

Government of the District of Columbia

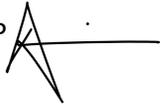
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin, AICP
Associate Director 

DATE: August 26, 2024

SUBJECT: ZC Case No. 24-05 – 700 Monroe Street NE

PROJECT SUMMARY

The Bennett Corporation (the “Applicant”) seeks approval of a Map Amendment to rezone a 18,570 square-foot property from MU-3A to MU-2. The subject property is located at 700 Monroe Street NE (Square 3657, Lot 827) at the northeast corner of 7th and Monroe Streets NE. The site currently is improved with a three-story office 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 to the transportation network. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is less than ¼ mile from the Brookland-CUA Metrorail Station as well as Metrobus Routes 80 and G8 on the Priority Corridor Network;
- The proposed MU-2 zone (medium density mixed-use with residential focus) would allow for approximately 118 additional residential units and 5,571 square feet of additional retail on the property than the maximum allowed under the existing MU-3A 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 the amount of generated vehicle trips;
- The additional vehicle trips generated by the additional density are expected to have a 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 provided with any future redevelopment proposals. Per DDOT's January 2022 *Guidance for Comprehensive Transportation Review*, ideally no more than 0.25 vehicle spaces per unit (1 per 4 units) and 1 vehicle space per 1,000 square feet of retail;
- 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 *DCMR* (801) and Title 18 of the *DCMR* (1214);
- The site does not have access to a public alley. Still, the Applicant should minimize the number of curb cuts on site; 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 (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;
- 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 5 Arborist regarding the preservation of any existing Heritage Trees or Special Trees on the property. The District's [Tree Size Estimator map](#) does not currently classify any trees at the property as Heritage or 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 residential development scenarios under the existing MU-3A and proposed MU-2 zones. DDOT first assessed the theoretical maximum development potential of the site based on current and proposed zoning.

The existing MU-3A zone allows for the site to be developed with low-density mixed-use development. If rezoned to MU-2, the site could potentially achieve a 7.2 FAR for a mixed-use development assuming an Inclusionary Zoning (IZ) bonus. It is estimated that a maximum of 130 residential units and 16,713 square feet of retail could be constructed on-site if the rezoning to MU-2 is granted, as compared to approximately 12 dwellings with 11,142 square feet of retail under MU-3A.

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 MU-2 zone allows for a wider range of uses and 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 75% non-auto mode share was assumed 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 square footage will generate approximately 14 vehicle trips in the weekday morning commuter peak hour and approximately 214 vehicle trips during the weekday evening commuter peak hour, as compared to the approximately three (3) trips in the weekday morning commuter peak hour and approximately seven (7) 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	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 MU-3A	12 Residential Units 11,142 SF Retail	23	76	95	3	7	9
Maximum Build-out under Proposed Zoning MU-2	130 Residential Units 16,713 SF Retail	82	163	194	14	21	24
Net Change MU-3A to MU-2	+118 Residential Units +5,571 SF Retail	59	87	98	11	14	15

Vehicle Parking, Bicycle Parking, and Loading Requirements

Since the site is located within ½ mile of the Brookland-CUA Metrorail Station and within ¼ mile of Metrobus Routes 80 and G8 on the Priority Corridor Network, 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 January 2022 *Guidance for Comprehensive Transportation Review*, a site this proximate to priority transit should provide no more than 0.25 spaces per residential unit (1 space per 4 units) and 1 vehicle space per 1,000 square feet of retail. 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 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 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 larger/cargo bikes (10 feet by 3 feet rather than 6 feet by 2 feet) and 10% of spaces to 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. 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. 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 does not have any Heritage or Special Trees on site. DDOT expects the Applicant to coordinate with the Ward 5 Arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees.

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:

- The Applicant should minimize the number of curb cuts on site and continue using the adjacent property's curb cut if possible. To avoid conflicts with the cycle track, no new curb cuts should be built along Monroe Street;
- 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;
- 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;

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.