

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: March 27, 2026

SUBJECT: ZC Case No. 25-14 – 4347 Hunt Place NE

PROJECT SUMMARY

4347 Hunt Place Holdings LLC (the “Applicant”) seeks approval of a Map Amendment to rezone a 12,000-square-foot property from MU-3A to MU-8B. The subject property is located at 4347 Hunt Place NE (Square 5094, Lot 103) at the intersection of Hunt Place NE, Nannie Helen Burroughs Avenue NE, and 44th Street NE. The site is currently improved with a vacant, single-story commercial 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 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 well-served by transit, located along the high-frequency Metrobus Route C31 and within ½ mile of the Minnesota Avenue Metrorail Station;
- Based on DDOT’s Estimated Development Scenario, the proposed MU-8B zone could allow more development on the site, including approximately 59 additional residential units and 4,800 more square feet of retail space than what is possible under the existing MU-3A zoning;
- The additional density is expected to generate a moderate increase in walking, biking, and transit trips, and a small to moderate increase in vehicle trips;
- The increase in vehicle trips is expected to have a manageable impact on the surrounding roadway network;
- Any future development will need to assess its specific transportation impacts in accordance with DDOT’s *Guidance for Comprehensive Transportation Review* (CTR), if triggered;

- DDOT encourages the Applicant to minimize off-street parking due to the site's strong transit access. Under DDOT's *Guidance for CTR*, future development should ideally provide no more than 0.35 vehicle spaces per residential unit and no more than 1.25 vehicle spaces per 1,000 square feet of retail;
- As required by Title 11 of the *District of Columbia Municipal Regulations (DCMR)* Subtitle C, § 801 and Title 18 of the *DCMR* § 1214, future development must provide a long-term bicycle parking room on either the ground floor or first below-grade level in an easily accessible location from the lobby, as well as short-term bicycle parking;
- The site has access to an existing 15-foot rear alley. DDOT expects future redevelopment to use the alley for loading, trash collection, and parking access, consistent with DDOT practice;
- DDOT will not support any new curb cuts. The existing curb cuts on Hunt Place must be closed and the curb and streetscape restored per DDOT standards;
- The Applicant should restore the public space and the Building Restriction Area along Hunt Place to a landscaped, park-like condition, consistent with District standards; and
- The proposed rezoning would support transit use and bring more pedestrian activity to the area. This aligns with DDOT's approach to infill development, which prioritizes dense, walkable, transit-oriented growth and improvements to the public realm.

RECOMMENDATION

DDOT has no objection to the approval of the requested Map Amendment.

CONTINUED COORDINATION

Given the additional matter-of-right density allowed under the proposed MU-8B zoning, DDOT expects the Applicant to coordinate with the agency during future permitting on the following items:

- Depending on the final development program and whether any future relief is requested from the Board of Zoning Adjustment (BZA) or Public Space Committee (PSC), a CTR may be required;
- The site's loading, trash collection, and parking access must occur from the existing rear alley. The Applicant should work with DDOT during permitting to ensure all loading movements avoid backing across the sidewalk and comply with DDOT standards. A Loading Management Plan (LMP) may be necessary if standards cannot be met;
- A curbside management and signage plan will be required to document all existing and proposed curbside uses in the public right-of-way, including the pavement marking adjustments needed to restore curbside parking adjacent to the existing curb cuts on Hunt Place that must be closed. If meter installation is required, they will be at the Applicant's expense;
- The Applicant must coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 7 Arborist on the preservation of existing trees. According to the District's [Tree Size Estimator map](#), the property has one (1) Special Tree on private property and one (1) Special Tree in the public tree box along Hunt Place, both of which may require protective measures or permitting during redevelopment; 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 to compare the potential transportation impacts of development under the existing MU-3A zoning and the proposed MU-8B zoning. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on allowable density, permitted uses, and development standards under each zone.

Under the existing MU-3A zone, the site could support eight (8) residential units and 7,200 square feet of retail, reflecting the maximum matter-of-right density with Inclusionary Zoning (IZ). Under the proposed MU-8B zone, the site could support approximately 67 residential units and 12,000 square feet of retail, assuming full build-out at the allowable 6.0 FAR with IZ. These estimates are based solely on zoning capacity and are intended to illustrate the order-of-magnitude difference in potential development between the two zones. No development has been proposed at this time, and future site constraints or design considerations may further influence actual build-out.

To estimate the number of trips generated by each scenario, DDOT used the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 12th Edition* webtool. Trip rates from the applicable land-use codes were applied to both development scenarios. A non-auto mode share consistent with the site’s location within ½ mile of Metrorail and along a high-frequency Metrobus route was used to convert total person trips into estimated auto trips.

Table 1 summarizes DDOT’s estimates of person trips and vehicle trips for the existing MU-3A scenario and the proposed MU-8B scenario. As shown in the table, development under the MU-8B zone would generate moderate increases in person trips across all modes, along with a small to moderate increase in vehicle trips compared to the MU-3A scenario. DDOT expects these additional vehicle trips to have a manageable impact on the surrounding roadway network.

Table 1 | Trip Generation Comparison

Development Scenario	Estimated Development Program	AM Peak Person Trips	PM Peak Person Trips	SAT Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips	SAT Peak Vehicle Trips
Existing Conditions	12,000 SF Vacant Lot	0	0	0	0	0	0
Maximum Current Matter-of-Right in MU-3A Zone	8 Multi-Family Dwellings 7,200 SF Retail	15	48	61	3	8	9
Maximum Future Matter-of-Right in MU-8B Zone	67 Multi-Family Dwellings 12,000 SF Retail	49	101	122	13	20	22
Net Change Max MU-3A to Max MU-8B	+59 Multi-Family Dwellings +4,800 SF Retail	+34	+53	+61	+10	+12	+13

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within ¼ mile of the high-frequency Metrobus Route C31 and within ½ mile of Metrorail, 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 *Guidance for CTR*, a site this close to high-frequency transit should provide no more than 0.35 spaces per residential unit and 1.25 spaces per 1,000 square feet of retail. Providing more parking than these rates could induce additional driving and increase demand on the roadway network. The Applicant will also 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, showers, and lockers 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 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 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, the Applicant must ensure that there is no backing of trucks across the sidewalk and that all movements through sidewalk space are head-in and head-out with turns occurring on private property or within the alley. If full compliance with loading standards cannot be met due to site constraints, DDOT may require a Loading Management Plan (LMP) at the time of permitting. 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 a loading berth or the alley, 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 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 one (1) Special Tree and one (1) additional Special Tree in a public tree box along its Hunt Place frontage. DDOT expects that the Applicant will coordinate with the Ward 7 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees per DDOT Green Infrastructure Standards in coordination with DDOT's Urban Forestry Division (UFD).

Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

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 the streetscape infrastructure between the curb and the property line in accordance with District policy and practice. This includes curb and gutter, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public right-of-way bordering the site. The site has a 5-foot Building Restriction Line (BRL) along its Hunt Place frontage. The area between the property line and the BRL (the “Building Restriction Area”), as well as the public space between the back of sidewalk and the property line (known as “public parking”) is regulated as DDOT public space and should remain park-like and landscaped in accordance with District standards when the site redevelops. Any restoration of these areas must be coordinated with DDOT during the public space permitting process.

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

- All vehicular site access, including loading facilities and trash pick-up, must occur from the existing rear public alley;
- No new curb cuts to the property will be supported. The existing curb cuts on Hunt Place must be closed, and the curb, sidewalk, and adjoining public space must be restored per DDOT standards;
- The Applicant must restore both the public parking area and the Building Restriction Area along Hunt Place to a park-like condition consistent with District standards;
- If the redevelopment proposal triggers loading requirements, ensure there is no backing of trucks across the sidewalk, and that all movements through sidewalk space occur head-in and head-out with turns remaining within the alley or on private property;
- Install concrete curb extensions on the corners surrounding the site where on-street parking exists and ensure all curb ramps and crosswalks meet modern ADA and DDOT standards;
- Coordinate with DDOT’s Bus Priority Team to ensure that any streetscape changes do not conflict with the [Nannie Helen Burroughs Avenue NE Bus Priority project](#);
- Ensure any pedestrian entrances are at-grade with the public sidewalk so that no stairs or ramps are required in public space;
- A Curbside Management Plan must be submitted during permitting showing all existing and proposed signage, curbside uses, and the restoration of curbside parking following the required curb cut closures;
- Submit a plan showing the detailed design of the long-term bicycle parking room for DDOT to confirm compliance with Title 11 of *DCMR* Subtitle C, § 800, Title 18 of *DCMR* § 1214, and DDOT *Bike Parking Guide* best practices;
- Any existing overhead utility lines along the site frontage should be placed underground at the time of redevelopment to avoid conflicts with DDOT public space; and
- Existing Cobra Head-style streetlights along the site perimeter should be replaced with Washington Globe or Decorative Tear Drop-style streetlights, with final style determined during permitting.

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 once a development proposal is advanced. 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