

Comprehensive Transportation Review

901 Monroe Street NE

Washington, DC

May 12, 2025

GOROVE SLADE
Transportation Planners and Engineers



1140 Connecticut Ave NW, Suite 1010, Washington, DC 20036

202.296.8625

4114 Legato Road, Suite 650, Fairfax, VA 22033

225 Reinekers Lane, Suite 750, Alexandria, VA 22314

4951 Lake Brook Drive, Suite 250, Glen Allen, VA 23060

4550 Montgomery Avenue, Suite 400, Bethesda, MD 20814

www.goroveslade.com

This document, together with the concepts and designs presented herein, as an instrument of services, is intended for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Gorove/Slade Associates, Inc., shall be without liability to Gorove/Slade Associates, Inc.

CONTENTS

Executive Summary	3
Introduction.....	5
Purpose of Study.....	5
Project Summary.....	5
Study Contents.....	5
Study Area Overview.....	9
Major Transportation Features	9
Future Projects	13
Project Design.....	17
Project Overview	17
Loading Facilities.....	17
Loading and Trash	17
Urban Forestry Street Tree Inventory.....	17
Site Access and Circulation.....	17
Vehicle and Bicycle Parking Facilities	18
Pedestrian Facilities	18
Transportation Demand Management.....	23
Travel Demand Assumptions	24
Mode Split Methodology	24
Trip Generation Methodology	24
Transit Facilities	25
Existing Transit Service	25
Planned Transit Service	25
Site-Generated Transit Impacts.....	25
Pedestrian Facilities	32
Pedestrian Study Area.....	32
Existing Pedestrian Infrastructure.....	32
Pedestrian Infrastructure Improvements.....	32
Site-Generated Pedestrian Impacts	33
Bicycle Facilities	36
Existing Bicycle Facilities.....	36
Planned Bicycle Improvements	36
Proposed Bicycle Improvements	37
Site-Generated Bicycle Impacts	37

Safety Analysis.....	39
Summary of Safety Analysis.....	39
Conclusion.....	40

LIST OF FIGURES

Figure 1: Project Location.....	7
Figure 2: Site Aerial.....	8
Figure 3: Walk Score.....	10
Figure 4: Bike Score.....	10
Figure 5: Regional Transportation Facilities	11
Figure 6: Major Local Transportation Facilities.....	12
Figure 7: Site Circulation Plan and Access.....	19
Figure 8: Street Trees	20
Figure 9: Existing Curbside Management.....	21
Figure 10: Proposed Curbside Management.....	22
Figure 11: Areas Accessible by Transit from Project Site.....	29
Figure 12: Existing Transit Facilities.....	30
Figure 13: Future Transit Facilities	31
Figure 14: Walkshed from Project Site	34
Figure 15: Existing Pedestrian Facilities.....	35
Figure 16: Existing and Planned Bicycle Facilities	38

LIST OF TABLES

Table 1: Zipcar Locations	10
Table 2: Bicycle Parking Requirements.....	18
Table 3: Summary of Mode Split Data.....	24
Table 4: Summary of Trip Generation	24
Table 5: Local Bus Route Information	26
Table 6: Bus Stop Amenity Inventory	27
Table 7: Sidewalk Requirements.....	33

Executive Summary

The following report is a Comprehensive Transportation Review (CTR) of the 901 Monroe Street NE development (“the Project”) prepared on behalf of 901 Monroe Street LLC (the “Applicant”) to support the Consolidated PUD application for the DC Zoning Commission. The subject property is located at Lot 23 in Square 3829 in northeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming the proposed site design elements and Transportation Demand Management (TDM) plan are implemented.

Proposed Project

The proposed site consists of one (1) property and is bounded by 9th Street NE to the west, Monroe Street NE to the north, 10th Street NE to the east, and Lawrence Street NE to the south.

The site is currently unoccupied. The 901 Monroe Street NE project will be a residential development consisting of 233 total residential units and 55 vehicle parking spaces.

Vehicular Access

The Project will have one (1) primary vehicular access point. The parking garage will be accessible from a public alley via Lawrence Street NE. The Project will close the existing curb cut on 10th Street NE, consistent with DDOT policies aimed at reducing the number of curb cuts. The Project will widen the existing 10-foot public alley to 20 feet with the contribution of 10 feet of alley width on private property. The loading facilities garage will be accessible from the improved alley via Lawrence Street NE and will consist of one (1) 10'x20' service delivery space and one (1) 12'x30' loading berth to accommodate trucks for the proposed residential tenants. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements. The Project includes 55 parking spaces to serve the parking needs of the site.

The proposed development will satisfy the 2016 zoning requirements for bicycle parking by providing 80 long-term bicycle parking spaces and at least 12 short-term bicycle parking spaces. The project will supply long-term bicycle parking in a secure location. Short-term bicycle parking will be provided along

the perimeter of the site near the building entrances. The vehicular and bicycle parking are expected to meet the practical needs of the Project’s residents.

Multi-Modal Overview

Transit

The development site is well-served by transit. It is located less than 0.125 miles from the closest entrance to the Brookland-CUA Metro Station and within a mile of the Rhode Island Ave-Brentwood Station. The site is also served by major and local WMATA bus routes.

Several planned or proposed transit projects will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District’s long-range transportation plan.

The site is expected to generate a manageable number of transit trips, and the existing service can accommodate these new trips.

Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of nearby sidewalks that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on Monroe Street NE and 8th Street NE, bike lanes on 4th Street NE, the Metropolitan Branch Trail, and shared lanes on 12th Street NE. Several planned and proposed bicycle projects will improve bicycle access to the site, including extending the protected bike lanes on Monroe Street NE and installing protected bike lanes on Michigan Avenue NE and 12th Street NE.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips. The development will include long-term bicycle parking on the ground floor of the building and short-term bicycle

parking along the perimeter of the site that meet DDOT and zoning requirements.

Vehicular

The Project will have one (1) primary vehicular access point. The 55 parking spaces will be accessible from the improved public alley, which is accessed via a curb cut on Lawrence Street NE. Access to loading facilities for both will be accessed from a public alley via Lawrence Street NE.

Per ZR16 requirements, the vehicular parking requirement is 77 parking spaces. The zoning code permits taking a 50% reduction in this requirement based on the Project's proximity to priority transit, which would result in a minimum of 39 spaces required. This reduction is allowed but is not required. The Project is providing 55 ground floor parking spaces to meet market demand and meet zoning requirements for vehicular parking. In response to community concerns about potential adverse impacts related to residents of the Project parking on neighborhood streets, the Applicant has agreed to restrict the ability of residents of the Project to obtain a Residential Parking Permit. The resulting parking ratio of 0.24 spaces per unit is expected to meet the practical needs of the development.

Transportation Demand Management (TDM) measures will also be implemented to limit the amount of driving to and from the site and are described in a later chapter of this report.

Transportation Demand Management Plan

Per the DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined expectations for TDM measures in their CTR guidelines, and this project has proposed a baseline TDM plan based on these guidelines.

Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation and roadway network, assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan which is detailed in the CTR.

The two (2) major conclusions on vehicular access are as follows:

- The single point of vehicular access to the site via the expanded alley from Lawrence Street NE is appropriate and is consistent with DDOT's Design and Engineering Manual (31.5.1) and the Comprehensive Plan Policy UD-2.1.6; providing curb cuts on 9th or 10th Street NE would be inconsistent with those same policies.
- The 20-foot-wide alley can accommodate the 23 total vehicular trips in the AM and PM peak hours with no adverse impacts on the alley usage by the six (6) 10th Street NE homeowners.

Additionally, the 901 Monroe Street NE development has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Brookland-CUA and Rhode Island Ave-Brentwood Metrorail stations and several Metrobus routes;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Metropolitan Branch Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- An adequate parking ratio for projects of its size;
- A location within a well-connected pedestrian network;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meet zoning requirements.

Introduction

This report includes a CTR reviewing the transportation aspects of the 901 Monroe Street NE development. The site, shown in Figure 1 and Figure 2, is located at Lot 23 in Square 3829 in northeast Washington, DC.

Purpose of Study

The purpose of this report is to:

1. Review the transportation elements of the proposed project and demonstrate that it conforms to DDOT's general policies for promoting non-automobile modes of travel and sustainability.
2. Provide information to DDOT and other agencies on how the proposed project will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the proposed project on all major modes of travel and where these trips will be distributed on such a network.
3. Determine whether the proposed project will lead to adverse impacts on the local transportation network and propose mitigations, if necessary.

Project Summary

The Project site is located in the Brookland neighborhood in northeast DC. The site is bounded by 9th Street NE to the west, Monroe Street NE to the north, 10th Street NE to the east, and Lawrence Street NE to the south.

The 901 Monroe Street NE project will be a residential development consisting of 233 total residential units and 55 vehicle parking spaces. An aerial of the site is shown in Figure 2.

Vehicular access to parking facilities will be accessed from an improved public alley, which is in turn accessed via Lawrence Street NE.

The Project's one (1) loading area will be accessible from the improved public alley via Lawrence St NE and consists of one (1) 12'x30' loading berths and one (1) 10'x20' service/delivery spaces with internal access for all uses. These loading facilities will meet ZR16 requirements, discourage on-street loading and unloading, and meet the practical needs of the Project.

Pedestrian residential access to the site will be available from Monroe Street NE.

Existing bicycle facilities near the site include protected bicycle lanes on Monroe Street NE and 8th Street NE, bike lanes on 4th Street NE, the Metropolitan Branch Trail, and shared lanes on 12th Street NE. These bicycle facilities provide connectivity to nearby neighborhoods including Brookland, Edgewood, Eckington, Columbia Heights, and Noma, in addition to other local and regional bicycle facilities. The development will include 80 long-term bicycle parking spaces and at least 12 short-term bicycle parking spaces. The site is also located near four (4) Capital Bikeshare (CaBi) stations within a quarter-mile, at 7th & Monroe St NE, 10th & Monroe St NE, 12th & Newton St NE and John McCormick Rd & Michigan Ave NE.

Study Contents

This report contains nine (9) chapters as follows:

- **Study Area Overview**
This chapter reviews the area near and adjacent to the Project and includes an overview of the site location.
- **Project Design**
This chapter reviews the transportation components of the proposed project, including the site plan and access.
- **Transportation Demand Management**
This chapter lists the policies and strategies that are planned to be implemented to reduce travel demand or redistribute demand to other times or spaces.
- **Travel Demand Assumptions**
This chapter outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the Project.
- **Transit**
This chapter summarizes the existing and future transit service adjacent to the site, reviews how the Project's transit demand will be accommodated, outline impacts, and presents recommendations as needed.
- **Pedestrian Facilities**
This chapter summarizes existing and future pedestrian access to the site, reviews walking routes to and from the proposed project, outlines impacts, and presents recommendations as needed.
- **Bicycle Facilities**
This chapter summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the proposed project, outlines impacts, and presents recommendations as needed.

- Safety Analysis

This chapter summarizes the potential safety impacts of the Project. This includes a qualitative review of existing and proposed safety features surrounding the site.

- Summary and Conclusions

This chapter presents a summary of the recommended mitigation measures by mode and presents overall findings and conclusions.

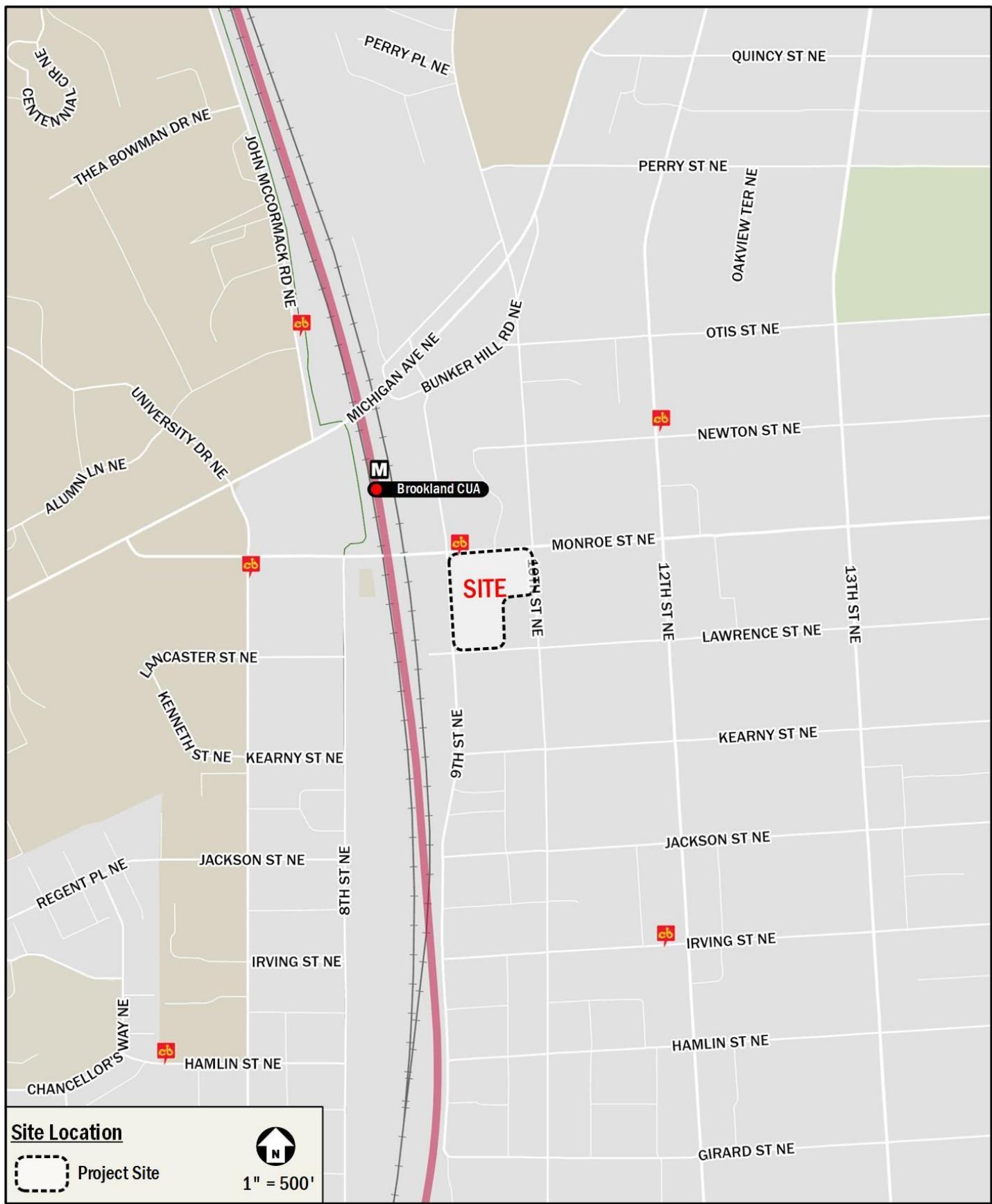


Figure 1: Project Location



Figure 2: Site Aerial

Study Area Overview

This chapter reviews the study area and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects.

This chapter concludes:

- The site is surrounded by an extensive regional and local transportation system that will connect the Project's residents to the rest of the District of Columbia and surrounding areas.
- The site is served by public transportation with access to local Metrobus lines and Metrorail.
- There is adequate bicycle infrastructure in the vicinity of the site, with connectivity to east-west and north-south bicycle facilities.
- Pedestrian conditions are good, particularly along major walking routes.

Major Transportation Features

Overview of Regional Access

As shown in Figure 5, the site has ample access to regional vehicles, and transit-based transportation options that connect the site to destinations around Washington D.C., Virginia, and Maryland.

The minor arterial Monroe Street NE provides access to the minor arterial Michigan Avenue NE, which accesses the principal arterial North Capitol Street, connecting to Route 50, which provides connectivity to interstate routes I-395, DC-295, and the Capital Beltway (I-495). These routes allow for efficient travel around the Washington region.

The site is located a two (2)-minute walk, or approximately 0.1 miles, from the Brookland-CUA Metrorail station which operates on the Red Line. The site is also located within a (1) mile walk of the Rhode Island Ave-Brentwood station on the Red Line. Connections can be made at the Fort Totten and Gallery Pl-Chinatown Metrorail stations to access the Green Lines and at the Metro Center Metrorail station to access the Orange, Blue, and Silver Lines providing access throughout the District and to locations in Virginia and Maryland.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the greater Washington metropolitan area.

Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and bicycling trips.

The Metrobus system provides local transit service near the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 6, eight (8) Metrobus routes serve the site.

The site is located near several on-and off-street bicycle facilities, including protected bicycle lanes on Monroe Street NE and 8th St NE, bike lanes on 4th Street NE, the Metropolitan Branch Trail, and shared lanes on 12th Street NE. To accommodate bicyclists, the Project will provide on-site bicycle facilities as discussed in the Project Design chapter. A detailed review of existing, planned, and proposed bicycle facilities and connectivity is provided in the Bicycle Facilities chapter.

Pedestrian routes, such as those to public transportation stops, stadiums, retail, and community amenities, provide adequate pedestrian facilities.

Overall, the site is surrounded by a robust local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

Carsharing

Two (2) companies provide car-sharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up and drop off vehicles at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area." Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are four (4) Zipcar locations within a 0.5-mile radius from the site. The location, number of available vehicles, and walking distance is listed in Table 1.

Table 1: Zipcar Locations

Zipcar Location	Number of Vehicles	Walking Distance
925 Monroe St NE	2 vehicles	200 feet (1 minute)
625 Monroe St NE	1 Vehicle	0.2 miles (5 minutes)
3606 John McCormick Rd NE d	1 Vehicle	0.3 miles (7 minutes)
3000 7 th St NE	1 Vehicle	0.5 miles (10 minutes)

Bikeshare and Micromobility

The Capital Bikeshare (CaBi) program provides an additional transportation option for residents, staff, and visitors of the Project. The program has placed over 700 bikeshare stations across the Washington, DC metropolitan area with over 6,000 bicycles in the fleet.

In addition to Capital Bikeshare, four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Lyft, Spin, and Veo. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or

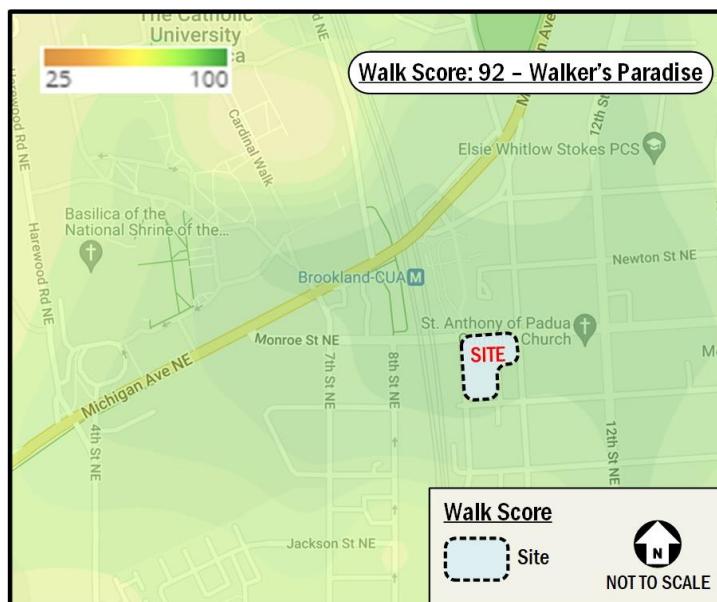
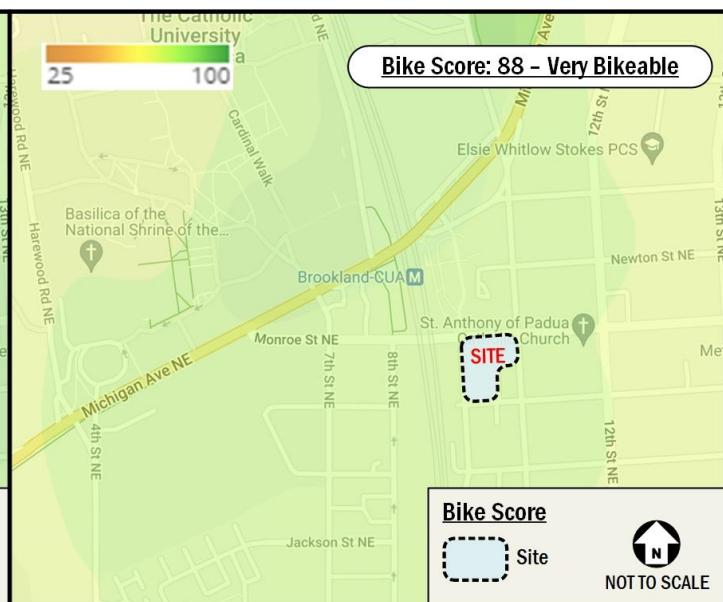
the portion of sidewalk between the walking path and the curb, often where other street signs, street furniture, trees, and parking meters are found.

Walk & Bike Score

Walkscore.com is a website that provides scores and rankings for walking, biking, and transit conditions within neighborhoods of the District. Based on this website, the site is located in the Brookland neighborhood. The site has a walk score of 92 (or “Walker’s Paradise”), and a bike score of 88 (or “Very Bikeable”). Maps of the surrounding area’s walk and bike scores can be found in Figure 3 and Figure 4, respectively. The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with many destinations within walking distance and daily errands do not require a car;
- The site is situated in an area that is bicycle friendly with its proximity to a number of bicycle facilities including bike lanes, multi-use paths, and Capital Bikeshare stations.

Overall, the site and surrounding neighborhood have very good pedestrian, and bicycle accessibility. Additionally, other planned developments and roadway improvements will help increase pedestrian, transit, and bicycle accessibility in the neighborhood.

**Figure 3: Walk Score****Figure 4: Bike Score**

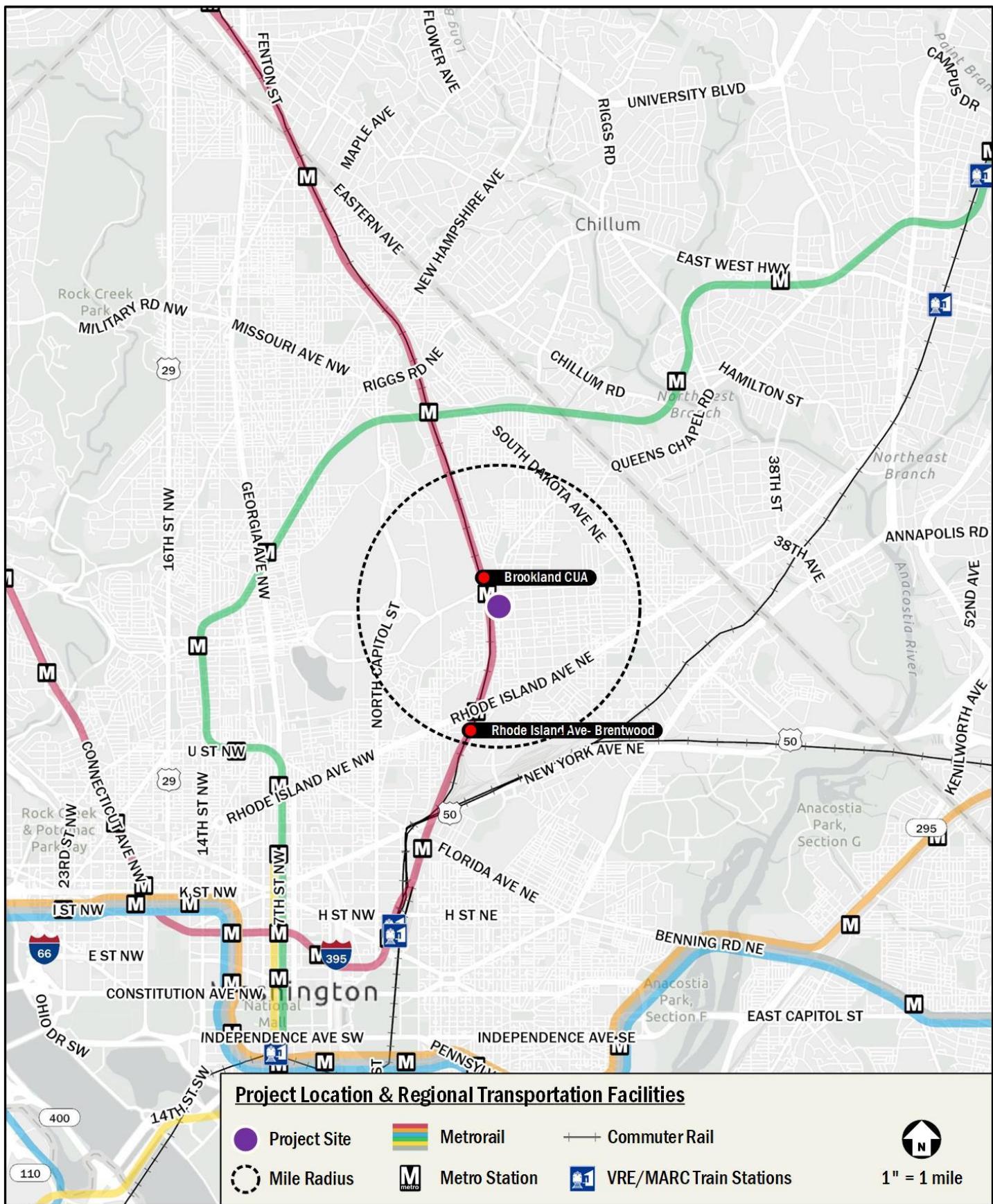


Figure 5: Regional Transportation Facilities

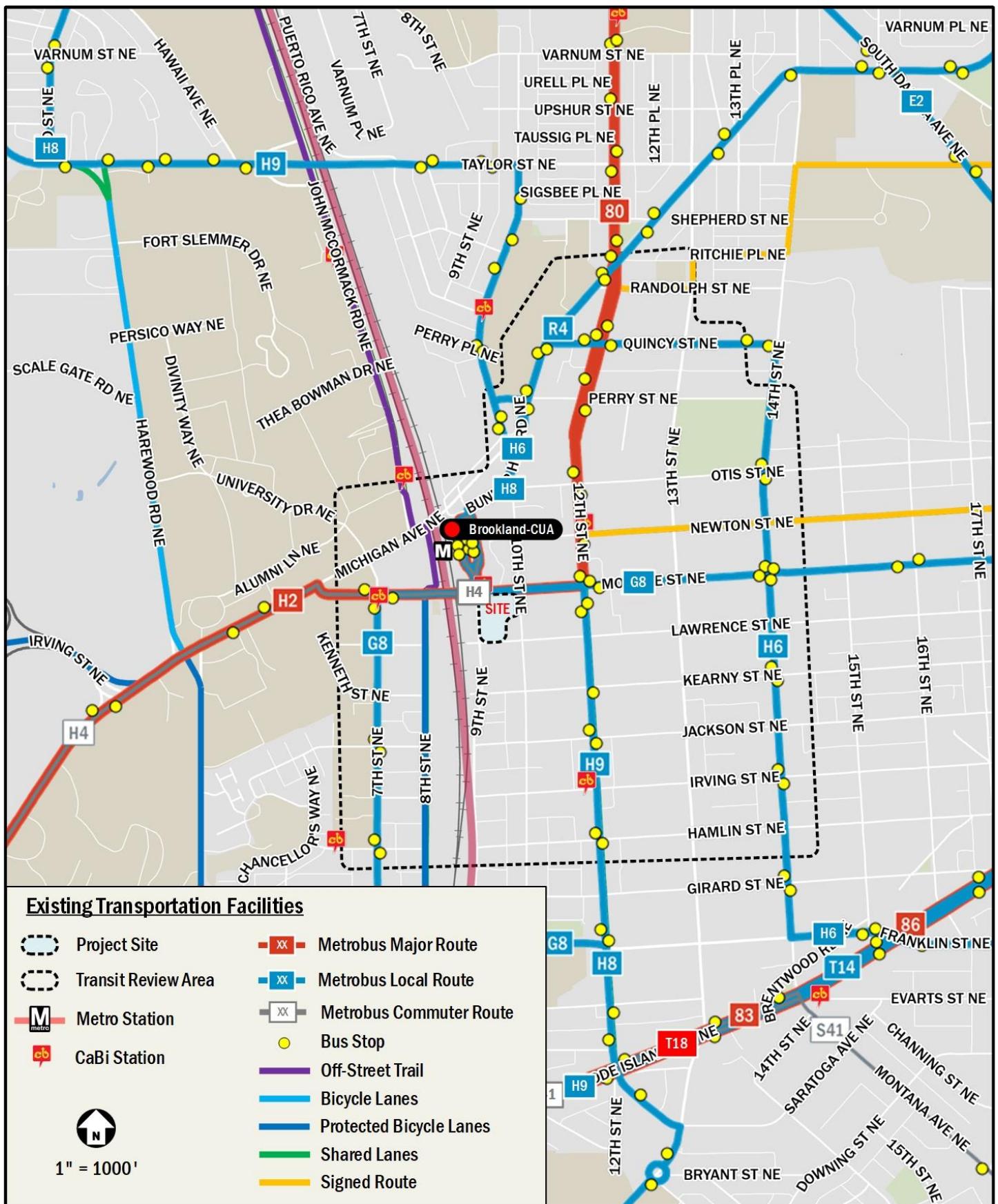


Figure 6: Major Local Transportation Facilities

Future Projects

There are several District initiatives and approved developments located near the site. These planned and proposed projects are summarized below.

MoveDC: Multimodal Long-Range Transportation Plan

MoveDC is the long-range transportation plan for DC. This plan provides an overarching framework of goals and policies that will guide transportation decisions in DC over a 25-year period.

The *MoveDC* report outlines strategies by mode, with a goal of full implementation by 2045. The plan hopes to achieve a transportation system that achieves the District's goals of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces.

In direct relation to the Project, the *MoveDC* plan outlines recommended transit and bicycle improvements including the following:

- Transit priority corridors along Monroe Street NE and Michigan Avenue NE, covering a segment of two (2) existing major Metrobus routes, five (5) existing local Metrobus routes, and (1) existing commuter Metrobus route near the site;
- Completed on-street bicycle facilities along Monroe Street NE between Michigan Avenue NE and 12th Street NE, as well as 8th Street NE between Monroe Street NE and Franklin Street NE; and
- Future planned on-street bicycle facilities without committed funding along Michigan Avenue NE, 12th Street NE, Monroe Street NE, and Taylor Street NE (Taylor Street is now to be completed in 2026).

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021.

The Comprehensive Plan's Upper Northeast Planning Area, which includes the site, contains the following policies which are supported by the proposed development. The site is located adjacent to the 2.6 "Brookland Metro Station Area" policy focus area. Relevant policies from the adjacent focus area as well as the entire planning area are included here:

- *Policy UNE-1.1.2: Compatible Infill.* Encourage compatible residential infill development throughout Upper Northeast neighborhoods, especially in Brentwood, Ivy City, and Trinidad, where numerous scattered vacant residentially-zoned properties exist. New and rehabilitated housing in these areas should meet the needs of a diverse community that includes renters and owners; seniors, young adults, and families; and persons of low and very low-income, as well as those of moderate and higher income.
 - The proposed development supports this policy by transforming an existing vacant lot into a residential building that meets the needs of the diverse Brookland community, including more housing for renters.
- *Policy UNE-1.1.3: Metro Station Development.* Capitalize on the presence of the Metro stations at Rhode Island Avenue, Brookland-CUA, and Fort Totten, to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. Locating higher-density housing near Metro stations minimizes the impact of cars and traffic that would be expected if the residents lived farther from high-capacity transit. The District will coordinate with WMATA to make the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; and serves a variety of household incomes. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, such as existing production, distribution, and repair (PDR) uses. Development shall also comply with other Comprehensive Plan guidance regarding the provision of appropriate open space, management of mobility, and public services.
 - The proposed development supports this policy by providing additional transit-oriented housing at the Brookland-CUA Metro Station. This policy specifically calls for higher-density housing near metro stations that minimize the impact of cars. This development will have limited parking for a development of its size and will provide its residents with easy access to the metro station across the street. The proposed development will comply with other Comprehensive Plan guidance regarding the provision of appropriate open space, management of mobility, and public services.

- *Policy UNE-1.2.1: Streetscape Improvements.* Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, New York Avenue, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, West Virginia Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways.
 - The proposed development supports this policy by improving the streetscape on the site frontage with additional street trees and improving the public alley off of Lawrence Street NE.
- *Policy UNE-1.2.9: Environmental Quality.* Improve environmental quality in Upper Northeast, with particular attention given to the reduction of emissions and particulates from trucks and industrial uses in the area. Increase the tree canopy in Ivy City and other areas where tree cover is limited.
 - The proposed development supports this policy by adding more trees on a block with limited trees and by placing a development near a metro station that will encourage fewer vehicle trips and thus fewer emissions than is typical for a development of this size.
- *Policy UNE-2.6.1: Brookland/CUA Metro Station Area.* Encourage mixed-use development on vacant and underused property in the vicinity of the Brookland-CUA Metro station, including the parking lot east of the station. Special care should be taken to preserve the existing low-scale residential uses along and east of 10th Street NE, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity.
 - The proposed development supports this policy by transforming an existing vacant lot adjacent to the Brookland/CUA Metro Station into transit-oriented development.. Adding residences to the street will increase pedestrian traffic, and streetscape improvements will provide a more pleasant pedestrian environment.
- *Policy UNE-2.6.2: Pedestrian and Bicyclist Access.* Improve pedestrian and bicyclist safety and access to the Metropolitan Branch Trail and the Brookland-CUA Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to CUA).

- The proposed development supports this policy by adding residences to Monroe Street, which will help increase pedestrian traffic, and streetscape improvements will provide a more pleasant pedestrian environment.

Crosstown Multimodal Transportation Study

Published in 2016, the Crosstown Multimodal Transportation Study was developed to develop additional east-west multimodal network connections north of the original L'Enfant Plan street grid, specifically between Columbia Heights and Brookland. The study has the following performance measures:

- Create a more walkable environment for pedestrians
- Create a more comfortable and connected east-west cycling experience in the study area
- Improve transit time and reliability
- Limit the effects on auto mobility and congestion
- Limit the effects on on-street parking conditions
- Improve the availability of green space and public right of way

The study recommends the following in the study area that have yet to be implemented:

- Bicycle, intersection, and transit improvements on Michigan Avenue NE

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government.

The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of

each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

Brookland CUA Metro Station Small Area Plan

Published in 2009, the Brookland CUA Metro Station Small Area Plan was developed to guide future development near the metro station, considering the low-density scale of the residential area, addressing parking and traffic impacts, and improving connectivity to nearby institutions and areas. The study includes nine (9) guiding principles:

- Promote and integrate bus, shuttles, bikes, rail and other transit options;
- Provide adequate parking while in keeping with Transit-Oriented Development principles;
- Improve east-west connectivity across the neighborhood;
- Improve walkability around the neighborhood and connectivity to Metro and 12th Street NE;
- Enhance the public realm through improved streetscape, way finding, lighting, landscaping and burying of utilities;
- Improve and maintain existing park spaces;
- Increase Open Space throughout the neighborhood;
- Improve and maintain street trees and plantings; and
- Employ sustainable building and site design strategies.

The proposed development supports these goals by improving the streetscape by planting street trees and plantings along the site frontage, undergrounding utilities along the site frontage on Monroe Street NE, improving lighting, and providing publicly accessible bike racks.

Brookland-Edgewood Livability Study

The six-month study was undertaken by DDOT to investigate opportunities to improve the daily quality of life of residents, patrons, and employees that commute to, from, or through the study area. To meet this goal, DDOT analyzed the local street network and identified actions which could be taken to increase safety and improve connectivity and accessibility. The study goals included:

- Development of a comprehensive approach to traffic calming and operational improvements for all users living in and visiting the area;

- Identifying specific issues that impact safety and comfort of multimodal users while also accommodating freight and delivery needs;
- Designing cost-effective and measurable improvements that benefit all users;
- Investigating and mitigating freight impacts on the area;
- Emphasizing safety and access improvements around neighborhood facilities including, but not limited to: schools, churches, parks recreation centers, and other key community facilities; and
- Enhancing comfort and livability for residents and visitors to the project areas.

The proposed development supports these goals by implementing wider sidewalks for pedestrians, short-term bicycle parking, and improved lighting.

Sustainable DC Plan

The *Sustainable DC 2.0 Plan* is the District's Department of Energy & Environment initiative to make DC the healthiest, greenest, and most livable city for all residents. The plan was originally released in 2013 by Mayor Gray but was retrofitted to suit the needs of present-day DC and its changing environment. After five (5) years of implementation, 71% of the Sustainable DC plans actions are underway such as *Zero Waste DC* and another 27% are complete such as *MoveDC*, *Vision Zero*, and *Clean Energy DC*. The extensive report outlines the following the thirteen (13) topics and each topic is organized into distinct goals, targets, and actions.

- Governance
- Equity
- Built Environment
- Climate
- Economy
- Education
- Energy
- Food
- Health
- Nature
- Transportation
- Waste
- Water

WMATA Better Bus Network

In the summer of 2025, WMATA will be implementing a redesign of its bus network. The eight (8) existing Metrobus routes in the

study area will be replaced with six (6) Metrobus routes. Within the study area, the network redesign results in the same coverage as the existing network, but will also result in changes to route frequencies and spans of service. These changes include two (2) new routes with 24/7 service (Routes C61 and D30) and one (1) new route with 12-minute high-frequency service (Route C61) replacing the two (2) 24/7 (Routes 80 and H4) and one (1) high-frequency bus routes existing (Route 80). These new 24/7 routes are more frequent than the existing ones and provide slightly different connections. There are other route changes that overall decreases the number of lines accessing the site, but increases their frequency.

It is noted that four (4) of the bus stop locations (stop ID 1002178, 1002187, 1002257, and 1002259, which are 12th St NE & Otis St NE (NB), 12th St NE & Otis St NE (SB), 12th St NE & Quincy St NE (SB), and 12th St NE & Quincy St NE (NB) respectfully) within the study area were marked for consolidation.

Project Design

This chapter reviews the transportation components of the Project's design, including the proposed site plan and access points. It includes descriptions of the Project's vehicular access, loading, parking, and bicycle and pedestrian facilities.

The Project is a residential development that will contain a total of 233 residential units. A site plan with access points by mode is shown in Figure 7.

Project Overview

The Project is bounded by 9th Street NE to the west, Monroe Street NE to the north, 10th Street NE to the east, and Lawrence Street NE to the south. The development scheme is as follows:

- 233 residential units
- 55 vehicle parking spaces

Loading Facilities

Based on zoning requirements, the Project is required to provide one (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space. The Project will satisfy these requirements and provide one (1) loading berths and one (1) service/delivery space. The loading berths and service/delivery spaces will be accessible from a public alley via Lawrence St NE. The Project will widen the existing 10-foot public alley to 20 feet with the contribution of 10 feet of alley width on private property. Trash and recycling are also located in the loading area, where collection will take place.

The Project is expected to generate up to five (5) total loading/delivery trips per day. The daily loading trip generation and assumptions include the following:

- Residential: Up to one (1) move-in/move-out loading trip based on the number of units, and an average unit turnover of 18 months;
- General: Four (4) general deliveries consisting of trash and recycling removal, mail, and parcel delivery for the entire site.

Loading and Trash

Loading

The proposed loading facilities will accommodate all move-ins/move-outs and delivery demand for tenants without any detrimental impact on the surrounding network.

As described above, all loading activities will take place within the site's loading area. Loading will not occur on public streets.

Back-up maneuvers are permitted from the service court to access the loading berths and service spaces as the service court is private.

Per ZR16 requirements, any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space.

The proposed development will meet these requirements by providing one (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space. Figure 8 shows vehicle paths to the site area.

Trash

Trash pick-up will occur in the building's loading area. No trash will be stored in public space.

Urban Forestry Street Tree Inventory

Two (2) street trees exist along the site frontage, both are along 10th Street NE, as illustrated on Figure 8. There are no special or heritage trees within the property or adjacent streetscape.

Site Access and Circulation

Pedestrian Access

Primary pedestrian residential access to the site will be available from Monroe Street NE.

Bicycle Access

Bicycle access will be provided on Monroe Street NE and through the public alley via Lawrence Street NE. Circulation paths to and from the adjacent roadways are available from the bike room.

Vehicular Access

Vehicular access to parking facilities will be accessible from a public alley via Lawrence Street NE.

The Project will close the existing curb cut on 10th Street NE. Initially, the Project included a vehicular access point at this location, but it was ultimately removed due to concerns raised by residents of 10th Street NE as well as DDOT, which confirmed it would not support an additional vehicular access point to the Project and will require all vehicular access to be provided via the widened alley from Lawrence Street NE. Per DDOT's Design and Engineering Manual (31.5.1), a new curb cut or driveway is not permitted from any property with existing alley access. Comprehensive Plan Policy UD-2.1.6 also recommends

minimizing mid-block vehicular curb cuts, favoring existing public alleys for parking and loading.

A circulation plan including expected pedestrian, bicycle, and vehicular routes is shown in Figure 8.

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 9. Metered street parking is available along the north side of the Project. On the west, east, and south sides of the Project, there is two-hour restricted parking, which is unrestricted for Zone 5 Residential Parking Permit holders.

The Project is proposing to provide two (2) pick-up-drop-off loading spaces near the residential pedestrian entrance on 9th Street NE. These can be used by people either carpooling or using rideshare apps such as Uber or Lyft. Existing and proposed curbside conditions are shown in Figure 9 and Figure 10, respectively.

Vehicle and Bicycle Parking Facilities

Per ZR16 requirements, the vehicular parking requirement is 77 parking spaces. The zoning code permits taking a 50% reduction in this requirement based on the Project's proximity to priority transit, which would result in a minimum of 39 spaces required. This reduction is allowed but is not required. The Project is providing 55 ground floor parking spaces to meet market demand and the zoning requirement for vehicular parking. The resulting parking ratio of 0.24 spaces per unit is expected to meet the practical needs of the development. Transportation Demand Management (TDM) measures will also be implemented to limit the amount of driving to and from the site and are described in a later chapter of this report.

The Project will provide 80 long-term bicycle parking spaces and at least 12 short-term bicycle parking spaces. The Project's

bicycle parking will meet ZR16 requirements and DCMR Title 18 Section 1214. A summary of bicycle parking requirements is shown in Table 2

The Project will meet this requirement with long-term spaces in a dedicated bike storage room and short-term spaces around the perimeter of the site. Long-term spaces will conform to ZR-16 requirements by allowing bikes to be placed horizontal or on the ground in 50% or more of the spaces.

The locations of bicycle and vehicle parking spaces within the site are shown in Figure 7.

Electric Vehicle (EV) Parking

Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces be served by an EV charging station. Consistent with DDOT guidance, the Applicant proposes providing at least 2 EV parking spaces for the site, satisfying DDOT CTR guidelines.

Electric Vehicle Readiness Amendment Act of 2020

Per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issued after January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces. The Applicant will comply with this act.

Pedestrian Facilities

The site is surrounded by a well-connected pedestrian network. The majority of sidewalks, crosswalks, and curb ramps along the perimeter of the site do not meet DDOT and ADA standards. The Project will improve or maintain these facilities to meet DDOT standards or provide continuity with the existing connecting facilities.

Table 2: Bicycle Parking Requirements

Land Use	Size	ZR16 Bicycle Parking Rate		ZR16-required Bicycle Parking Spaces		DCMR 18-1214 Calculation	DCMR 18-1214 Requirement	Proposed Bicycle Parking Spaces	
		Long Term	Short Term	Long Term	Short Term			Long Term	Short Term
Residential	233 du	1 per 3 du's ¹	1 per 20 du's	63.83 (64)	11.6 (12)	1 per 3 du's	77.67 (78)	80	12
Total				64	12		78	80	12

¹This calculation switches to 1 per 6 du's after 50 spaces

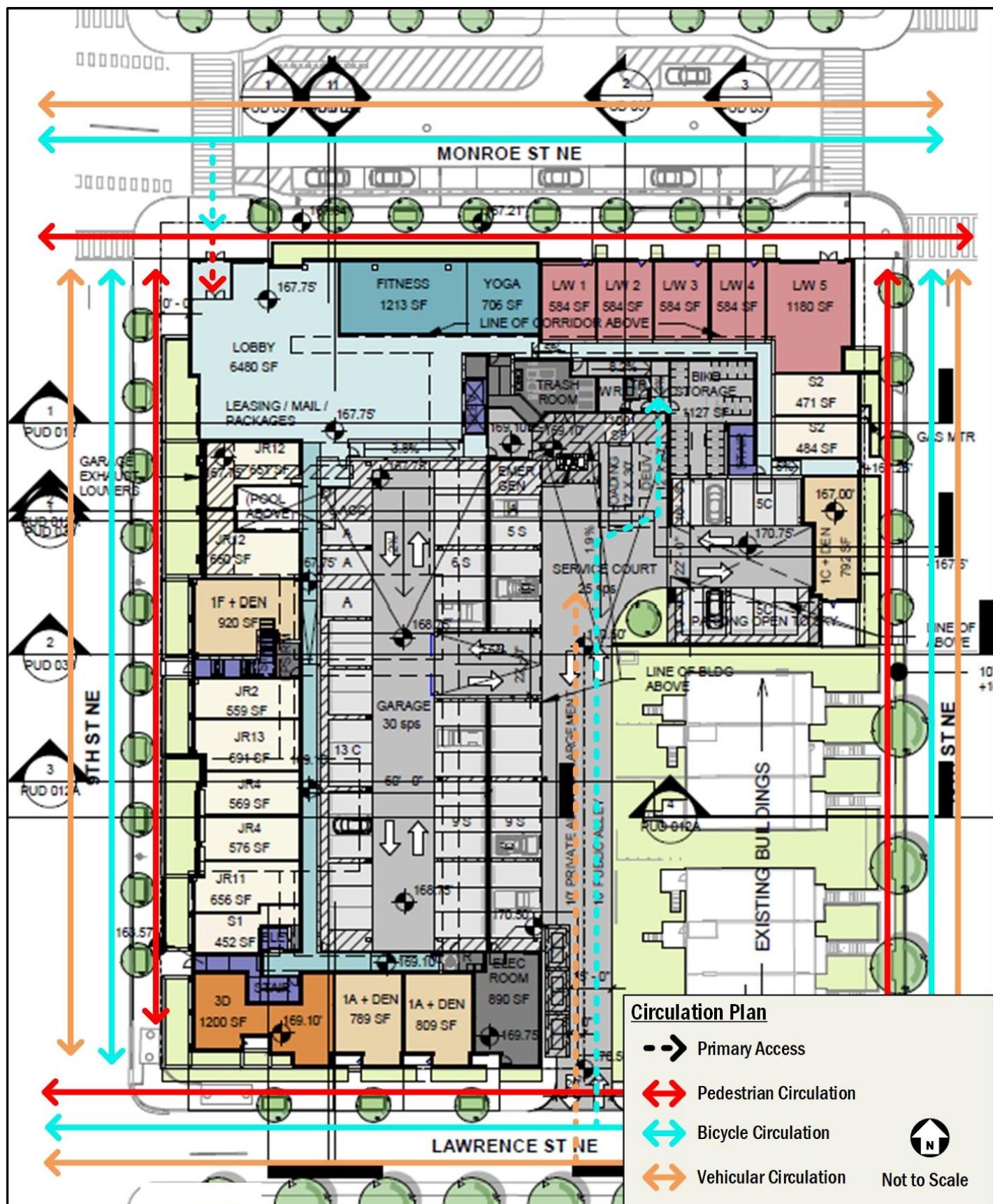


Figure 7: Site Circulation Plan and Access

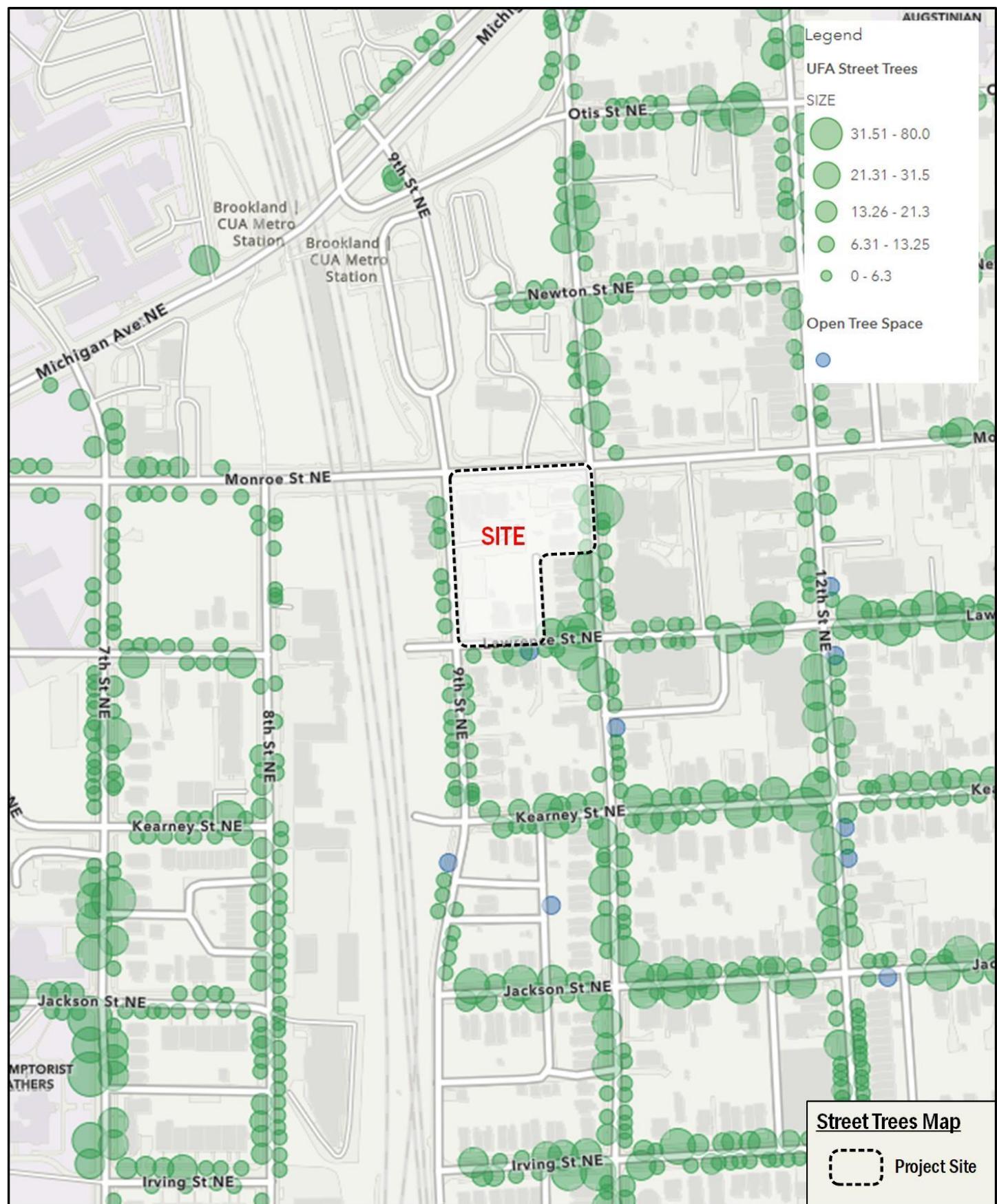


Figure 8: Street Trees

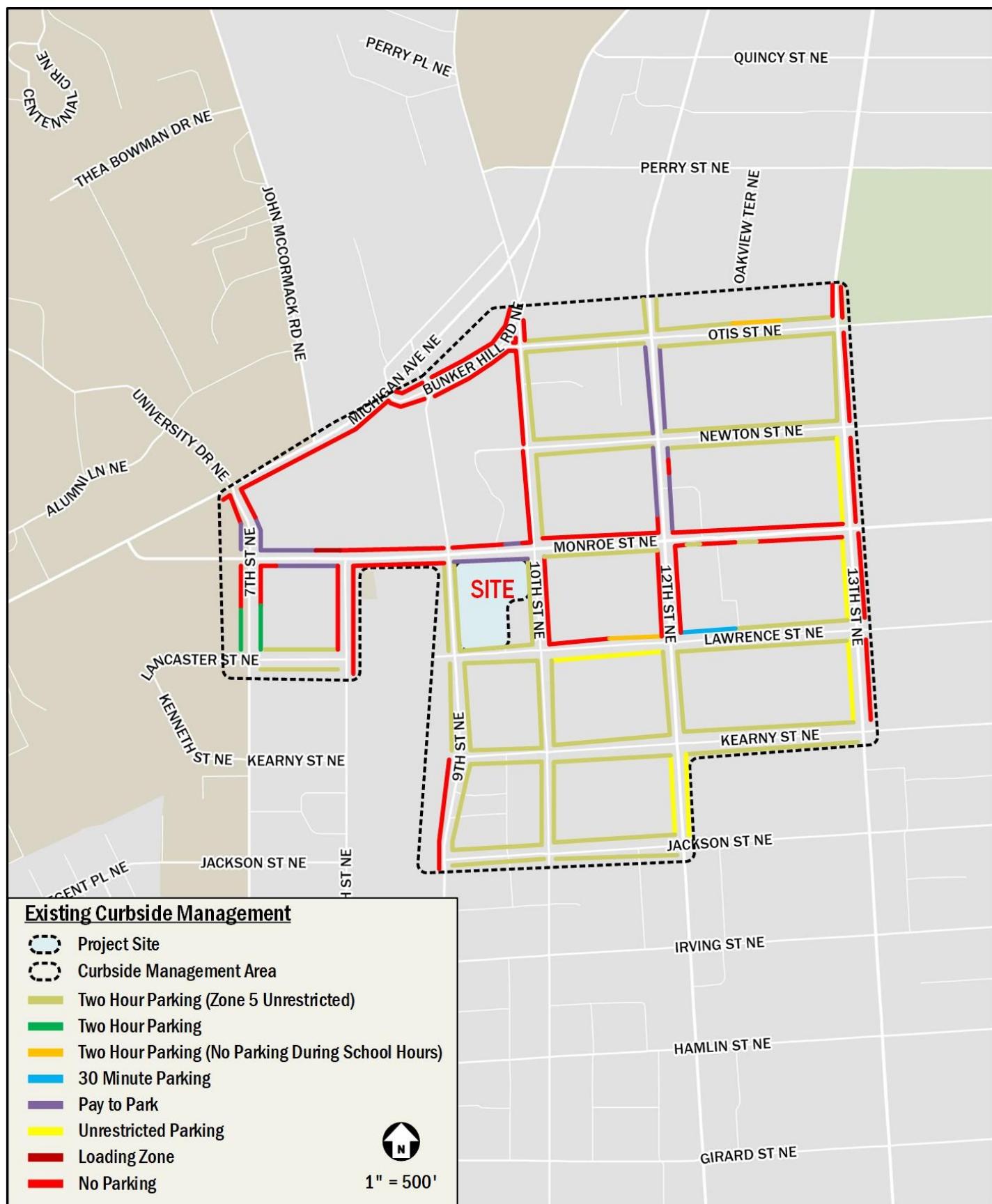


Figure 9: Existing Curbside Management

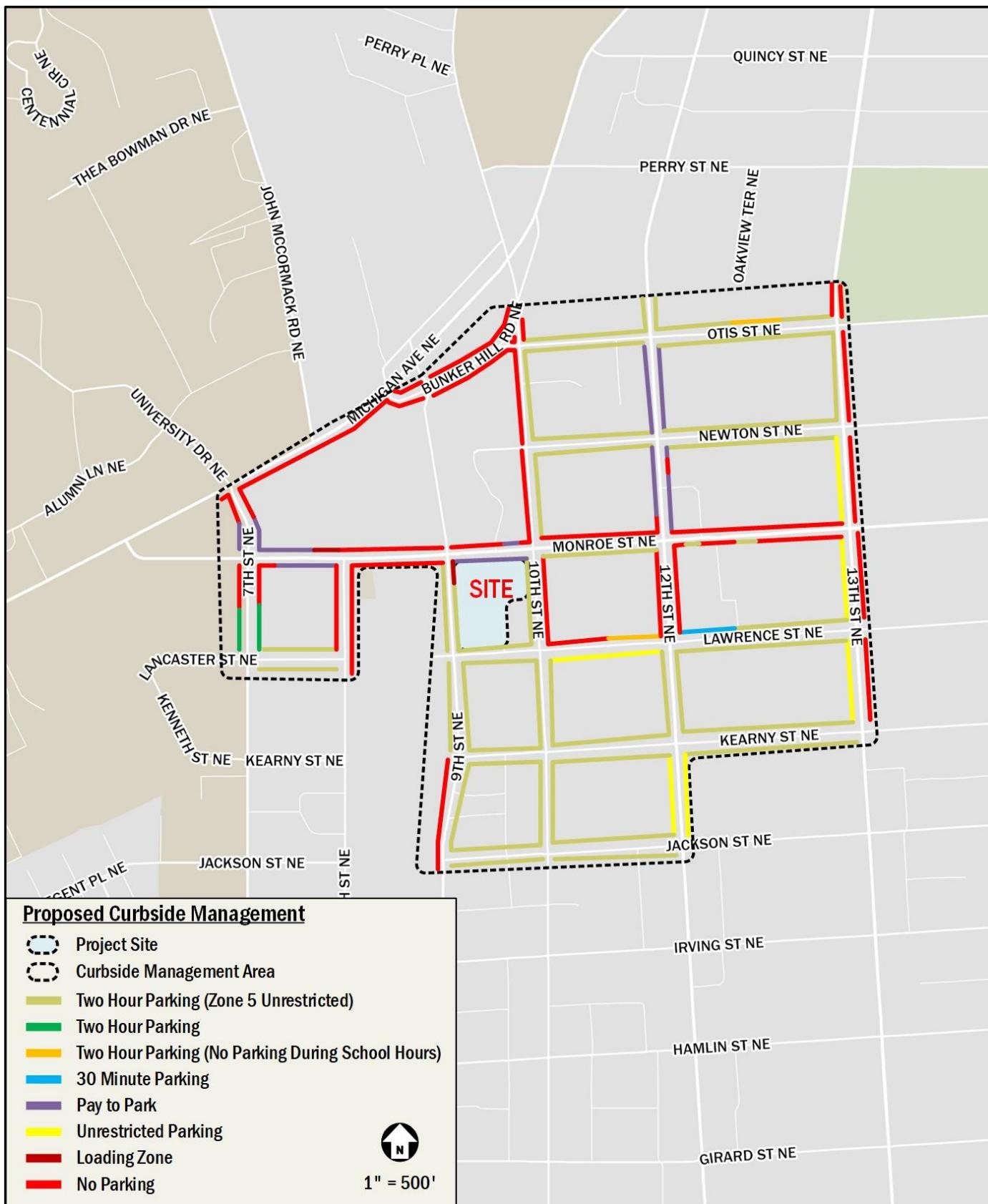


Figure 10: Proposed Curbside Management

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

Based on the proposed 233 residential units and 55 vehicle parking spaces, the following is a list of TDM strategies the Applicant proposes for the 901 Monroe Street NE development:

Site-Wide Base TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and retail space and charge a minimum rate based on the average market rate within a quarter mile. Free parking, validation, or discounted rates will not be offered for retail customers.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (i.e., Bike to Workday, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident within the first two years of occupancy or until the building achieves 90% residential occupancy, whichever occurs sooner.
- Provide, at no charge to and for use by any tenant of the building or employee thereof, 80 long- and 12 short-term bicycle parking spaces.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum 5% of spaces (minimum 2) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the employees for use of the bicycle storage room. There will be no fee to the residents for use of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of 2 electric vehicle (EV) charging stations on site.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Residents of the Project will not be permitted to obtain a Residential Parking Permit.

Travel Demand Assumptions

This chapter outlines the transportation demand for the 901 Monroe Street NE development. It summarizes the projected trip generation of the proposed project by mode. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. Mode split assumptions for this report were based on prior approved projects in the area, survey data, Census data at the tract and Traffic Analysis Zone (TAZ) levels. Based on the initial findings reflected in the *2022 State of the Commute Survey Report*, a Telecommute mode split has been included to reflect recent, significant increases in telecommuting as a result of the COVID-19 public health emergency. As ITE trip generation rates are based on data that is pre-pandemic, a telecommute percentage has been applied to account for residential telecommuting patterns. Table 3 summarizes the mode split assumptions for this report. Sources for these mode split assumptions can be found in the Technical Attachments.

Table 3: Summary of Mode Split Data

Land Use	Drive	Transit	Bike	Walk	Telecom mute/ Other
Residential	25%	35%	5%	25%	10%

Trip Generation Methodology

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. This methodology was supplemented to account for the urban nature of the Project (the *Trip Generation Manual* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT.

Trip generation for the proposed land uses was calculated based on ITE Land Use 221, *Multifamily Housing (Mid-Rise)*. The calculated trips were then split into different modes using assumptions outlined in the Mode Split Methodology section of this report.

The proposed development is expected to generate trips on the surrounding network across all modes. The AM and PM peak hour trip generation is shown in Table 4. A 20-foot wide alley is more than sufficient to handle the additional 23 total vehicular trips during the AM and PM peak hours.

Detailed trip generation calculations for the development are included in the Technical Attachments.

Table 4: Summary of Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Residential (233 du)						
Vehicle (veh/hr)	5	18	23	14	9	23
Transit (ppl/hr)	9	28	37	23	14	37
Bike (ppl/hr)	1	4	5	3	2	5
Walk (ppl/hr)	6	21	27	17	10	27
Telecommute (ppl/hr)	3	8	11	6	5	11

Transit Facilities

This chapter discusses the existing and planned transit facilities in the vicinity of the site, accessibility to transit, and the overall transit impacts of the 901 Monroe Street NE site.

This chapter concludes that:

- The Project is served by a variety of existing transit services;
- The Project is located within a 0.125 mile from the Brookland-CUA Station and within a mile of the Rhode Island Ave-Brentwood Station; and
- The Project has access to several Metrobus routes near the site.

Existing Transit Service

The site is served by several transit routes stopping within the quarter-mile transit review area. In total, as shown in Figure 12, the transit study area is served by eight (8) Metrobus routes. Table 5 shows a summary of the bus route information for the routes that serve the site, including service hours, headways, and distance to the nearest bus stop. Table 6 show an inventory of bus stops within the study area.

Two (2) Metrorail stations are located within a mile of the site, including Brookland-CUA Station on the Red Line (0.1 miles away) and Rhode Island Ave-Brentwood Station on the Red Line (0.9 miles away).

The Red Line travels south from Shady Grove in Rockland, MD through Bethesda and the District core before continuing northwest towards Silver Spring and Glenmont, MD.

The Red Line runs every 5-10 minutes on weekdays and every 6-10 minutes on weekends.

Figure 11 shows the areas accessible via transit in 10, 20, and 30 minutes from the site on a weekday morning in October 2024.

Planned Transit Service

moveDC Transit Priority Network

The draft Transit Priority Network in the ongoing *moveDC* 2021 update, the District's multimodal long-range transportation plan,

proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan.

Near the site, Irving Street to Michigan Avenue to Monroe Street NE up to 8th NE have been identified as a transit priority corridor. Improvements on this corridor affect the 80, H2, H4, and H8 routes serving the site.

WMATA Better Bus Network

In the summer of 2025, WMATA will be implementing the redesign of its bus route service. The eight (8) existing Metrobus routes in the study area will be replaced with six (6) Metrobus routes. Within the study area, the network redesign results in the same coverage as the existing network, but will also result in changes to route frequencies and spans of service. These changes include two (2) new routes with 24/7 service (Routes C61 and D30) and one (1) new route with 12-minute high-frequency service (Route C61) versus the two (2) 24/7 (Routes 80 and H4) and one (1) high-frequency bus routes existing (Route 80).

The proposed bus route information of the new routes is shown in Table 5, while the proposed future routes are shown in Figure 13.

It is noted that four (4) of the bus stop locations (stop ID 1002178, 1002187, 1002257, and 1002259, which are 12th St NE & Otis St NE (NB), 12th St NE & Otis St NE (SB), 12th St NE & Quincy St NE (SB), and 12th St NE & Quincy St NE (NB) respectfully) within the study area were marked for consolidation.

Site-Generated Transit Impacts

Transit Trip Generation

The land uses of the proposed development are projected to generate 37 transit trips (9 inbound and 28 outbound) during the AM peak hour and 37 transit trips (23 inbound and 14 outbound) during the PM peak hour.

Table 5: Local Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
Existing WMATA Routes						
80	North Capitol Street	24/7 Service	24/7 Service	24/7 Service	12-20	<0.1 miles (2 minutes)
H6	Brookland-Fort-Lincoln	5:00am-12:00am	5:22am-11:31pm	7:00am-11:00pm	15-30	<0.1 miles (2 minutes)
G8	Rhode Island Ave	4:52am-1:51am	5:26am-1:57am	5:12am-2:15am	20-30	<0.1 miles (2 minutes)
H2	Crosstown Line	5:53am-12:16am	5:55am-11:36pm	5:56am-10:56pm	24-40	<0.1 miles (2 minutes)
H8	Park Road-Brookland	5:07am-11:47pm	6:07am-11:46pm	6:01am-12:20am	15-35	0.1 miles (3 minutes)
R4	Queens Chapel Road	5:50am-10:25pm	5:55am-9:58pm	9:00am-8:40pm	20-73	0.1 miles (3 minutes)
H9	Park Road Brookland	7:25am-7:35am	-	-	10	0.1 miles (3 minutes)
H4	Crosstown Line	24/7 Service	24/7 Service	24/7 Service	20-40	<0.1 miles (2 minutes)
Proposed Better Bus Network WMATA Routes						
C61	Tenleytown-Brookland	24/7 Service	24/7 Service	24/7 Service	12-20	<0.1 miles (2 minutes)
C63	Deanwood-Brookland	6:00am-12:00am	8:00am-10pm	8:00am-10:00pm	30	<0.1 miles (2 minutes)
D30	N Capitol St	24/7 Service	24/7 Service	24/7 Service	15-20	<0.1 miles (2 minutes)
D34	Edgewood-Avondale	5:00am-12:00am	6:00am-12:00am	6:00am-12:00am	20-30	<0.1 miles (2 minutes)
D74	Foggy Bottom-Brookland	5:00am-12:00am	6:00am-12:00am	6:00am-12:00am	15-30	<0.1 miles (2 minutes)
P33	The route is listed and shown in maps, but exact hours of service or frequencies were not identified					<0.1 miles (2 minutes)

¹ Service hours are based on the most recent effective schedules available on WMATA's website.² Only bus stops within the transit review area shown in Figure 12 are included. Proposed bus routes have bus stop locations based on existing bus stop locations.

Table 6: Bus Stop Amenity Inventory

Location	Stop ID	Routes Served	Amenities							
			Bus stop flag	Route map & schedule	Landing pad	Side-walk	Bench	Shelter	Lighting	Trash Recp.
12 th St NE+Hamlin St NE (NB)	1001963	H8, H9	●	●	●	●	●		●	●
7 th St NE+Hamlin St NE (NB)	1001960	G8	●			●				
7 th St NE+Hamlin St NE (SB)	1001966	G8	●		●	●				●
7 th St NE+Jackson St NE (NB)	1002028	G8	●	●	●	●				●
7 th St NE+Jackson St NE (SB)	1002035	G8	●	●	●	●			●	●
12 th St NE+Jackson St NE (NB)	1002032	H8	●	●	●		●		●	●
12 th St NE+Jackson St NE (SB)	1002040	H8	●	●	●		●		●	●
14 th St NE+Kearney St NE (NB)	1002064	H6	●	●		●				
14 th St NE+Kearney St NE (SB)	1002069	H6	●	●	●				●	
12 th St NE+Kearney St NE (NB)	1002054	H8	●	●	●	●	●	●	●	●
12 th St NE+Monroe St NE (SB)	1002103	H8	●	●	●	●	●	●		●
12 th St NE+Monroe St NE (NB)	1002106	H8	●	●	●	●	●	●		●
14 th St NE+Monroe St NE (NB)	1002124	H6	●	●	●					
Monroe St NE+14 th St NE (WB)	1002139	G8	●	●		●			●	
14 th St NE+Monroe St NE (SB)	1002143	H6	●	●	●	●				
Monroe St NE+14 th St NE (EB)	1002134	G8	●	●	●	●			●	●
Monroe St NE+12 th St NE (EB)	1002121	G8	●	●		●			●	●
Monroe St NE+12 th St NE (WB)	1002128	G8	●	●	●	●				●
12 th St NE+Monroe St NE (SB)	1002137	80	●	●	●	●	●			●
Monroe St NE+7 th St NE (WB)	1003785	G8,80,H4, H2	●		●	●				
7 th St NE+Monroe St NE (SB)	1002104	G8	●	●		●			●	
Monroe St NE+7 th St NE (EB)	1002116	H2,80,H4	●		●				●	●
Brookland-CUA+Bay A	1003222	R4	●	●	●	●	●	●	●	●
Brookland-CUA+Bay B	1002960	H4,H2,	●	●	●	●	●	●	●	●
Brookland-CUA+Bay C	1003182	H6	●	●	●	●	●	●	●	●
Brookland-CUA+Bay F	1002163	H8	●	●	●	●	●	●	●	●
Brookland-CUA+Bay E	1002151	80	●	●	●	●	●	●	●	●
Brookland-CUA+Bay D	1003219	G8	●	●	●	●	●	●	●	●
Brookland-CUA+Bay G	1002961	H8	●	●	●	●	●	●	●	●
Brookland-CUA+Bay H	1003218	G8	●	●	●	●	●	●	●	●
Brookland-CUA+Bay J	1003217	80	●	●	●	●	●	●	●	●
12 th St NE+Otis St NE (NB)	1002178	80	●	●	●	●	●			●
12 th St NE+Otis St NE (SB)	1002187	80	●	●		●	●			●
10 th St NE+Michigan Ave NE (SB)	1002206	H6,R4,H8	●	●		●				●
10 th St NE+Michigan Ave NE (NB)	1002213	H8,H9	●	●		●				●

Location	Stop ID	Routes Served	Amenities							
			Bus stop flag	Route map & schedule	Landing pad	Side-walk	Bench	Shelter	Lighting	Trash Recp.
Michigan Ave NE+12 th St NE (NB)	1002274	R4	●		●	●				●
Michigan Ave NE+12 th St NE (SB)	1002277	R4	●	●		●				●
12 th St NE+Michigan Ave NE (SB)	1002286	80	●	●	●	●				●
Michigan Ave NE+Perry St NE (NB)	1002218	R4,H6	●		●					
Michigan Ave NE+Perry St NE (SB)	1002222	H6,R4	●	●	●	●			●	●
12 th St NE+Perry St NE (NB)	1002219	80	●	●	●	●	●			
12 th St NE+Perry St NE (SB)	1002226	80	●	●	●	●	●		●	●
Michigan Ave NE+Quincy St NE (SB)	1002233	R4,H6	●	●		●				
Michigan Ave NE+Quincy St NE (NB)	1002236	R4,H6	●	●	●	●				●
Quincy St NE+12 th St NE (EB)	1002247	H6	●	●	●	●				●
Quincy St NE+12 th St NE (WB)	1002239	H6	●	●	●	●	●	●	●	
12 th St NE+Quincy St NE (SB)	1002257	80	●	●		●	●	●		●
12 th St NE+Quincy St NE (NB)	1002259	80	●	●	●	●	●	●		●

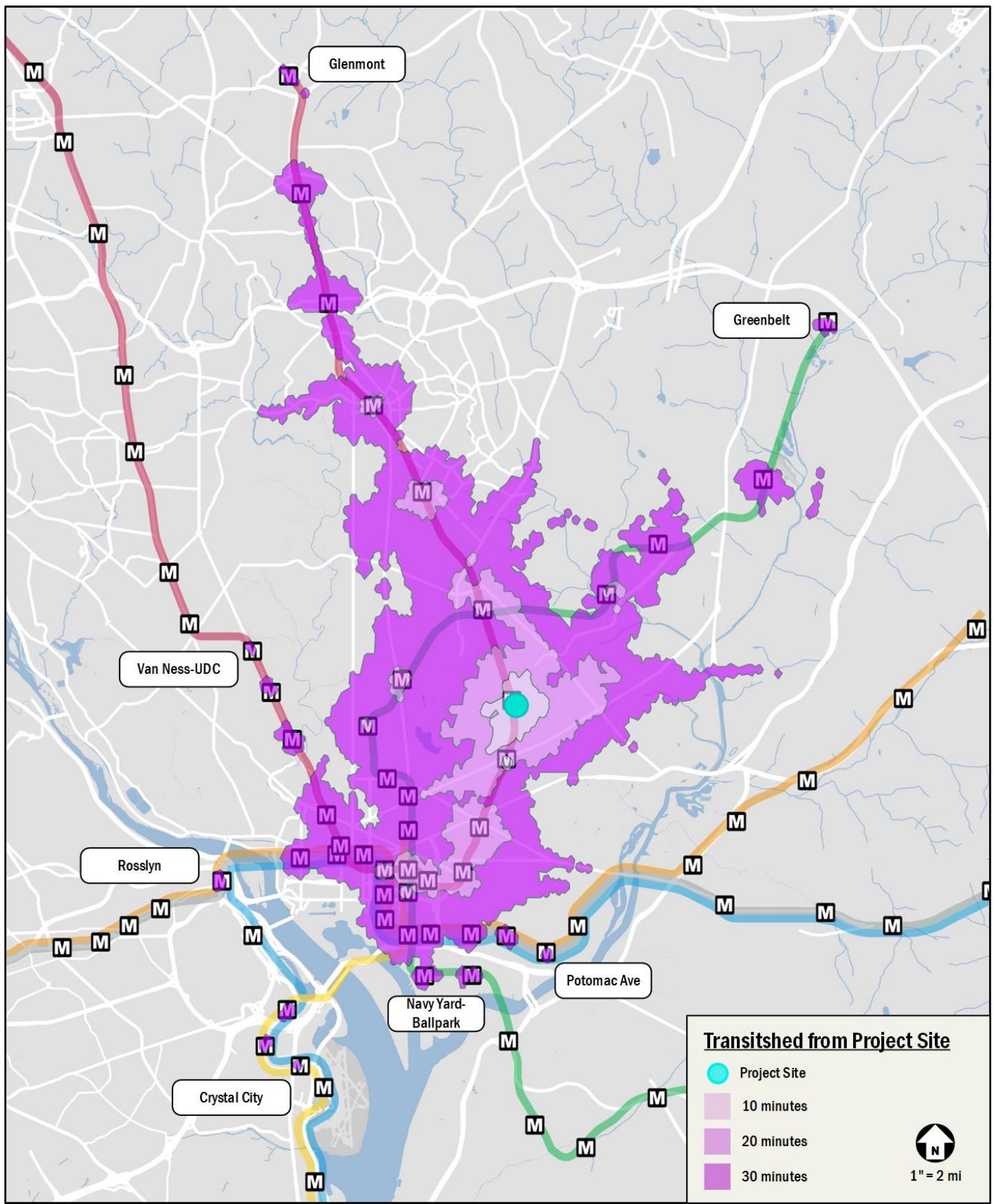


Figure 11: Areas Accessible by Transit from Project Site

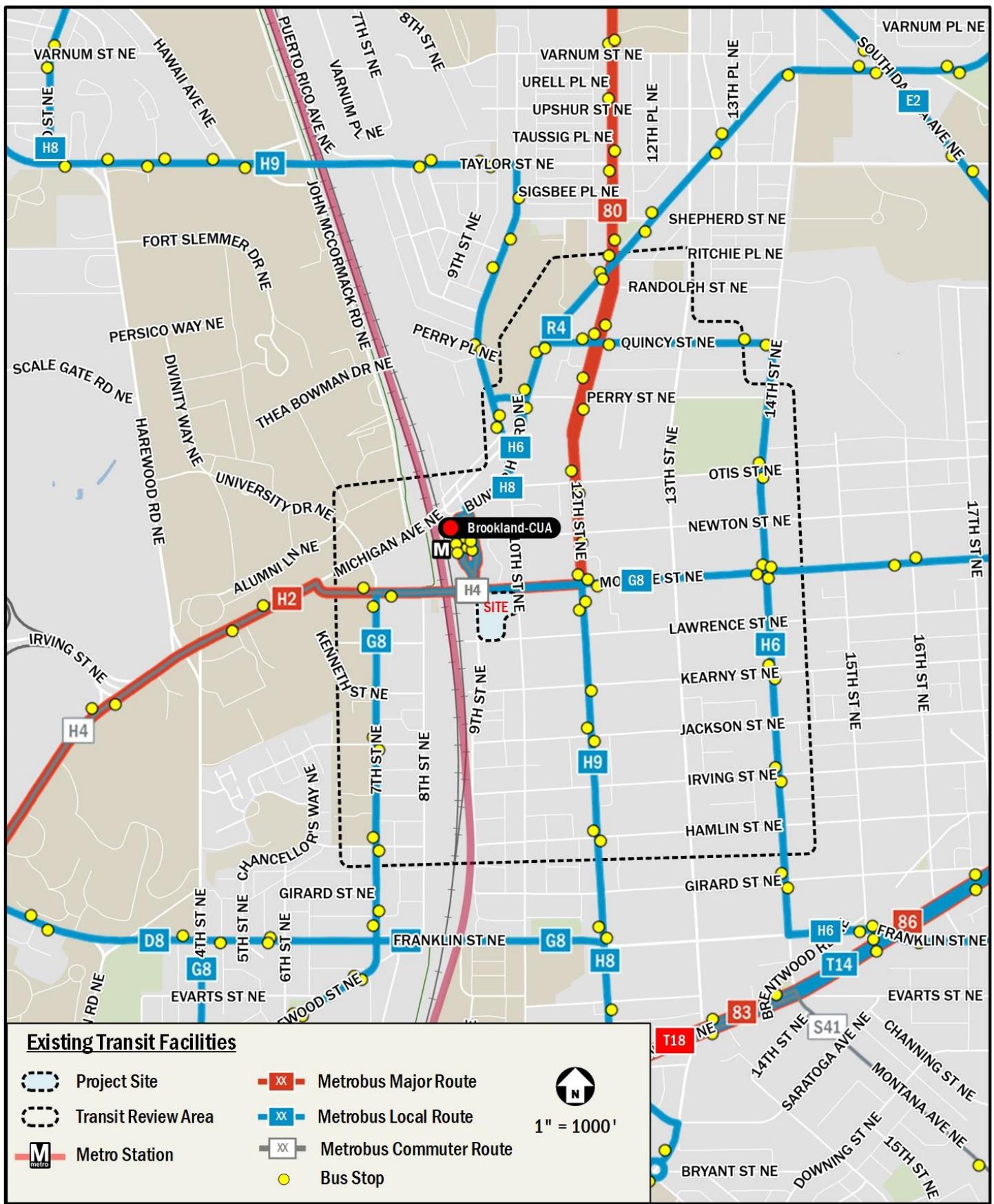


Figure 12: Existing Transit Facilities

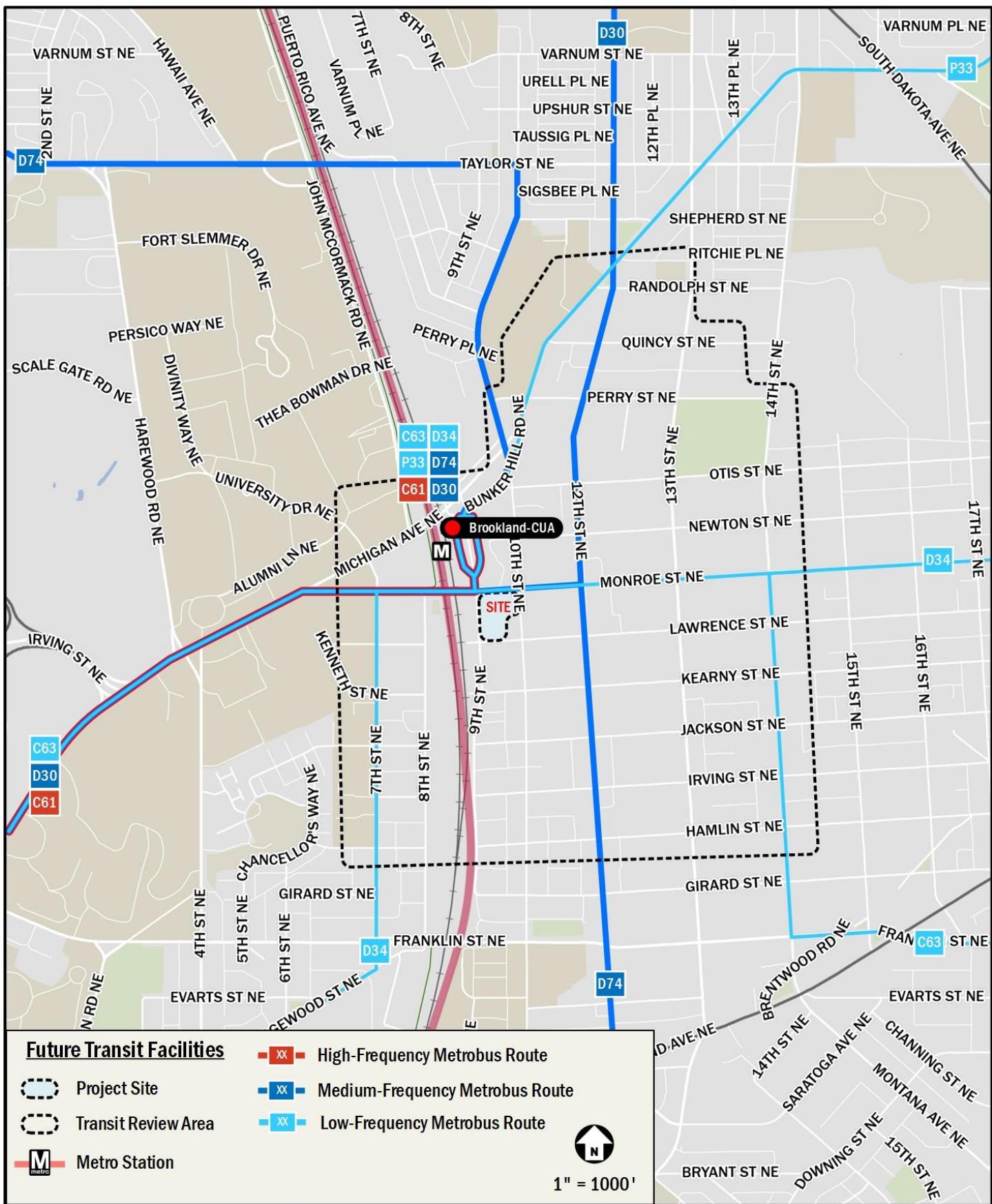


Figure 13: Future Transit Facilities

Pedestrian Facilities

This chapter summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides a quality walking environment. There is a well-connected pedestrian network;
- Along Michigan Avenue NE and 9th Street NE, there are missing pedestrian facilities, some of which is due to construction.

Pedestrian Study Area

Pedestrian facilities within an approximately ¼ mile walk of the site were evaluated. The existing site has adequate connectivity to major local destinations with no missing sidewalks except for locations undergoing construction.

Figure 14 shows pedestrian destinations within 10-, 20-, and 30-minute walking radii. As shown in the walking travel sheds, two universities, two Metrorail stations, the Turkey Thicket recreation Center, and other locally significant destinations are accessible via walking within 30 minutes from the Project site.

Existing Pedestrian Infrastructure

Sidewalks, crosswalks, and curb ramps were evaluated based on the guidelines set forth by DDOT's *Design and Engineering Manual (2019)* in addition to Americans with Disabilities Act (ADA) standards. These facilities are shown within their respective land use types based on DC's Zoning Regulations of 2016, which determines which of DDOT's sidewalk width requirements apply.

A detailed inventory of the existing pedestrian facilities within the study area is shown on Figure 15 with a summary of sidewalk width requirements shown in Table 7.

Sidewalks

As shown in Figure 15, the site falls partially into the "High Density Residential or Light Commercial" and partially into the "Low to Moderate Density Residential" category with much of the study area falling into the "Low to Moderate Density Residential" category.

As shown in Figure 15, there are some sidewalks in the study area that do not meet DDOT's minimum width or buffer

requirements, including those along Monroe Street NE, Newton Street NE, Michigan Avenue NE, 9th Street NE, and 12th Street NE, among others. Some sidewalks located at Michigan Avenue NE do not meet DDOT and ADA standards due to local construction.

Curb Ramps

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings.

As shown in Figure 15, there are some curb ramps within the study area that have a curb ramp without detectable warning, 48" clear space, or both.

Crosswalks

DDOT's *Design and Engineering Manual (2019)* requires crosswalks at all intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs. Additionally, high-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metrorail station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

As shown in Figure 15, crosswalks are generally present and have high visibility within the study area, except at the intersections of Monroe Street NE and 17 Street NE, and Jackson Street NE and 9th Street NE, among others.

Pedestrian Infrastructure Improvements

Proposed Pedestrian Improvements

The Project will incorporate high quality landscaping, including native plantings, along the street frontages and the various pedestrian pathways throughout the Project. All new sidewalks will conform to DDOT and ADA standards or be designed to be continuous with the connecting existing sidewalks.

Site-Generated Pedestrian Impacts

The site is expected to generate a manageable number of pedestrian trips.

Pedestrian Trip Generation

The land uses of the proposed development are projected to generate 27 pedestrian trips (6 inbound, 21 outbound) during the AM peak hour and 27 pedestrian trips (17 inbound, 10 outbound) during the PM peak hour.

Table 7: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

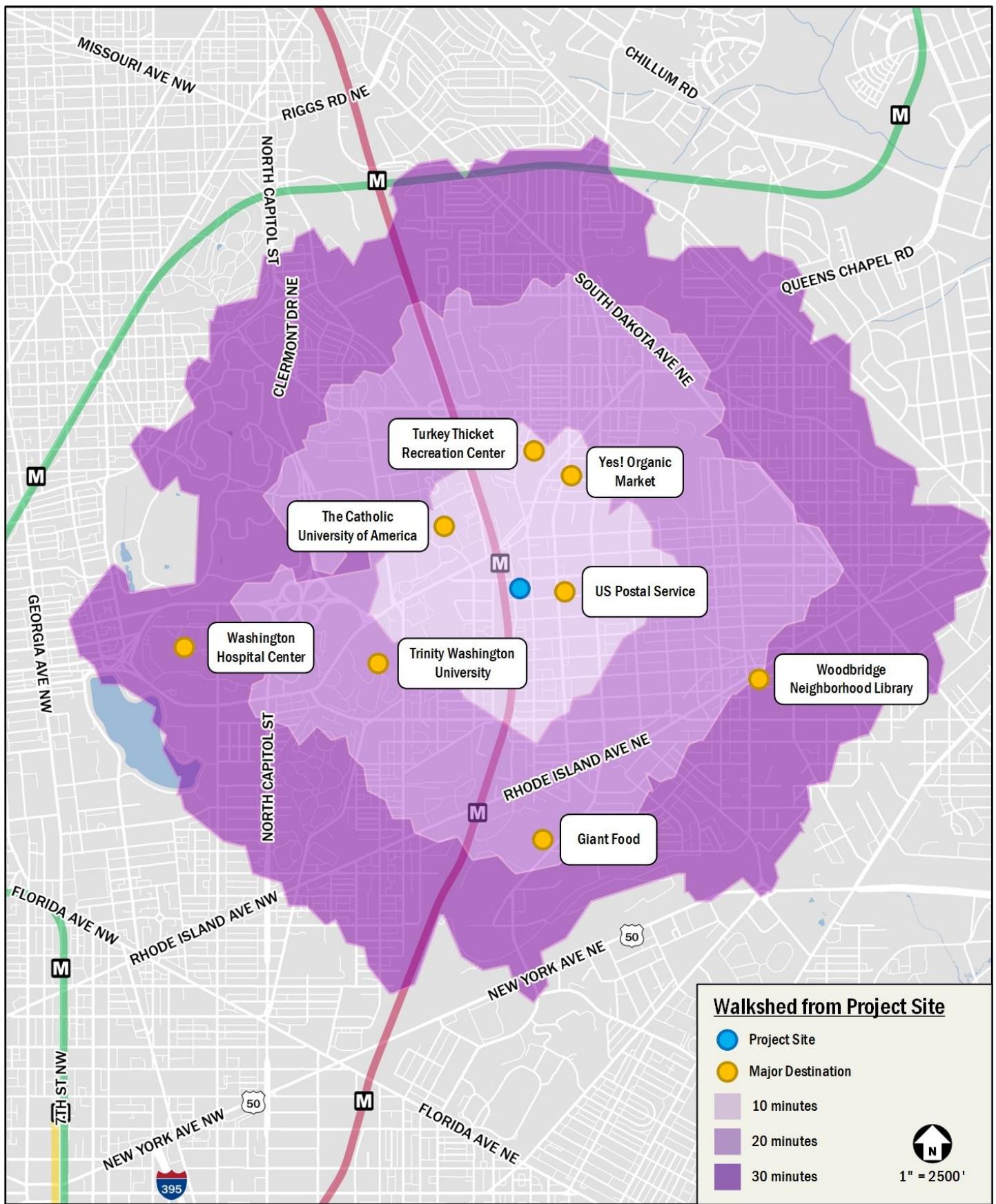


Figure 14: Walkshed from Project Site

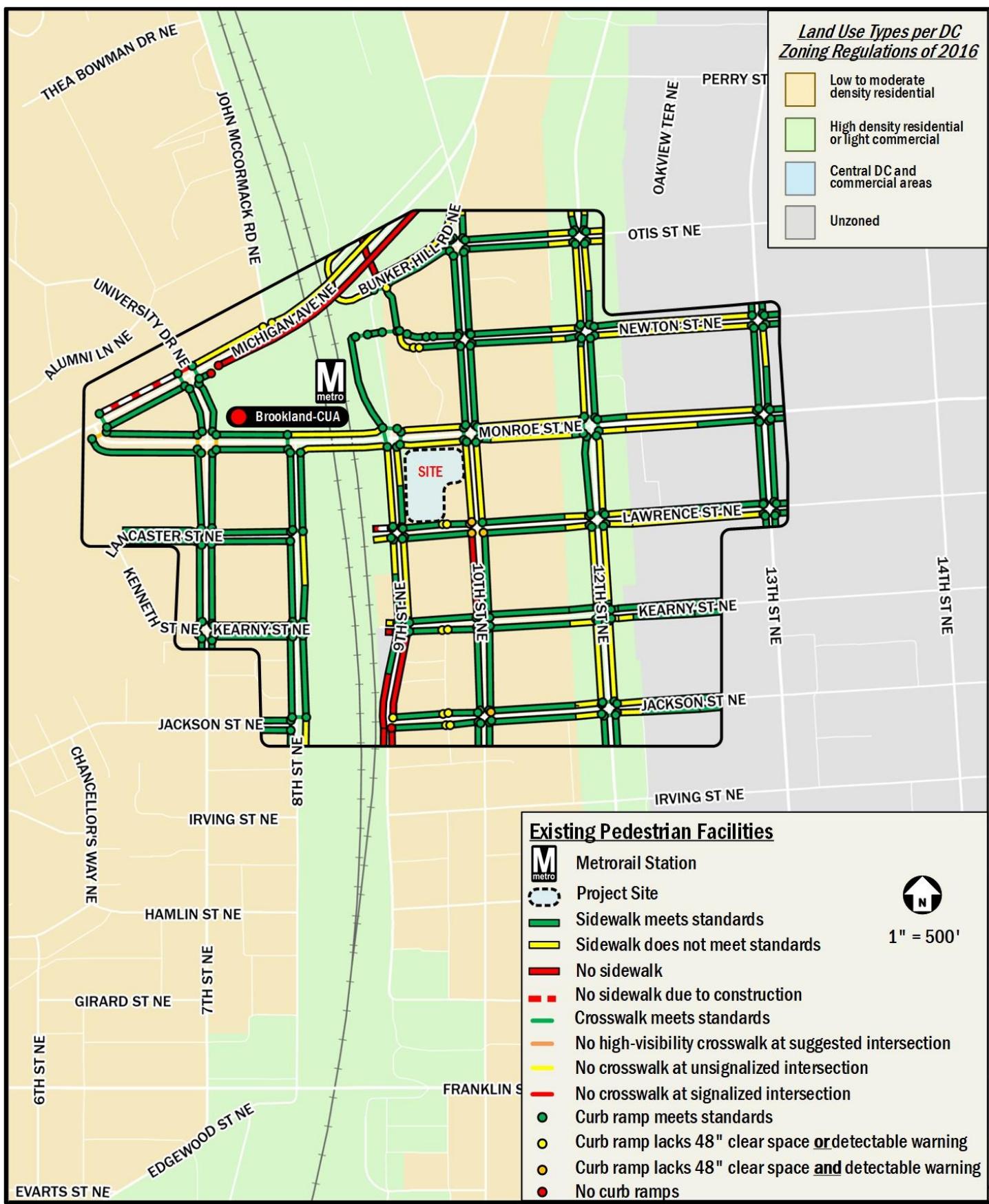


Figure 15: Existing Pedestrian Facilities

Bicycle Facilities

This chapter summarizes existing and future bicycle access, reviews the quality of cycling routes to and from the site, and presents recommendations.

The following conclusions are reached within this chapter:

- The site has access to on- and off-street bicycle facilities within the study area;
- Existing bicycle lanes adjacent to the site along Potomac Ave SE provide easy access to the bicycle network in the region.
- Planned bicycle projects will improve bicycle access to the site, including protected bicycle lanes along South Capitol Street SE.
- The Project is expected to generate a manageable number of bicycle trips that can be accommodated by proposed on-site facilities and the surrounding bicycle network; and
- The Project will include bicycle parking that meets zoning requirements.

Existing Bicycle Facilities

The site has access to existing on- and off-street bicycle facilities. The development is located adjacent to protected bicycle lanes on Monroe Street NE. This protected bike lane connects the site to the Metropolitan Branch Trail, a major north-south shared use path through the heart of DC. There are various on-street facilities that connect cyclists from the protected bike lane adjacent to the site to additional trails and protected bike lanes, providing access to nearby Metrorail Stations and a strong east-west connection to Columbia Heights neighborhood.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents. The program has placed over 700 bikeshare stations across the Washington metropolitan area with over 6,000 bicycles in the fleet. Seven (7) Capital Bikeshare stations are located within a 1/2-mile radius of the site (including one station across the street from the site's primary pedestrian entrance):

- A 19-dock station located at 10th & Monroe St NE (less than 0.01 miles away from the primary pedestrian entrance); and
- A 15-dock station located at 7th & Monroe St NE; and

- An 11-dock station located at 12th & Newton St NE; and
- An 11-dock station located at John McCormack Rd & Michigan Ave NE; and
- A 15-dock station located at 12th & Irving St NE; and
- A 15-dock station located at Hamlin & 7 St NE; and
- A 19-dock station located at 10th & Quincy St NE/ Turkey Thicket Rec

Figure 16 illustrates these and other Capital Bikeshare locations in the area.

Micromobility

As of January 2025, micromobility service in the District is provided by three (3) private dockless companies operating electric-assist bicycles (e-bikes) and electric scooters (e-scooters), including Lime, Spin, and Veo. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the "furniture zone" or the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. In addition to DDOT's program, dockless pilots and demonstration programs are underway in Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County.

Planned Bicycle Improvements

Several bicycle facility improvements are planned near the site. These improvements are shown in Figure 16. The planned improvements within a half-mile of the site include:

- Extending the protected bike lanes on Monroe Street NE further east
- Installing a protected bike lane on Michigan Avenue NE between Monroe Street NE and 10th Street NE.
- Installing a protected bike lane on 12th Street NE beginning at Randolph Street NE

Improvements under construction within a half-mile of the site:

- Shared-use path on Michigan Avenue NE connecting the bike lane on Monroe Street NE to the protected bike lane on Irving Street NE to be completed in summer 2025.

DDOT Bikeways Expansion

DDOT plans to build an additional 50 miles of bicycle lanes across the district over the next 5 years.

***moveDC* Bicycle Priority Network**

As part of its ongoing update to the District's multimodal long-term transportation plan, *moveDC*, DDOT has designated both funded and future planned improvements to the District's Bicycle Priority Network. Funded improvements are locations that currently have funding identified for construction within two (2) years.

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding.

Proposed Bicycle Improvements

The proposed development will make significant bicycle-related improvements over existing conditions in and around the site.

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding, including:

- Extending the protected bike lanes on Monroe Street NE further east

- Installing a protected bike lane on Michigan Avenue NE between Monroe Street NE and 10th Street NE.
- Installing a protected bike lane on 12th Street NE beginning at Randolph Street NE

Bicycle Parking

At a minimum, the Project will include 80 long-term bicycle parking spaces and 12 short-term bicycle spaces. Long-term bicycle parking will be in the bike storage room on the ground floor of the building and short-term bicycle parking will be located around the perimeter of the site.

Site-Generated Bicycle Impacts

This section summarizes the impacts of the development on the overall bicycle operations in the vicinity of the site.

Bicycle Trip Generation

The land use of the proposed development is projected to generate 5 bicycle trips (1 inbound, 4 outbound) during the AM peak hour and 5 bicycle trips (3 inbound, 2 outbound) during the PM peak hour.

It is expected that existing bicycle facilities, alongside the planned and proposed bicycle facilities as part of this development and other ongoing efforts, can accommodate these new site-generated trips

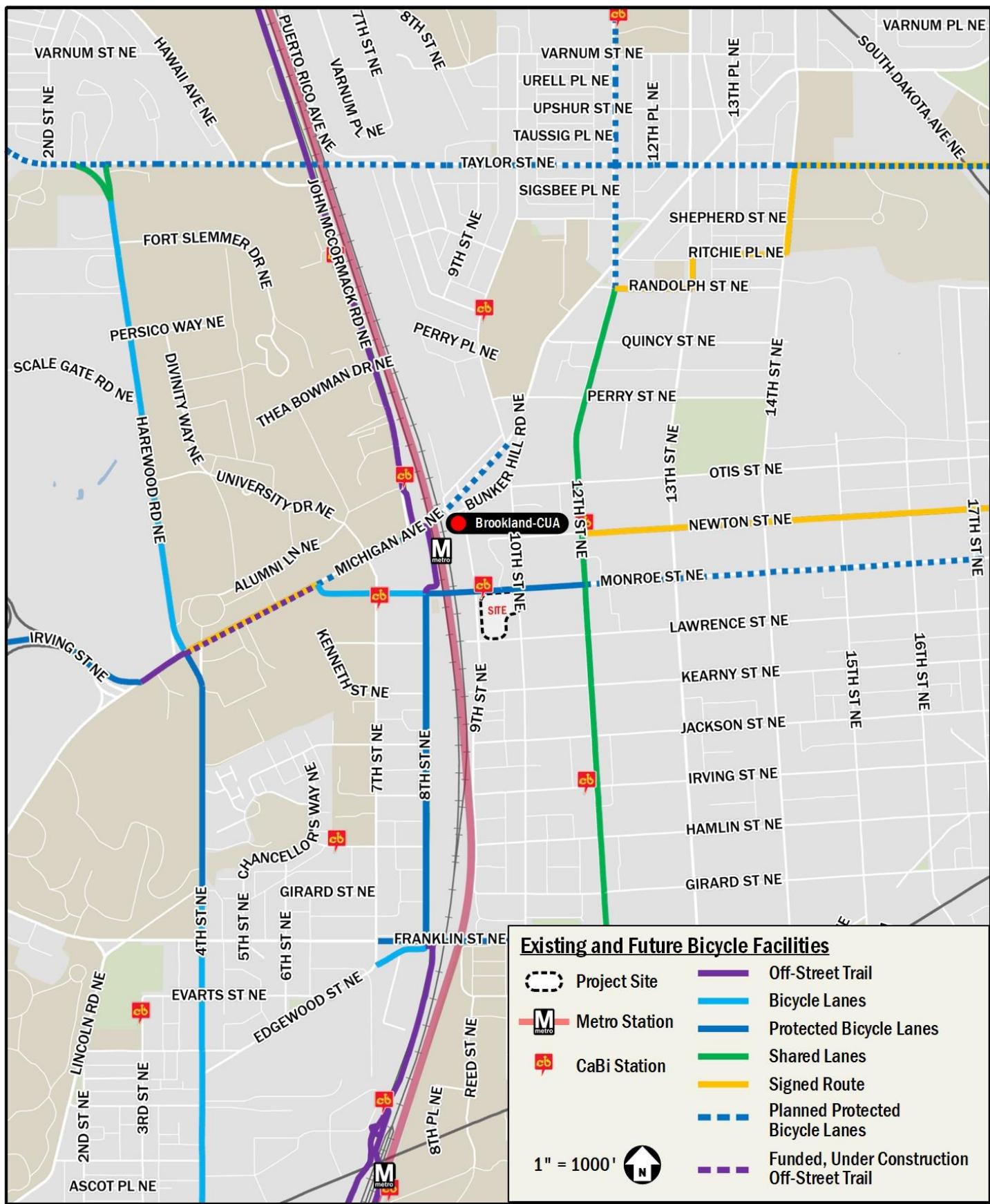


Figure 16: Existing and Planned Bicycle Facilities

Safety Analysis

This chapter qualitatively reviews any vehicle, pedestrian, or bicycle conflicts at the study area intersections or street links within the study area. This review includes identifying any intersections within the study area that have been identified by DDOT as high crash locations.

These analyses assess existing conditions at the nearby intersections and are not caused by the proposed Project. The results are for informational purposes to be reviewed by DDOT.

Summary of Safety Analysis

A safety analysis was performed to determine if there are any nearby intersections that pose obvious conflicts with vehicles, pedestrians, or people who cycle. This was determined based on data included in DDOT's most recent *Traffic Safety Statistics Report* (2018-2020), *Vision Zero Action Plan*, and Open Data DC Vision Zero Safety data.

Based on available data, no nearby intersections have been identified by DDOT as a top 20 hazardous/high crash intersection. Additionally, a qualitative review of the crash data available through the DDOT-maintained and publicly available "Crashes in DC" database was performed to identify study intersections in which conditions for vehicles, pedestrians, and people who cycle can be improved.

Based on a review of facilities in the area, in addition to crash data, no specific patterns were identified, and no intersection was identified for further evaluation.

Conclusion

The following report is a Comprehensive Transportation Review (CTR) of the 901 Monroe Street NE development (“the Project”) prepared on behalf of 901 Monroe Street LLC (the “Applicant”) to support the Consolidated PUD application for the DC Zoning Commission. The subject property is located at Lot 23 in Square 3829 in northeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming the proposed site design elements and Transportation Demand Management (TDM) plan are implemented.

Proposed Project

The proposed site consists of one (1) property and is bounded by 9th Street NE to the west, Monroe Street NE to the north, 10th Street NE to the east, and Lawrence Street NE to the south.

The site is currently unoccupied. The 901 Monroe Street NE project will be a residential development consisting of 233 total residential units and 55 vehicle parking spaces.

Vehicular Access

The Project will have one (1) primary vehicular access point. The parking garage will be accessible from a public alley via Lawrence Street NE. The Project will close the existing curb cut on 10th Street NE, consistent with DDOT policies aimed at reducing the number of curb cuts. The Project will widen the existing 10-foot public alley to 20 feet with the contribution of 10 feet of alley width on private property. The loading facilities garage will be accessible from the improved alley via Lawrence Street NE and will consist of one (1) 10'x20' service delivery space and one (1) 12'x30' loading berth to accommodate trucks for the proposed residential tenants. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements. The Project includes 55 parking spaces to serve the parking needs of the site.

The proposed development will satisfy the 2016 zoning requirements for bicycle parking by providing 80 long-term bicycle parking spaces and at least 12 short-term bicycle parking spaces. The project will supply long-term bicycle parking in a secure location. Short-term bicycle parking will be provided along

the perimeter of the site near the building entrances. The vehicular and bicycle parking are expected to meet the practical needs of the Project’s residents.

Multi-Modal Overview

Transit

The development site is well-served by transit. It is located less than 0.125 miles from the closest entrance to the Brookland-CUA Metro Station and within a mile of the Rhode Island Ave-Brentwood Station. The site is also served by major and local WMATA bus routes.

Several planned or proposed transit projects will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District’s long-range transportation plan.

The site is expected to generate a manageable number of transit trips, and the existing service can accommodate these new trips.

Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of nearby sidewalks that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on Monroe Street NE and 8th Street NE, bike lanes on 4th Street NE, the Metropolitan Branch Trail, and shared lanes on 12th Street NE. Several planned and proposed bicycle projects will improve bicycle access to the site, including extending the protected bike lanes on Monroe Street NE and installing protected bike lanes on Michigan Avenue NE and 12th Street NE.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips. The development will include long-term bicycle parking on the ground floor of the building and short-term bicycle

parking along the perimeter of the site that meet DDOT and zoning requirements.

Vehicular

The Project will have one (1) primary vehicular access point. The 55 parking spaces will be accessible from the improved public alley, which is accessed via a curb cut on Lawrence Street NE. Access to loading facilities for both will be accessed from a public alley via Lawrence Street NE.

Per ZR16 requirements, the vehicular parking requirement is 77 parking spaces. The zoning code permits taking a 50% reduction in this requirement based on the Project's proximity to priority transit, which would result in a minimum of 39 spaces required. This reduction is allowed but is not required. The Project is providing 55 ground floor parking spaces to meet market demand and meet zoning requirements for vehicular parking. In response to community concerns about potential adverse impacts related to residents of the Project parking on neighborhood streets, the Applicant has agreed to restrict the ability of residents of the Project to obtain a Residential Parking Permit. The resulting parking ratio of 0.24 spaces per unit is expected to meet the practical needs of the development.

Transportation Demand Management (TDM) measures will also be implemented to limit the amount of driving to and from the site and are described in a later chapter of this report.

Transportation Demand Management Plan

Per the DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined expectations for TDM measures in their CTR guidelines, and this project has proposed a baseline TDM plan based on these guidelines.

Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation and roadway network, assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan which is detailed in the CTR.

The two (2) major conclusions on vehicular access are as follows:

- The single point of vehicular access to the site via the expanded alley from Lawrence Street NE is appropriate and is consistent with DDOT's Design and Engineering Manual (31.5.1) and the Comprehensive Plan Policy UD-2.1.6; providing curb cuts on 9th or 10th Street NE would be inconsistent with those same policies.
- The 20-foot-wide alley can accommodate the 23 total vehicular trips in the AM and PM peak hours with no adverse impacts on the alley usage by the six (6) 10th Street NE homeowners.

Additionally, the 901 Monroe Street NE development has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Brookland-CUA and Rhode Island Ave-Brentwood Metrorail stations and several Metrobus routes;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Metropolitan Branch Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- An adequate parking ratio for projects of its size;
- A location within a well-connected pedestrian network;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meet zoning requirements.