

Government of the District of Columbia

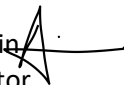
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin 
Associate Director

DATE: July 5, 2024

SUBJECT: ZC Case No. 24-02 – WMATA Deanwood Station

PROJECT SUMMARY

The Washington Metropolitan Area Transit Authority (the “Applicant”) seeks approval of a Map Amendment to rezone a 167,073 square-foot property from PDR-1/RA-1 to MU-5B. The subject property is located at Deanwood Metrorail Station between Quarles Street and Minnesota Avenue NE (Square 5123, Lots 1-9, 35, 800, and 801; Square 5170, Lots 9, 10, 809, and 8141; and PAR 184/100). The property is improved with a Metrorail station, bus turnaround, related buildings, surface parking for Metrorail users, and landscaping.

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 at the Deanwood Metro Station and along the Metrobus X9 and X3 routes on the WMATA Priority Corridor Network;
- The proposed MU-5B (Mixed-Use – Medium Density) zone would allow for approximately 650 more residential units than the maximum allowed in the existing PDR-1 zoning (which does not allow residential), as well as the addition of ground-floor retail;
- The increased density is expected to generate a moderate increase in the amount of vehicle, transit, biking, and walking trips. Once a project is proposed, a Comprehensive Transportation Review (CTR) study may be required to identify any impacts to the transportation network;

- Since the site is on a priority transit network, 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) or 1.25 spaces per 1,000 square feet of retail space;
- 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 § 800 and Title 18 of *DCMR* § 1214;
- DDOT will not support any new curb cuts to the property from Minnesota Avenue NE; and
- 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.

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 (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 if a curb cut is requested, the contents of which will be commensurate with the land use, parking supply, and scale of future development, in accordance with the January 2022 *Guidance for Comprehensive Transportation Review*;
- 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; and
- 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; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 7 Arborist regarding the preservation of any existing Heritage Trees or Special Trees on the property. According to the District's [Tree Size Estimator map](#), the property has Special Trees; 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 PDR-1 to the proposed MU-5B zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on existing and proposed zoning.

PDR-1 was used as the existing zone for the full site, as only a small portion of Square 5170, Lot 9 is zoned as RA-1. The existing PDR-1 zone allows for the site to be developed with moderate-density commercial and light-industrial uses with a Floor Area Ratio (FAR) of 3.5. If rezoned to MU-5B, the site could potentially achieve a FAR of 3.5 (4.2 with Inclusionary Zoning), and a maximum non-residential FAR of 1.5. The map amendment to MU-5B would permit residential where almost none is allowed today.

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 Setdown Report. Approval of the rezoning would not lock in the development program estimated in this report since the MU-5B allows for a wider range of uses and the site may include additional constraints that will affect the amount of developable space. The Applicant is proposing to retain the existing Metrorail Station, Bus Turnaround, Kiss and Ride Lot and has issued a Request for Proposals for a Joint Development project on a 1.2-acre portion of the site for a mixed-use building to include housing, a 20,000 square-foot branch of the DC Public Library branch, and retail.

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 50% non-auto mode share was assumed for the existing PDR-1 zone and 75% non-auto mode share for the proposed MU-5B zone based on the site's proximity to Metrorail and priority transit and the travel characteristics associated with those zones' permitted land uses. Table 1 below presents a summary of DDOT's estimate of vehicle and person trips for each development scenario.

As shown below, maximizing development of the entire site with 646 residential units, 100,000 square feet of retail and 20,000 square feet of library will generate approximately 75 vehicle trips in the weekday morning commuter peak hour and approximately 138 vehicle trips during the weekday evening commuter peak hour, as compared to the approximately 216 trips in the weekday morning commuter peak hour and approximately 190 vehicle trips during the weekday evening commuter peak hour that could be generated under maximum build-out given the existing zoning. This represents a notable decrease in vehicle trips on the transportation network.

Table 1 | Trip Generation Comparison

Development Scenario	Development Program	AM Peak Person Trips	PM Peak Person Trips	Saturday Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips	Saturday Peak Vehicle Trips
Maximum Build-out under Existing Zoning PDR-1	167,073 SF PDR						
	0 SF Retail	511	449	476	216	190	202
	0 Hotel Rooms						
Maximum Build-out under Proposed Zoning MU-5B	646 Residential Units						
	100,000 Retail	471	1213	1557	75	138	167
	20,000 SF Library						
	0 Hotel Rooms						
Net Change Existing vs Proposed Zoning MU-5B	-67,073 SF PDR						
	646 Residential Units						
	100,000 SF Retail	-39	765	1081	-141	-52	-35
	20,000 SF Library						
	0 Hotel Rooms						

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within ½ mile of the Deanwood Metrorail Station and within ¼ mile of Metrobus Priority Corridor Network routes, 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 Comprehensive Transportation Review*, a site this proximate to Metrorail and priority transit should provide no more than 0.35 spaces per residential unit (1 space per 3 units) and no more than 1.25 spaces per 1,000 square feet of retail space. 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 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 1 electric vehicle (EV) 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 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 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/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 an alley. Projects with more than three (3) residential units must contract a private trash collection service. Trash must be stored on private property out-of-view of the sidewalk. Move-ins and move-outs should occur from 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 (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 Special Trees on site. DDOT recommends that the Applicant coordinate with the Ward 7 Arborist regarding the preservation and protection of existing Special Trees and the planting of new street trees, in bioretention facilities or a typical expanded tree planting space. Special Trees are defined as being 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 DDOT’s Urban Forestry Division (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 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 Quarles Street SE;
- No new curb cuts to the property from Minnesota Avenue SE should be proposed;
- 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;
- A sidewalk should be constructed along the site frontage on Minnesota Avenue and Quarles Street SE. The sidewalk clear path must be a minimum of 8 feet wide and treeboxes a minimum of 4 feet wide;
- 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 PSD can confirm it meets Title 11 of the *DCMR* Subtitle C § 800 and Title 18 of *DCMR* § 1214 requirements and DDOT *Bike Parking Guide* best practices;

- 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 and WMATA parking lot lights along the site perimeter in public space 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 the Office of Planning 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.

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