

# Government of the District of Columbia

## Department of Transportation



### **d. Planning and Sustainability Division**

#### **MEMORANDUM**

**TO:** District of Columbia Zoning Commission

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

**DATE:** June 13, 2025

**SUBJECT:** ZC Case No. 24-15 – 901 Monroe Street NE PUD

---

#### **PROJECT SUMMARY**

901 Monroe Street, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) application to develop a property bounded by Monroe Street NE to the north, 10<sup>th</sup> Street NE and six (6) townhomes to the east, Lawrence Street NE to the south, and 9<sup>th</sup> Street NE to the west. The site is currently a vacant lot and is served by a 10-foot public alley connecting to Lawrence Street. The proposal includes the following development program:

- 233 residential units, to include five (5) live/work units, of which two (2) will be initially marketed for retail use;
- 1,800 square feet of potential retail space, if the Applicant finds a tenant to occupy the space otherwise reserved for two (2) of the live/work units;
- 55 on-site vehicle parking spaces;
- 80 long- and 12 short-term bicycle parking spaces; and
- One (1) 30-foot loading berth and one (1) 20-foot delivery space.

#### **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 zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Vehicular access to the site’s parking and loading areas is proposed via an existing public alley connection to Lawrence Street that will be widened from 10 to 20 feet as part of the project.

---

**ZONING COMMISSION**

District Department of Transportation | 250 M Street SE, Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)  
District of Columbia  
CASE NO.24-15  
EXHIBIT NO.81

The alley curb cut should be no wider than 20 feet. The existing curb cuts to the site on 9<sup>th</sup> and 10<sup>th</sup> Streets will be closed. These are consistent with DDOT standards;

- The project meets zoning requirements for vehicle parking, and the parking supply, while reasonably low, is slightly higher than DDOT's preferred parking maximums for sites within one-eighth mile of a Metrorail station;
- DDOT estimates a project of the size, mix of uses, and distance from transit should provide a maximum of 38 vehicle parking spaces. The availability of excess parking has the potential to induce additional demand for driving;
- The Applicant proposes a robust Transportation Demand Management (TDM) Plan (Attachment 1) that will support non-automobile ownership lifestyles and encourage usage of non-auto modes. DDOT requests one minor revision to this plan, noted at the end of this report.

## **RECOMMENDATION**

DDOT has no objection to the approval of this PUD application with the following conditions included in the Zoning Order:

- Implement the TDM Plan as proposed in the May 22, 2025, Comprehensive Transportation Review (CTR) study for the life of the project, unless otherwise noted, with the revision requested in the TDM Section of this report.
- Establish a perpetual easement along the site's Monroe Street frontage and at the 9<sup>th</sup> Street/Monroe Street and 10<sup>th</sup> Street/Monroe Street intersections to include the full width of the DDOT standard public sidewalk and tree box (minimum 12 feet from back of curb) so that DDOT can provide cohesive maintenance;
- Establish a perpetual easement for the area of the widened alley so that DDOT can provide cohesive maintenance for the entire alley;
- Implement the following infrastructure improvements in public space, subject to DDOT approval:
  - Add intersection “daylighting” at the four (4) intersections surrounding the project to increase visibility of pedestrians and slow down vehicles traveling to and from the site; and
  - Construct a concrete protective barrier along the bicycle lane on the south side of Monroe Street between each intersection and the end of the parking lane.

## **CONTINUED COORDINATION**

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;

- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 Arborist regarding street trees in public space.

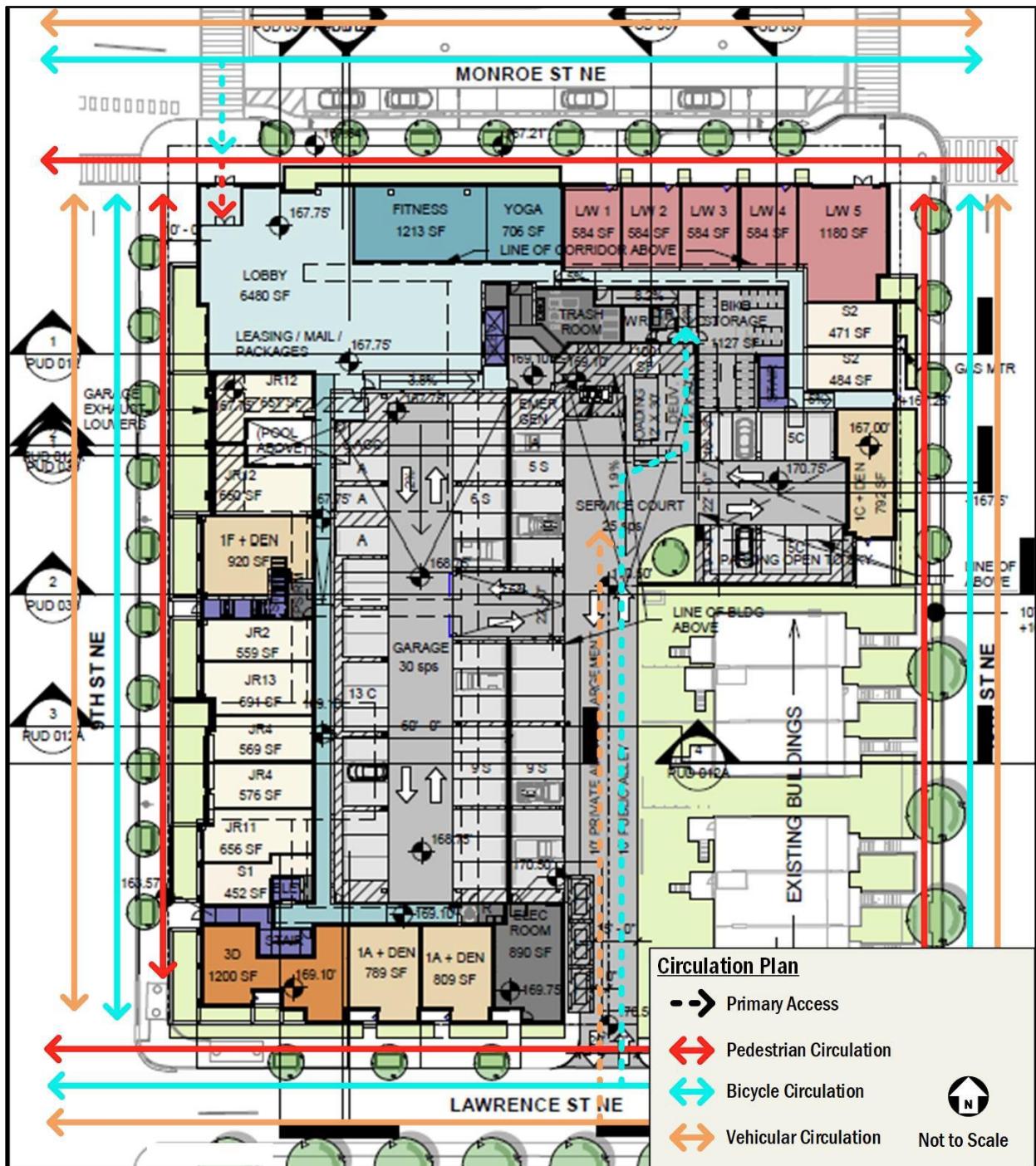
## TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and May 22, 2025, CTR study (Exhibit 55) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### **Site Access**

The site's primary residential pedestrian entrance is accessible from the southeast corner of Monroe and 9<sup>th</sup> Streets. The entrance to the potential retail space is accessible from the southwest corner of Monroe and 10<sup>th</sup> Streets. Vehicular access to the parking garage is proposed via a public alley connecting to Lawrence Street NE. As part of this project, the Applicant will expand the alley from 10 feet to 20 feet in width to accommodate the anticipated growth in vehicle traffic in the alley. The project proposes no new curb cuts and will close the existing curb cuts on 9<sup>th</sup> and 10<sup>th</sup> Streets, consistent with DDOT *Design and Engineering Manual (DEM)* standards for vehicle access. Figure 1 below shows the site layout of the proposed project.

## Figure 1 | Site Layout



Source: Gorove Slade 5/22/25 CTR, Figure 7

## Vehicle Parking

The overall parking demand created by a development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The project is required by Zoning to provide 38 vehicle parking spaces after taking the eligible 50% reduction for the site's location within one-half mile of the Brookland-CUA Metrorail Station. The project proposes a total of 55 on-site parking spaces between two (2) ground-level garages.

DDOT finds the amount of vehicle parking proposed on-site, while low compared to residential developments in the District as a whole, to be higher than expected given the project size, mix of uses, and distance from transit. Based on DDOT's preferred maximum parking rates in the 2022 *Guidance for Comprehensive Transportation Review* and the site's location within one-eighth mile of the nearest Metrorail station entrance, the target maximum number of parking spaces for this project is 38 spaces. Providing more parking than practically needed has the potential to induce more driving. Despite this, DDOT does not request additional TDM measures to offset this induced demand.

The project proposes at least two (2) vehicle parking spaces to be served by electric vehicle (EV) charging stations, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

#### **Bicycle Parking**

The project is required to provide 78 long-term and 12 short-term bicycle parking spaces for 233 residential units. The project proposes 80 long- and 12 short-term bicycle parking spaces, meeting these requirements. If the 1,800 square feet of potential retail space is leased as such, the Applicant should ensure that the site's bicycle parking meets the required amounts for the retail space.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces (40 spaces) are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces (eight [8] spaces) are served by electrical outlets, and 5% of spaces (four [4] spaces) are designed for larger cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). The TDM Plan should be amended to state these amounts.

#### **Loading**

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, residential properties with more than 50 units are required to provide one (1) 30-foot loading berth, one (1) loading platform, and one (1) 20-foot delivery space. The project proposes to meet these requirements.

The building is designed so that all loading activities take place in a service court accessible from the alley. The truck turning diagrams included in the Zoning case record demonstrate that 30-foot trucks can enter and exit the alley network with head-in and head-out movements, consistent with DDOT standards. Trucks can maneuver and turn around while in the alley network and service court so that they can exit to the designated "truck through route" of 12<sup>th</sup> Street NE via Lawrence Street NE. The Applicant anticipates that approximately five (5) trucks per day will utilize the loading area, including

trash and recycling pick-up, mail and parcel deliveries, and move-ins and move-outs by residents. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

### **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, in bioretention facilities or a typical expanded tree planting space.

### **Streetscape and Public Realm**

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (OP) to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of *DCMR*, DDOT's *DEM and Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- The Applicant should implement the following infrastructure improvements in public space, subject to DDOT approval:
  - Add intersection “daylighting” at the four (4) intersections surrounding the project to increase visibility of pedestrians and slow down vehicles traveling to and from the site;
  - Construct a concrete protective barrier along the bicycle lane on the south side of Monroe Street between each intersection and the end of the parking lane
- The Applicant should provide a public access easement for the expanded portion of the alley to allow full public use of the alley. The existing utility poles in the alley will need to be relocated in order for the expanded alley to properly function;
- The Applicant should provide a perpetual easement for the portions of sidewalk along Monroe, 9<sup>th</sup>, and 10<sup>th</sup> Streets within private property to meet minimum streetscape designs standards and so that DDOT can provide maintenance;
- The Applicant proposes to install speed bumps in the alley to slow down vehicle traffic entering the site, which DDOT supports, subject to public space permit approval;
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;

- Submit a detailed curbside management plan with proposed signage for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense; and
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the requirements in Title 11 of *DCMR*, Subtitle C § 800, Title 18 of *DCMR*, § 1214, and DDOT *Bike Parking Guide* best practices, including larger spaces for cargo bikes.

The Applicant participated in a Preliminary Design Review Meeting (PDRM) with DDOT and OP on September 17, 2024.

### **Mode Split and Trip Generation**

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were informed by the Census, MWCOG's *2022 State of the Commute Survey Report*, and mode splits used for nearby developments. As shown in Figure 2 below, 25% of trips were expected to be driving trips, with the remainder of trips anticipated to be made by transit, walking, or bicycling.

**Figure 2 | Summary of Mode Split Assumptions**

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

Source: Gorove Slade 5/22/25 CTR, Table 3

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 221 Multi-Family Mid-Rise). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. A share of potential trips were allocated as telecommute, thereby reducing the number of peak hour trips generated to and from the site. DDOT finds these methods appropriate.

The projected person and vehicle trip projections in Figure 3 below add up to 25 person trips (5 vehicle trips) inbound and 81 person trips outbound (18 vehicle trips) in the morning peak hour and 66 person trips (14 vehicle trips) inbound and 41 person trips (9 vehicle trips) outbound in the afternoon peak hour. These projections do not meet DDOT's thresholds in the 2022 *Guidance for Comprehensive Transportation Review* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a traffic impact analysis (TIA) was not required.

**Figure 3 | Multi-Modal Trip Generation Summary**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Proposed Residential (233 du)</b>						
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

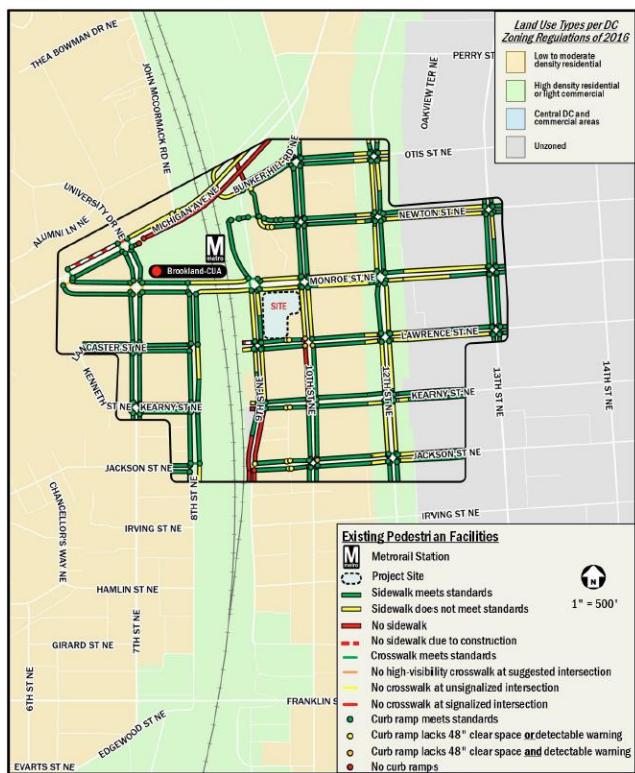
Source: Gorove Slade 5/22/25 CTR, Table 4

### Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant to reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The CTR's inventory of existing pedestrian infrastructure, as shown in Figure 4 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are some missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to schools, attractions, and the Metrorail station is generally adequate.

**Figure 4 | Existing Pedestrian Network**



Source: Gorove Slade 5/22/25 CTR, Figure 15

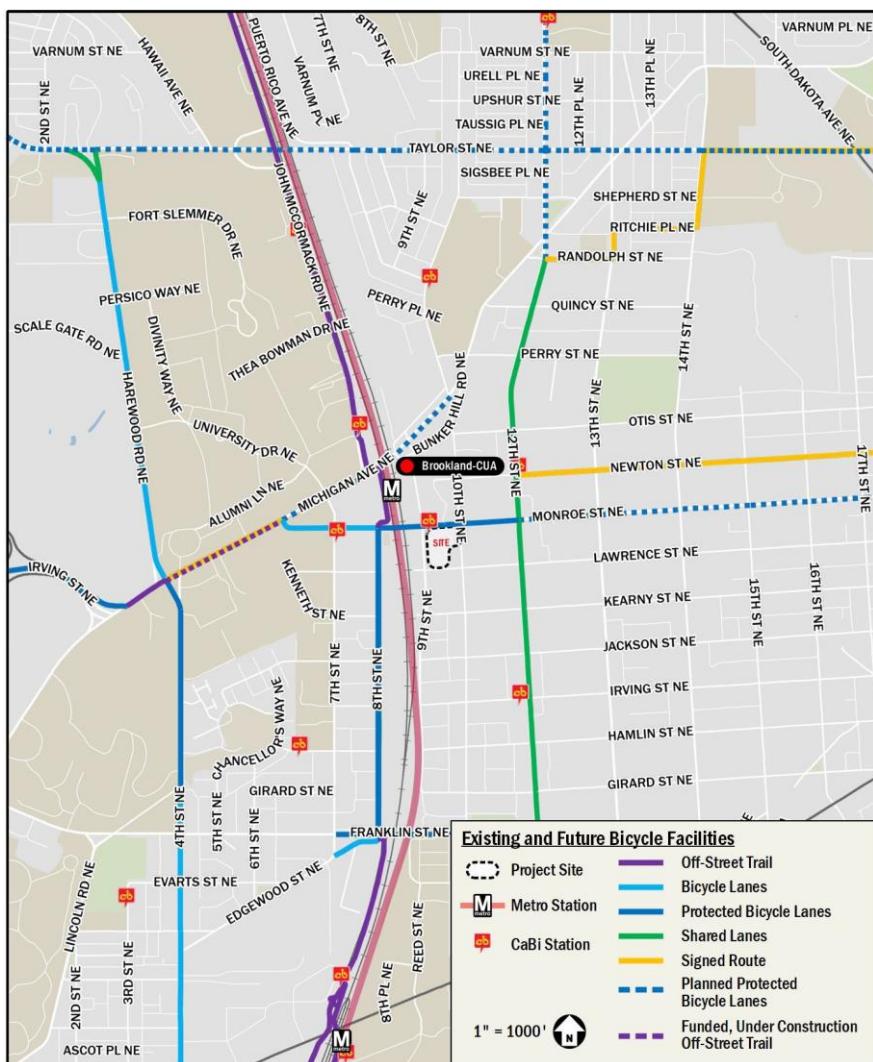
## Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 5, there are currently protected bicycle lanes adjacent to the site along Monroe Street NE as well as along 8<sup>th</sup> Street NE to the west of the site. The Metropolitan Branch Trail intersects Monroe Street at 8<sup>th</sup> Street and provides bicycle connectivity along the Metrorail Red Line. A planned sidepath along Michigan Avenue NE will connect the Monroe Street protected bike lanes to the Irving Street protected bike lanes to the west.

There are several Capital Bikeshare stations in the vicinity of the site, including across from the site's main residential entrance at 10<sup>th</sup> & Monroe Streets as well as at 7<sup>th</sup> & Monroe Streets and at 12<sup>th</sup> & Newton Streets.

**Figure 5 | Existing Bicycle Facilities**



Source: Gorove Slade 5/22/25 CTR, Figure 16

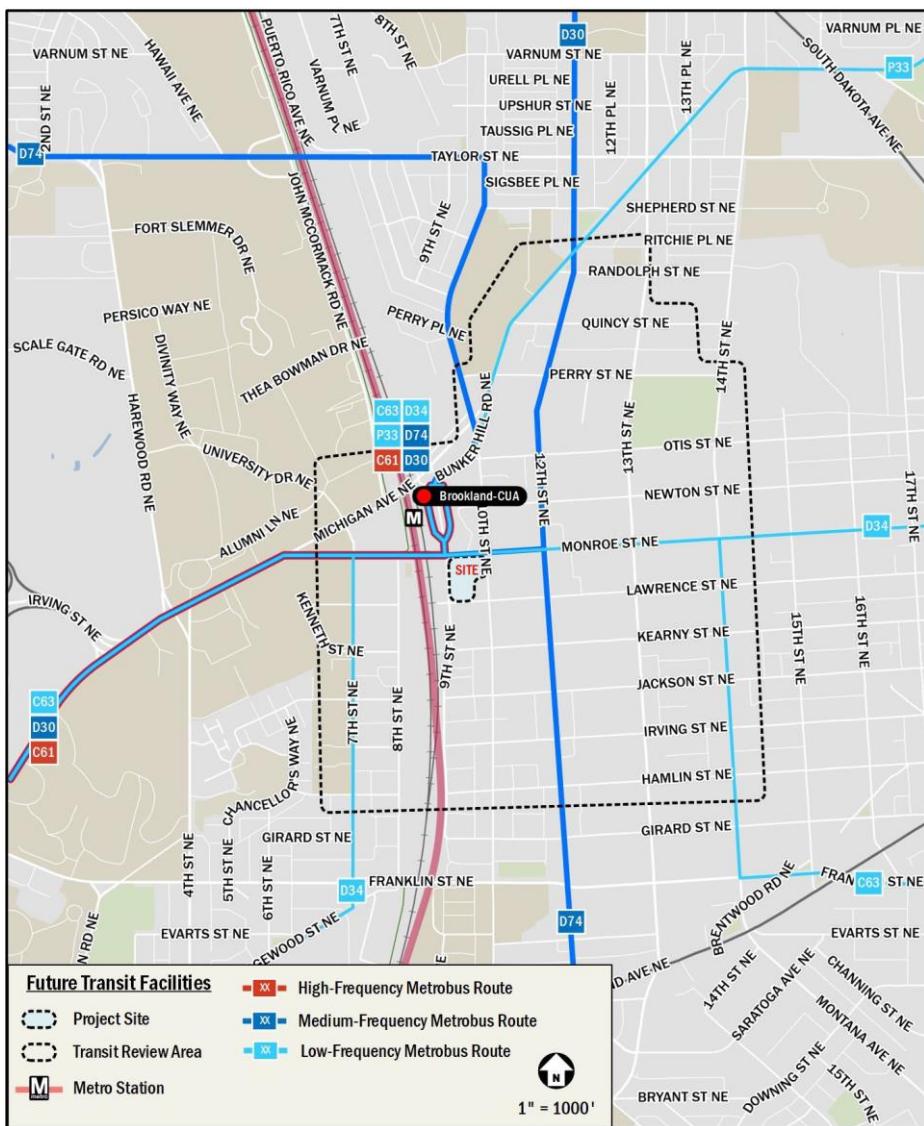
## **Transit Service**

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately one-eighth mile, roughly a two-minute walk, from the Brookland-CUA Metrorail station which is served by the Red Line. Trains serve this Metrorail station every 5-10 minutes on weekdays and every 6-10 minutes on weekends.

As of early June 2025, the site is served by eight (8) Metrobus routes, but these routes will be replaced by six (6) new routes as part of WMATA's bus service redesign: C61, C63, D30, D34, D74, and P33. These new routes are shown in the graphic below.

## Figure 6 | Transit Facilities



Source: Gorove Slade 5/22/25 CTR, Figure 13

## **Curbside Management**

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property, as well as the surrounding neighborhood context.

The site currently has metered parking along the Monroe Street frontage and two-hour parking (for non-Zone 5 vehicles) on all other frontages. The Applicant is requesting an on-street pick-up/drop-off zone along 9<sup>th</sup> Street just south of Monroe Street, near the primary building entrance, while leaving the remainder of the blocks as-is.

A detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT's Curbside Management Division (CMD). At that time, the plan may be refined by CMD and the exact signage placards will be determined. If multi-space meters are required by CMD, they will be at the Applicant's expense.

## **Transportation Demand Management (TDM)**

As part of all land development cases, DDOT requires Applicants to develop a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impact will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the May 22, 2025, CTR, which is included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel, with the following minor revision included in the Zoning Order:

- Specify the minimum number of long-term bike parking spaces to be located horizontally on the floor (50% would be at least 40), the amount to be designed with electrical outlets for e-bikes/scooters (10% would be at least eight), and the amount to be designed with the larger 10 feet by 3 feet design for cargo and larger bikes (5% would be at least four).

## **ATTACHMENTS**

- 1) Proposed TDM Plan, Gorove Slade, May 22, 2025