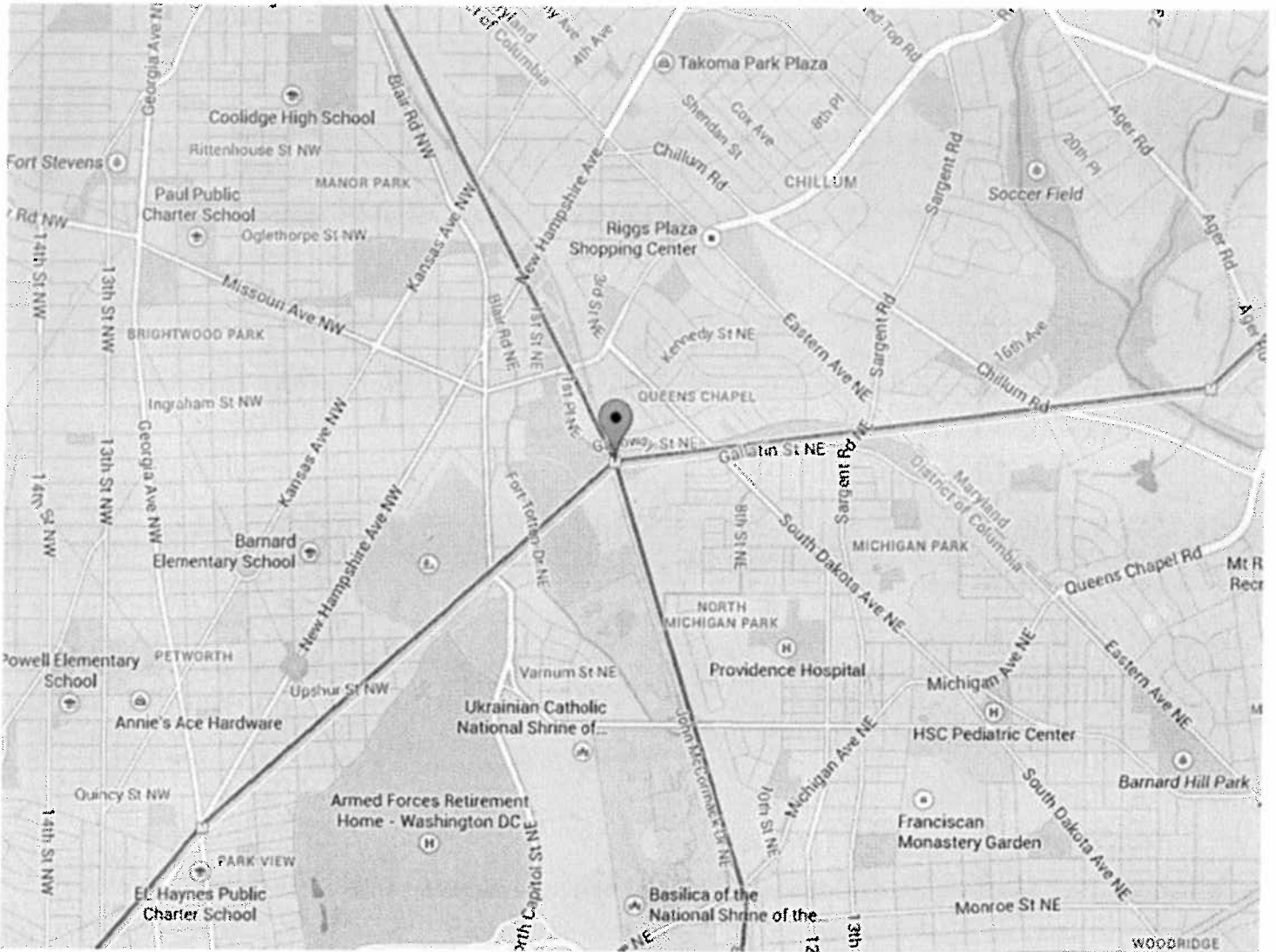


**FORT TOTTEN METRO STATION (RED AND GREEN/YELLOW LINES)**  
JOINT DEVELOPMENT SOLICITATION #2013-02

**Overview**

The Fort Totten Metro Station is located in the District of Columbia's Ward 5 in the Fort Totten neighborhood. This Metro Station is a transfer station served by the Green, Yellow, and Red Lines.



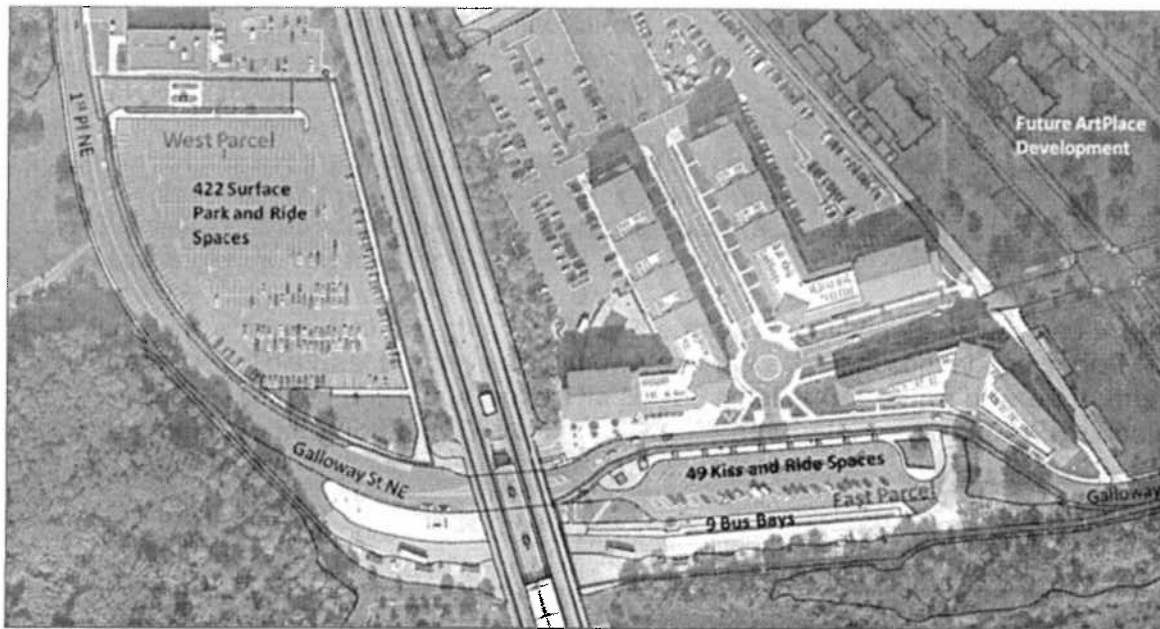
The potential joint development site is a 3.35-acre parcel located at 1<sup>st</sup> Place, NE and Galloway Street, NE, west of the Metro Station. The site is shown in Figure 1 below as the West Parcel.

The West Parcel is one block south of the busy Riggs Road, NE and South Dakota Avenue, NE intersection, in close proximity to North Capitol Street. The Metro Station entrance and platform are just southeast of the joint development parcel along Galloway Street, NE. There is pedestrian access to the Metro Station area from Galloway Street, NE and 1<sup>st</sup> Place, NE. There is also a pedestrian walkway through Fort Totten Park to the west of the Metro Station. Existing transit facilities on the site include 422 surface Park & Ride spaces.

The West Parcel is relatively flat with very limited green space; however it is adjacent to the large open space of Fort Totten Park to the west.

WMATA also owns a parcel to the east of the Red Line and CSX rail rights-of-way and south of Galloway Street, NE. This East Parcel is also shown on Figure 1. It accommodates this Metro Station's Kiss & Ride spaces and a bus loop. **The East Parcel is not being offered in this Joint Development Solicitation and Developers should not include it in their Proposals.** Assume that WMATA will continue its current use of the East Parcel.

Figure 1: Fort Totten Existing Station Site



## Development Requirements and Guidelines

### Development Intent and General Requirements

WMATA seeks to achieve a substantial, predominantly residential joint development project on the West Parcel, compatible with surrounding development, including the mixed use projects planned north and east of the Metro Station.

The Metro Station's existing Park & Ride facility is a surface lot that occupies the West Parcel. Under a joint development plan, the spaces are to be consolidated in a Park & Ride garage of at least 425 spaces to be built on the same parcel, freeing up most of the parcel's 3.35-acre footprint for development. WMATA's intent is that the Selected Developer design, finance, and

build the Park & Ride garage and any other affected station improvements in accordance with WMATA standards and review.

Again, the East Parcel containing the bus loop and Kiss & Ride is not part of this Joint Development Solicitation and should not be incorporated into any Proposal.

### **Use, Density, and Massing**

The joint development program should consist predominantly or entirely of multifamily housing, which may be rental, ownership, or a combination of both. Density should be maximized, consistent with the site's CR zoning. WMATA envisions a development of approximately 300 residential units in structures of up to seven stories. Consistent with zoning, a larger number of units may be proposed provided their scale and character are compatible with current and proposed development in the Metro Station area.

The development is required to comply with the District of Columbia Inclusionary Zoning Program, as set forth in the DC Municipal Regulations (Title 11, Chapter 26, Inclusionary Zoning, and Title 14, Chapter 22, Inclusionary Zoning Implementation). To facilitate compliance, the Inclusionary Zoning Program allows a schedule of bonus densities. The current inclusionary requirement in the CR zoning district is the greater of 8% of the residential gross floor area or 50% of the bonus density utilized.

The development program may also include a childcare center and street-level retail. The latter is particularly encouraged toward the southern end of the site, closest to the station entrance and bus loop.

WMATA may want to reserve 5,000-10,000 square feet of office space for an emergency response center. Any financial offer should include an alternative scenario in which this option is exercised.

Parking for the joint development shall be provided in an on-site structure(s). This parking structure(s) may be either (i) a stand-alone, dedicated garage, built above or below-grade and not visible from Galloway Street, NE or 1<sup>st</sup> Place, NE along the western frontage of the site, or (ii) one or more dedicated floors of a combined joint development/Park & Ride garage structure, as described below.

Parking for the residential program shall be provided at a ratio consistent with market conditions and District of Columbia requirements. In the CR zoning district, the minimum parking requirement for apartment buildings is one space per three dwelling units. If the development includes ground-level retail, parking for such retail shall not exceed 1.5 spaces per 1,000 square feet of retail space. The schedule of minimum parking requirements in the District of Columbia is provided in DC Municipal Regulations Title 11, Chapter 21, 11-2101.

Except to the extent that parking is provided in a shared structure, all private development amenities, parking, loading, and service facilities shall be independent of WMATA Facilities. Whether or not private parking is provided in a garage shared with Metro commuter parking, the Park & Ride facility shall be operated by WMATA and the Selected Developer shall operate the private parking. New buildings shall be separated from WMATA Facilities by the distance established by the WMATA *Adjacent Construction Project* Manual and operable windows or

balcony edges of the development shall be set back a minimum of 50 feet from the centerline of the Metro tracks.

### WMATA Park & Ride Facilities

The existing surface Park & Ride lot must be replaced by an on-site Park & Ride garage of at least 425 spaces. The current Park & Ride utilization is 105%. The Selected Developer shall design, finance, and construct the Park & Ride garage, which, as previously noted, shall be either:

- a dedicated, stand-alone Park & Ride garage with its own access/egress drive; or
- one or more dedicated floors of a combined garage structure, in which the Park & Ride and joint development parking occur on dedicated floors with separate, exclusive access/egress routes.

In either option, WMATA will operate the Park & Ride facilities. The Selected Developer may operate the separate joint development parking. The Selected Developer shall configure the Park & Ride as an “open parking structure” for building code purposes. Illustrative concept plans demonstrating these two options are shown below.

Existing WMATA-operated parking meters must be retained or replaced for WMATA’s benefit. Any new meters must use modern payment, monitoring and space-sensor technology.

### Transit Operations and Vehicular Circulation

The bus bays, Kiss & Ride, short-term parking, and taxi area for the Fort Totten Metro Station are located south and east of the Metro tracks and are not physically affected by this joint development initiative.

Roadways may need to be widened and improved to accommodate WMATA’s current standards for buses.

Potential vehicular circulation patterns are illustrated below (Figures 5 and 6). These figures show allowable access and egress points, which are approximate; the exact location and geometry are to be determined in consultation with WMATA. The following requirements apply:

- The Park & Ride access/egress drive shall remain in its current approximate location, connecting with 1<sup>st</sup> Place, NE along the northern edge of the site.
- The joint development access/egress point on 1<sup>st</sup> Place, NE shall be located at least 200 feet from each of the Park & Ride ingress/egress points to the north and the Galloway Street, NE bus loop entrance to the south. The joint development vehicular access shall be separate from the Park & Ride access, even if the two parking uses are provided in a single structure.
- The Selected Developer shall secure all entitlements and shall design and construct any roadway modifications necessitated by the project, including but not limited to new or

modified curb cuts, automobile turning lanes to or from 1<sup>st</sup> Place, NE, and new or modified signalization and signage.

- Loading facilities for the development shall be configured so that trucks can enter the loading facilities without backing in from public roadways.

### **Pedestrian and Bicycle Circulation**

Pedestrian circulation at the Fort Totten Metro Station is somewhat complex because the joint development site, the future Park & Ride, the bus loop, the Kiss & Ride, and the Metro Station entrance are on different parcels. The joint development site plays an important role in assuring safe and convenient pedestrian connections. As shown in Figures 5 and 6:

- There is a key pedestrian corridor alongside the rail line connecting the Park & Ride to the southern end of the site on Galloway Street, NE, from which pedestrians may proceed to the bus loop or Metro Station entrance. The Selected Developer shall provide a continuous, shaded sidewalk with clear width not less than 18 feet in this corridor, with open sight lines and with lighting, paving, and wayfinding signage acceptable to WMATA.
- If the Park & Ride garage is a dedicated garage structure at or near the northern end of the site, the sidewalk along the rail line shall also provide one or more accessible pedestrian entrances into the development area.
- The sidewalk along the western frontage of the site, on 1<sup>st</sup> Place, NE and Galloway Street, NE, shall be at least 15 feet wide, with lighting, paving, and wayfinding signage approved by WMATA and the District Department of Transportation (DDOT).
- A pedestrian plaza shall be provided and maintained at the southern end of the site.

The Fort Totten Metro Station currently has six bicycle lockers and inverted “U” racks for 10 bicycles. The joint development project shall double the number of existing bike racks and bike lockers and provide a Bike & Ride facility meeting WMATA specifications. Bike facilities shall be located in a location convenient to the station entrance and the nearby Metropolitan Branch Trail segment.

A development plan should improve bicycle connectivity between this Metro Station and the surrounding area. Refer to WMATA’s *Bicycle and Pedestrian Access Improvement Study* (available on WMATA’s website, [www.wmata.com](http://www.wmata.com), click on “About Metro,” then click on “Planning & Development” and then scroll down to “Station Area Plans and Access Improvement Studies”). In particular, bike lanes to create connectivity to bike trails in the area are encouraged.

### **Environmental Requirements**

The sidewalks along the rail corridor and along the street frontage shall be planted with trees acceptable to WMATA and DDOT.

## Illustrative Concept Plans

For purposes of illustration, WMATA has analyzed and tested two potential joint development concept plans (Illustrative Concepts A and B), which reflect the two basic options for providing structured parking for WMATA customers and the joint development — separate, stand-alone garages, or a combined structure with dedicated floors. Illustrative Concept A is shown in Figure 2, and Illustrative Concept B is shown in Figure 3. The vehicular circulation patterns associated with Illustrative Concepts A and B are shown in Figures 5 and 6, respectively.

Either concept would accomplish WMATA's goals for this project. In preparing their proposed development plans, respondents may use either concept as a point of departure, "mix and match" features from both concepts, or introduce new concepts subject to the specific requirements stated in the preceding sections.

The illustrative concepts show general layout options for Park & Ride and vehicular circulation. The Selected Developer shall work with WMATA to further refine the selected concept to ensure that these facilities meet WMATA requirements. The principal differences between the two concepts are as follows:

### Illustrative Concept A

- The Park & Ride garage and joint development garages are separate, stand-alone structures, each with its own dedicated access/egress point.
- The Park & Ride garage is located in the northeast portion of the West Parcel, alongside the rail corridor and separated from all joint development structures.
- The remaining joint development footprint is approximately 2.3 acres in size.
- The joint development has dedicated parking within the development footprint, not visible from the street. It has its own access and egress from 1<sup>st</sup> Place, NE.
- The sidewalk alongside the rail corridor from the Park & Ride to the Metro Station is approximately 400 feet long, with multiple pedestrian entrances into the development.

### Illustrative Concept B

- A single garage structure accommodates both Park & Ride and joint development parking. These two uses are isolated from one another on dedicated floors (the first two levels for Park & Ride, the third level for the private joint development), each with its own dedicated access/egress point.
- The combined garage serves as an air rights development platform covering most of the west parcel, other than the Park & Ride driveway on the north and a public plaza at the southern tip. Counting areas where development occurs at-grade, a footprint of approximately 2.75 acres is available for development.

- The garage structure is set back from the street frontage along Galloway Street, NE and 1<sup>st</sup> Place NE so that it can be “wrapped” with development that begins at street level. The garage has pedestrian entrances from the sidewalk.

Figure 2: Fort Totten, Illustrative Concept A

- A development opportunity of 2.3 acres remains after the WMATA garage is built
- Stand-alone WMATA Park & Ride replacement garage, with 425 spaces minimum
- Development parking and access independent of WMATA Facilities
- 25-foot clear between WMATA garage and any other structure
- Approx. 300 residential units, 6-7 stories
- Daycare or street-level retail allowed

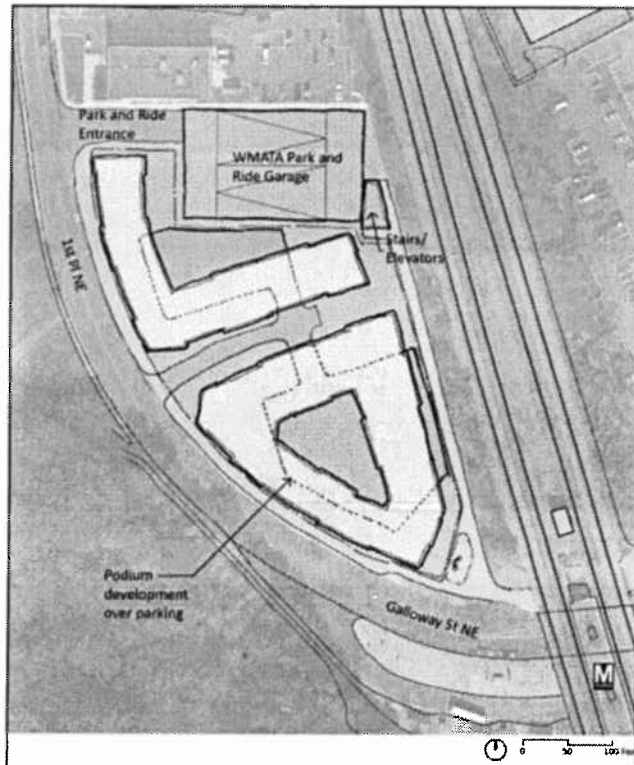
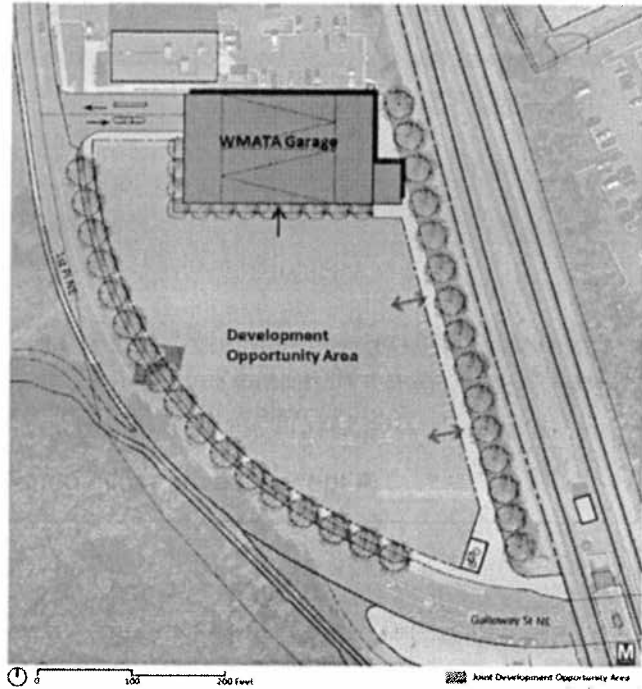
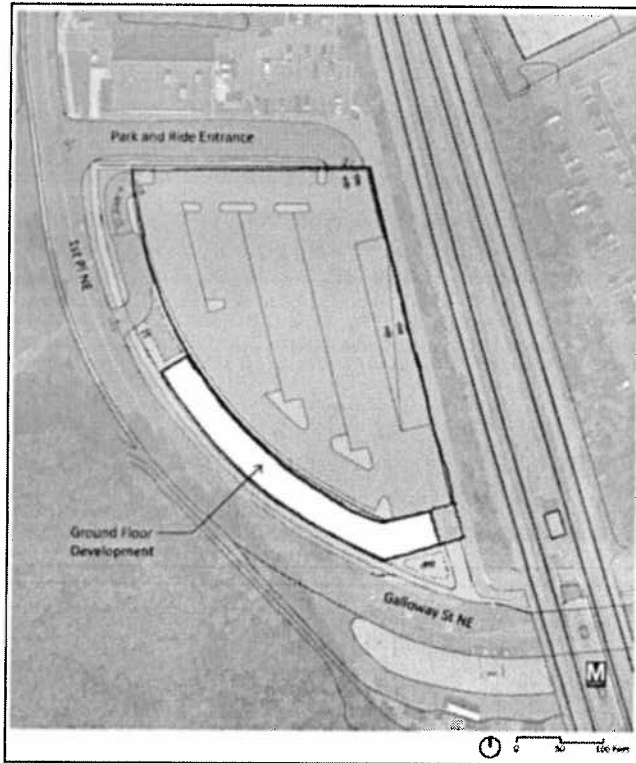




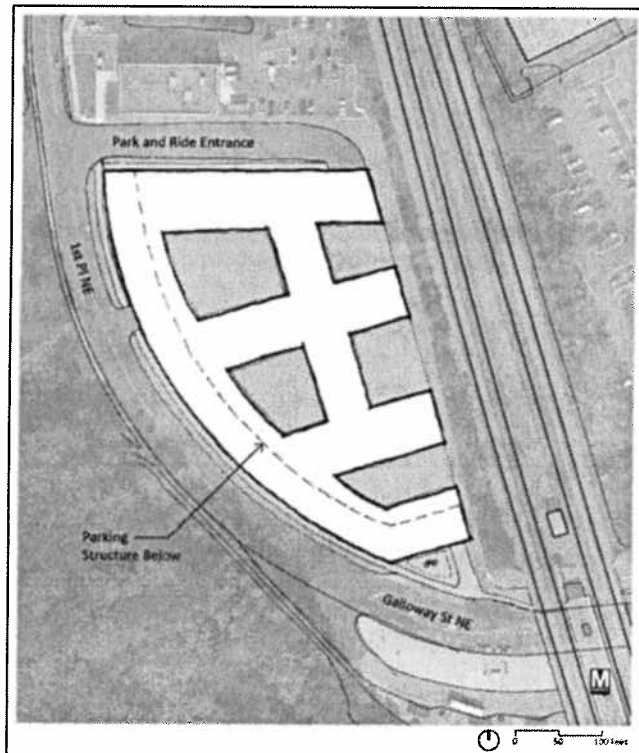
Figure 3: Fort Totten, Illustrative Concept B

**Ground Floor**

- A development footprint of 2.75 acres available
- A three-level shared-use garage covers most of the site, except street frontage, Park & Ride driveway, public plaza
- WMATA Park & Ride has dedicated use of first two levels, 425 spaces minimum
- Approx. 300 residential units, including construction on top of garage
- Development “wraps” the street frontage
- Daycare or street-level retail allowed



**Upper Floors**

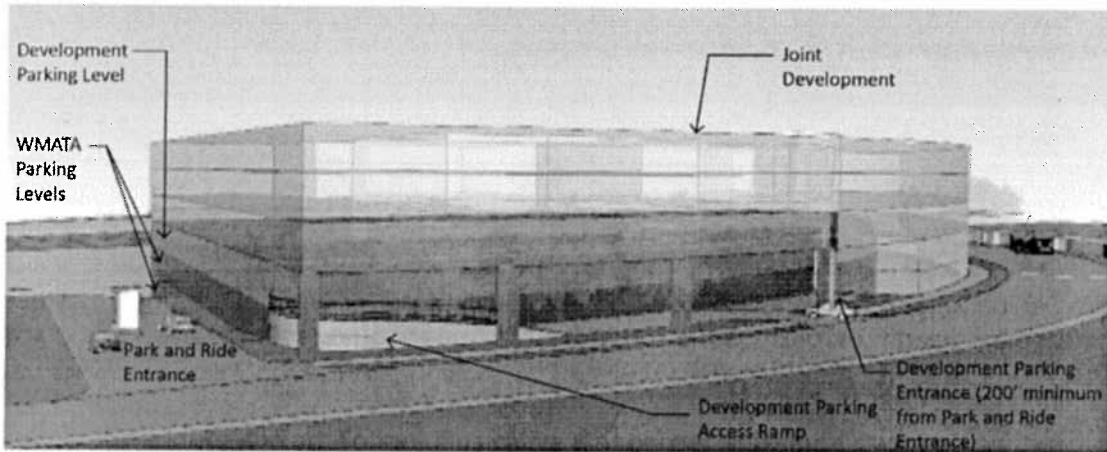




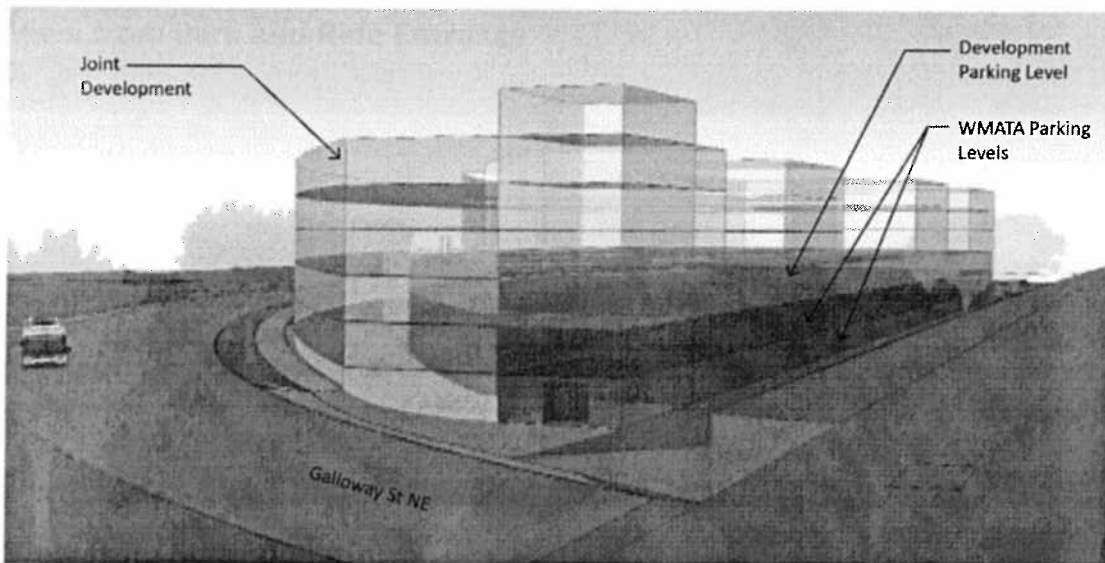
The massing diagrams in Figure 4 below illustrate the three-dimensional relationships among the garage and development components in Illustrative Concept B. (No massing diagram is provided for Illustrative Concept A.)

Figure 4: Fort Totten, Illustrative Concept B Massing Diagrams

### View from Park and Ride Entrance



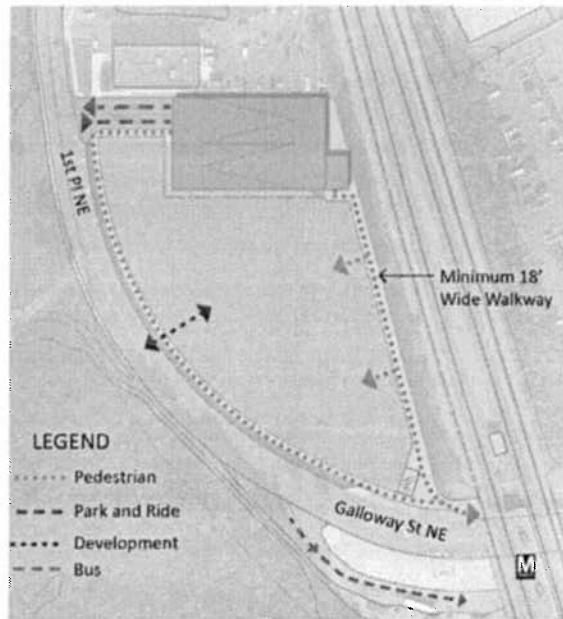
### View from Station Platform



Figures 5 and 6:  
Site Circulation, Illustrative Concepts A and B

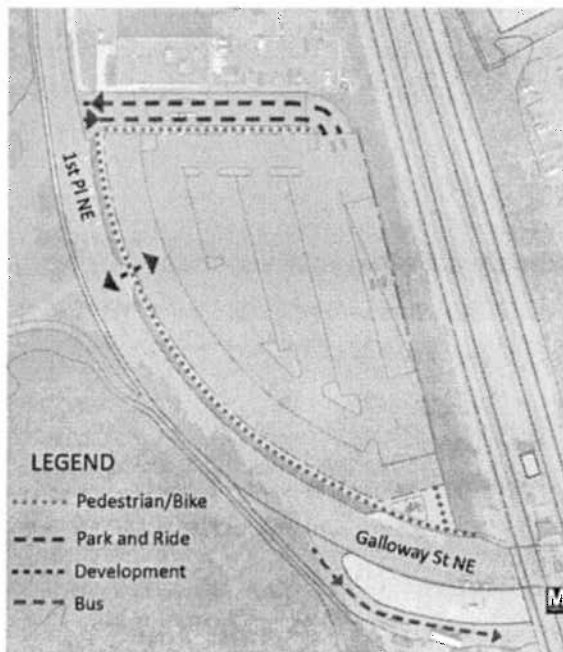
### Fort Totten Concept A Circulation Diagram

- Development access from 1st Pl, NE, not within 200' of Bus or Park and Ride entrance
- Intermediate accessible pedestrian openings into development from sidewalk between garage and station entrance
- Sidewalk between garage and station entrance may be used for development fire access



### Fort Totten Concept B Circulation Diagram

- Development access from 1st Pl, NE, not within 200' of Bus or Park and Ride entrance
- Development access to garage must be independent of WMATA access
- Development parking spaces must be separate from WMATA parking spaces within the garage



**Design Review, Construction Staging, and Interim Operations**

The Selected Developer shall prepare and submit to WMATA detailed plans for construction-period staging, maintenance of traffic, and interim operations for WMATA review and approval in compliance with the WMATA *Adjacent Construction Project Manual* and the following:

- If a stand-alone Park & Ride garage is chosen, it must be constructed first, and the existing surface Park & Ride facilities must remain in operation to the greatest degree possible until the Park & Ride garage is completed and placed in service.
- Contractor parking will not be allowed in WMATA facilities and contracts with contractors should specifically so state. Construction plans submitted to WMATA shall show off-site locations for contractor parking.
- A Metro Transit Police Department stationhouse is located north of the offered western parcel and must not be disturbed. Access between the stationhouse and this Metro Station must also be preserved.

Site Profile

**Area Demographics**

This Metro Station serves a well-established community. Homes include low-density, single-family detached homes east of South Dakota Avenue and north of Riggs Road, as well as medium-density apartment buildings directly adjacent to the Metro Station. The neighborhood to the west of the Metro Station maintains a strong residential fabric, and the area is served by scattered commercial uses.

	Fort Totten Station	
	1-Mile Radius	2-Mile Radius
Population	31,213	130,283
Households (HH)	12,698	49,344
Average Persons per HH	2.34	2.53
Average HH Income	\$63,815	\$69,047
Median HH Income	\$52,128	\$59,324
Employment	9,421	42,758

(The above demographic data is from the 2010 Census and MWCOG Round 8.2 2013 Cooperative Forecasts.)

**Planning and Zoning Context**

The parcel being offered for joint development is within the Fort Totten Overlay District. It is zoned CR. That allows for a maximum height of 90 feet and an FAR of 6.0. The CR district

permits matter-of-right residential, commercial, recreational, and light industrial development to a maximum lot occupancy of 75% for residential use, 20% for public recreation and community center use (up to 40% with Board of Zoning Adjustment approval), and 100% for all other structures. There are also bonus density provisions. The Comprehensive Land Use Map supports medium density mixed-use development around the Metro Station.

Two relevant planning documents include the Riggs Road & South Dakota Avenue Area Development Plan, adopted by DC Council in 2009, and the WMATA 2010 Fort Totten Access and Joint Development Study. The WMATA Study identified station access improvements as well as potential joint development opportunities at the Metro Station, and the Small Area Plan identified a vision for the broader neighborhood. The WMATA Study is available on WMATA's website, [www.wmata.com](http://www.wmata.com) (click on "About Metro", then click on "Planning and Development" and scroll down to "Station Area Plans").

### Development and Amenities

The area has recently experienced higher density development adjacent to the Metro Station. The Aventine Fort Totten, completed as a joint development project in 2007, is a three-building, garden-style apartment complex with over 300 rental units as well as ground-floor retail space. Between South Dakota Avenue and the Metro Station, the Riggs Plaza apartments will be redeveloped as ArtPlace at Fort Totten. The 16-acre project will contain 929 apartments, 305,000 square feet of retail, and 217,000 square feet of cultural space. In addition, Fort Totten Square will include 350 apartments above a Wal-Mart and structured parking at South Dakota Avenue and Riggs Road, a ten minute walk from this Metro Station.

The Walk Score, which measures pedestrian access to neighborhood amenities, for Fort Totten is 52 out of 100; however the area has the potential to become a model of transit-oriented development over the next 5-10 years with new mixed-use construction.

The District Department of Transportation has completely rebuilt the South Dakota Avenue and Riggs Road intersection to make it safer for pedestrians, replacing freeway-style ramps with crosswalks, sidewalks, benches, and improved lighting.

### Transportation Advantages

The Fort Totten Metro Station provides transit access to the area with service from both the Green/Yellow and Red Lines. Via the Red Line, the Gallery Place-Chinatown Metro Station is a 13 minute trip. Via the Green/Yellow Lines, the Gallery Place-Chinatown Metro Station is also a 13 minute trip and L'Enfant Plaza is a 16 minute trip.

Average weekday Metrorail boarding at this Station in May 2013 was 7,853. (For additional information, WMATA publishes average weekday boarding information for each Metro Station since 1977 at [http://www.wmata.com/about\\_metro/public\\_rr.cfm](http://www.wmata.com/about_metro/public_rr.cfm).)

The primary mode of access to this Metro Station is bus. There are 17 regular Metrobus routes and one MetroExtra limited stop route that serve this Metro Station. More detailed information about bus service to this Metro Station may be found at [http://www.wmata.com/rail/station\\_detail.cfm?station\\_id=28](http://www.wmata.com/rail/station_detail.cfm?station_id=28).

A Capital Bikeshare station is proposed for this Metro Station on the West Parcel. Capital Bikeshare stations can be relocated on site to suit development footprints.

DDOT is also planning on constructing a segment of the Metropolitan Branch Trail that will run just west of this Metro Station. The Metropolitan Branch Trail is an eight-mile hiker-biker trail that runs from Union Station in the District of Columbia to Silver Spring in Maryland. Travel time from Fort Totten to Union Station via the trail is 30 minutes by bike.

The site has direct vehicular access to Riggs Road, NE and South Dakota Avenue, NE via 1st Place, NE or Galloway Street, NE. South Dakota Avenue, NE is a principal arterial carrying on average 16,400 vehicles per day. Riggs Road, NE is also a principal arterial carrying on average 28,800 vehicles per day.

#### **Jurisdictional Contacts**

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