existing curb cut to Marion Barry Avenue and restore it to green space; and
- 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 or Public Space Committee, a Comprehensive Transportation Review study or some other transportation analysis may be required;
- 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 and the Ward 8 Arborist regarding the preservation of any existing Heritage Trees or Special Trees on or adjacent to the property. According to the District's [Tree Size Estimator map](#), the property has no Heritage or Special Trees but has a large tree across the rear public alley that may have a critical root zone that overlaps the site; 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 development scenarios under the existing MU-4 with the proposed MU-7A zones. To complete the

analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing MU-4 zone allows for the site to be developed with moderate-density mixed-use development, including commercial, institutional, and multiple dwelling unit residential uses. If rezoned to MU-7A, the site could potentially achieve a 4.8 floor area ratio (FAR) for a mixed-use development assuming an Inclusionary Zoning bonus. It is estimated that a maximum of 46 residential units and 8,198 square feet of retail could be constructed on-site if the rezoning to MU-7A is granted, as compared to approximately 26 dwellings and 7,686 square feet of retail under MU-4.

It is important to note that a specific development has not been proposed and that 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 (OP) Setdown Report. Granting the rezoning would not lock in the development program estimated in this report since 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 *ITE Trip Generation Manual, 11th Edition*, webtool. A 60% and 75% non-auto mode share was assumed for the residential and retail uses, respectively, based on the site's proximity to Metrorail. Table 1 below presents a summary of DDOT's estimate of vehicle and person trips for each development scenario.

As shown below, development of the site with the maximum number of allowable units and retail (estimated 46 units and 8,198 square feet of retail) will generate approximately eight (8) vehicle trips in the weekday morning commuter peak hour and approximately 14 vehicle trips during the weekday evening commuter peak hour, as compared to the approximately five (5) trips in the weekday morning commuter peak hour and approximately 11 vehicle trips during the weekday evening commuter peak hour that could be generated under max build-out under existing zoning. This represents 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	10,248-square-foot Vacant Lot/Building	0	0	0	0
Maximum Current Matter-of-Right in MU-4 Zone	26 Multi-Family Dwellings and 7,686 SF Retail	23	59	5	11
Maximum Future Matter-of-Right in MU-7A Zone	46 Multi-Family Dwellings and 8,198 SF Retail	32	72	8	14
Net Change Max MU-4 to Max MU-7A	+20 Multi-Family Dwellings and +512 SF Retail	+9	+12	+3	+4

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located along the 92 Metrobus Priority Corridor Network route, DDOT encourages the Applicant to take advantage of the allowable 50% reduction in the parking minimum, per Title 11 of the *DCMR*, Subtitle C § 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 residential 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 will be required to commit to a Transportation Demand Management Plan if the project has 20 or more residential units and a curb cut, 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 charging station for every 50 spaces.

The project must meet all bicycle parking requirements. DDOT encourages the Applicant to meet or exceed the bicycle parking and showers/lockers requirements of Titles 11 and 18 of the *DCMR*. Long- and short-term bicycle parking should be designed in accordance with the 2018 DDOT *Bike Parking 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 or 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.

If the redevelopment proposal triggers loading requirements, 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 the alley to the rear of the site. Since the site abuts a public alley to its rear, access must be provided via 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 the view of the sidewalk and collected from the alley. Move-ins and move-outs should occur from the alley or a loading berth or off-street parking space, if provided. 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/move-outs.

Note that the exact zoning requirements for vehicle parking, bicycle parking, and loading will be determined by the Department of Buildings 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; however, the critical root zone for a large tree across the alley at the rear of 1600 U Street SE may overlap the site. The Applicant must coordinate with the Ward 8 Arborist regarding the preservation and protection of existing trees as well as the planting of new street trees per DDOT Green Infrastructure Standards.

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 16th Street SE;
- No new curb cuts to the property from 16th Street or Marion Barry Avenue SE should be proposed. The existing curb cut on Marion Barry Avenue must be closed and green space restored;
- If the redevelopment proposal triggers loading requirements, ensure there is no backing of trucks across the sidewalk and all movements through sidewalk space are head-in/head-out;
- The existing sidewalk should be reconstructed along the site frontage and around the corner from Marion Barry Avenue to 16th Street SE. The sidewalk clear path must be a minimum of 6 feet and tree boxes a minimum of 4 feet;
- Install a concrete curb extension into Marion Barry Avenue on the corner next to the site where an on-street parking lane will exist after the implementation of the [Marion Barry Avenue SE Corridor Safety Project](#), subject to DDOT approval, and ensure all curb ramps and crosswalks are up to modern standards;
- 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's Planning and Sustainability Division can confirm it meets the requirements of Titles 11 and 18 of the *DCMR* and *DDOT Bike Parking Guide* best practices;
- In accordance with the District's policy prohibiting right-turn on red movements at signalized intersections, install No Right Turn on Red signage at each signalized intersection surrounding the site, as necessary and subject to DDOT approval;
- During permitting, submit a Curbside Management Plan for all public streets surrounding the site showing existing and proposed signage and curbside designations;
- All overhead power lines should be moved to underground at the time of redevelopment so that poles and wires do not clutter DDOT public space; and
- Any existing Cobra Head-style streetlights along the site perimeter should be replaced with either Washington Globe or Decorative Tear Drop-style streetlights. Exact style to be installed will be determined at the time of permitting.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) with OP 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* 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.