

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Meredith Soniat *MS*  
Associate Director

**DATE:** November 21, 2025

**SUBJECT:** ZC Case No. 25-09 – Cleveland Park and Woodley Park Zones

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#### PROJECT SUMMARY

The District of Columbia Office of Planning (OP) seeks approval of a Text and related Map Amendment to rezone approximately 236,284 square feet of property from NMU-4A/CP to NMU-8A/CP and 117,528 square feet of property from NMU-4/WP and NMU-5A/WP to NMU-9A/WP. The subject properties are located along Connecticut Avenue NW near the Cleveland Park Metrorail Station (Squares 2068, 2069, 2082, and 2219) and Woodley Park-Zoo/Adams Morgan Metrorail Station (Squares 2203 and 2204). The two clusters of property are currently improved with mixed-use buildings.

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

- All subject properties are within ¼ mile from either the Cleveland Park Metrorail Station or Woodley Park-Zoo/Adams Morgan Metrorail Station;
- The proposed NMU-8A/CP and NMU-9A/WP (Mixed-Use – Medium Density) zones would allow for approximately 864 more residential units and 75,148 square feet of commercial on the properties than the maximum allowed in the existing NMU zoning;
- The increased density is expected to generate a moderate increase in the amount of vehicle, transit, biking, and walking trips;

- Any future development proposals must analyze the potential impact of the additional vehicle trips generated by the additional density on the roadway network in accordance with DDOT's most recent *Guidance for Comprehensive Transportation Review*;
- DDOT encourages applicants to minimize the amount of off-street parking provided with any future redevelopment proposals. Per DDOT's May 2024 *Guidance for Comprehensive Transportation Review*, ideally the development would provide no more than 0.25 vehicle spaces per unit (1 per 4 multi-family residential units);
- Any development proposals will need to account for long-term bicycle parking storage rooms, either below- or at-grade in easily accessible locations from building lobbies, 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;
- DDOT will not support any new curb cuts to properties from Connecticut Avenue; 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 Text and related 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 future applicants 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 future development programs 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 most recent *Guidance for Comprehensive Transportation Review*;
- When the properties ultimately redevelop, the sites 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 3 Arborist regarding the preservation of any existing Heritage Trees or Special Trees on the properties or adjacent streetscape. According to the District's [Tree Size Estimator map](#), there are Heritage and Special trees on the subject properties and in adjacent streetscapes; 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 and proposed NMU zones. To complete the analysis, DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing NMU-4A/CP, NMU-4/WP, and NMU-5A/WP zones allow for the site to be developed with moderate-density mixed-use development. If rezoned to NMU-8A/CP and NMU-9A/WP, the site could potentially achieve a 6.0 floor-area ratio (FAR) for a mixed-use development assuming an Inclusionary Zoning (IZ) bonus. It is estimated that a maximum of approximately 1,568 residential units and 333,965 square feet of retail could be constructed on-site if the rezoning to NMU-8A/CP and NMU-9A/WP is granted, as compared to approximately 704 dwellings and 258,817 square feet of retail under NMU-4A/CP, NMU-4/WP, and NMU-5A/WP.

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 OP Setdown Report. Granting the rezoning would not lock in the development program estimated in this report since the NMU-8A/CP and NMU-9A/WP allows for a wider range of uses across multiple properties that 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, 11<sup>th</sup> Edition*, webtool. Non-auto mode shares of 75% and 85% were assumed for 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 (estimated 1,568 multi-family units and 333,965 square feet of retail) will generate approximately 187 vehicle trips in the weekday morning commuter peak hour, 323 vehicle trips in the weekday evening commuter peak hour, and 373 vehicle trips in the Saturday peak hour, as compared to the approximately 98 vehicle trips in the weekday morning commuter peak hour, 201 vehicle trips in the weekday evening commuter peak hour, and 239 vehicle trips in the Saturday peak hour that could be generated under max build-out under existing zoning. This represents a moderate 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	SAT Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips	SAT Peak Vehicle Trips
<b>Maximum Current Matter-of-Right in NMU-4A/CP , NMU-4/WP, NMU-5A/WP Zones</b>	704 Multi-Family Dwellings 258,817 SF Retail	703	1925	2396	98	201	239
<b>Maximum Future Matter-of-Right in NMU-8A/CP and NMU-9A/WP Zones</b>	1,568 Multi-Family Dwellings 333,965 SF Retail	1,195	2,788	3,396	187	323	373
<b>Net Change Max NMU-4A/CP , NMU-4/WP, NMU-5A/WP to Max NMU-8A/CP and NMU-9A/WP</b>	+864 Multi-Family Dwellings +75,148 SF Retail	+492	+863	+1,000	+89	+122	+134

#### Vehicle Parking, Bicycle Parking, and Loading Requirements

Since all subject properties are located within ½ mile of either the Cleveland Park Metrorail Station or Woodley Park-Zoo/Adams Morgan Metrorail Station, DDOT encourages future applicants to take advantage of the allowable 50% reduction in the parking minimum, per Title 11 of *DCMR*, Subtitle C, § 702.1(a), when individual sites redevelop.

According to DDOT’s May 2024 *Guidance for Comprehensive Transportation Review*, properties this proximate to Metrorail should provide no more than 0.25 spaces per multi-family residential unit (1 space per 4 units). The presence of surplus parking has the potential to induce demand for additional driving on the roadway network. During public space permitting, future applicants will 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. Applicants will 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 future applicants 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 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 a redevelopment proposal triggers loading requirements, applicants 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. If an alley is constructed as part of the redevelopment, 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 an alley or parking lot. Move-ins and move-outs should occur from a loading berth, off-street parking space, alley, or parking lot, 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 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](#), there are Heritage and Special trees on the subject properties and in adjacent streetscapes. DDOT expects applicants to coordinate with the Ward 3 Arborist regarding the preservation and protection of existing Heritage, Special, and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space, if proposed.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT’s Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, applicants may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. 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 properties are redeveloped 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 future applicants should be aware of and continue to coordinate with DDOT on, when the individual sites develop:

- All vehicular access to the subject properties, as well as loading facilities and trash pick-up, should be via the public alley network where it exists or on 24<sup>th</sup> Street NW (in Woodley Park) where it does not;
- No new curb cuts to the subject properties from Connecticut Avenue 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 and head-out;
- Ensure any pedestrian entrances to future multi-family buildings 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 the Planning and Sustainability Division can confirm it meets the requirements of Title 11 of *DCMR* Subtitle C, § 800, Title 18 of *DCMR* § 1214, 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 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 future applicants 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 future applicants. DDOT staff will be available to provide additional guidance during the public space permitting process.

MS:eo