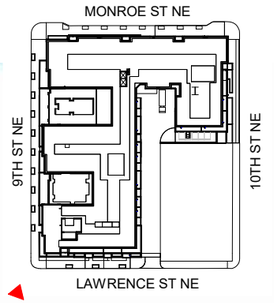


VIEW FROM LAWRENCE AND 9TH ST

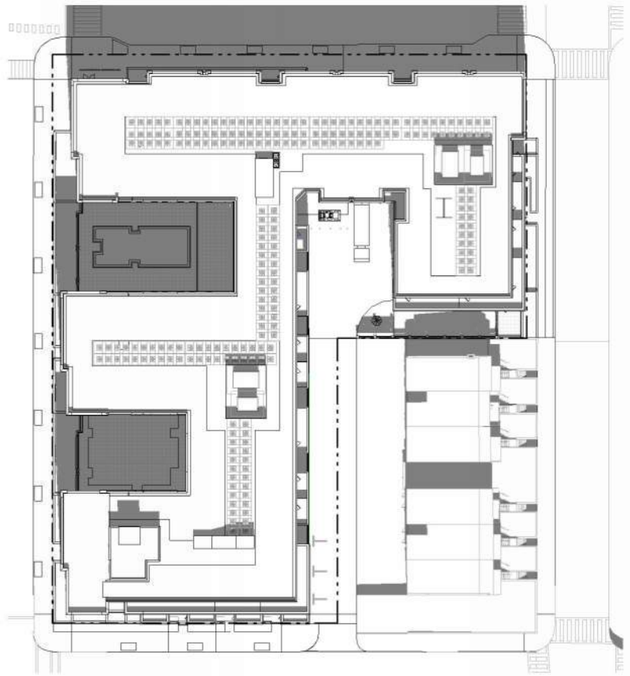
06.23.25

VIEW ALONG LAWRENCE AT STOOPS

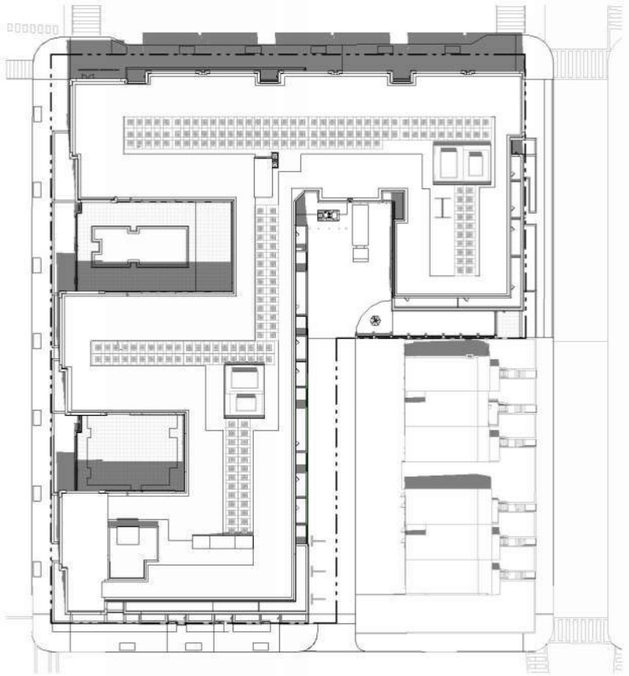
VIEW FROM 9TH ST TOWARD NORTH COURTYARD

*Detailed drawings of the adjacent townhomes and their rear decks, including dimensions and surveys have not been prepared or provided.
The townhomes and rear decks shown in these exhibits are based on approximations from visible conditions

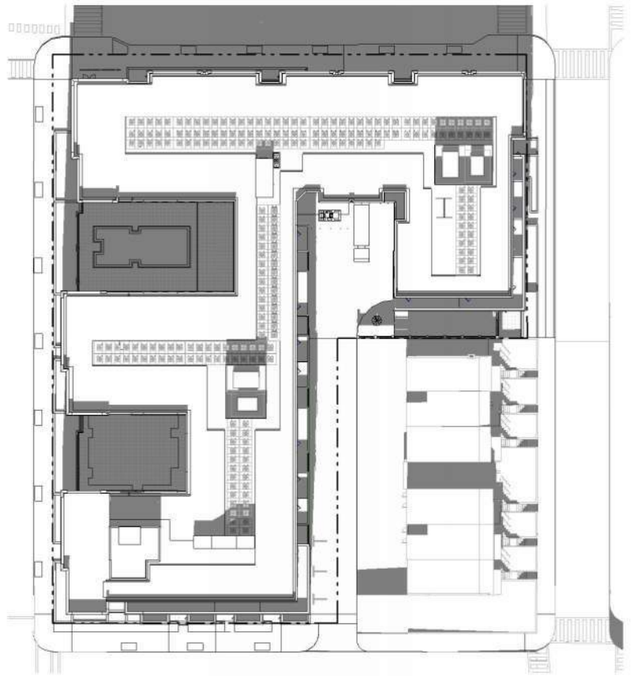
VIEW FROM ROWHOUSE DECK LOOKING ACROSS ALLEY



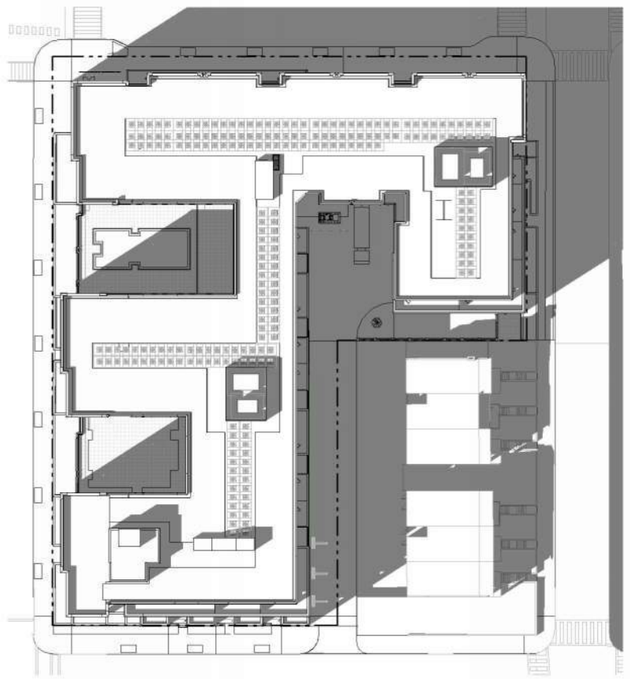
1 Spring / Fall Equinox, March 21st, 12 PM (Sept 21st SIM.)
1" = 80'-0"



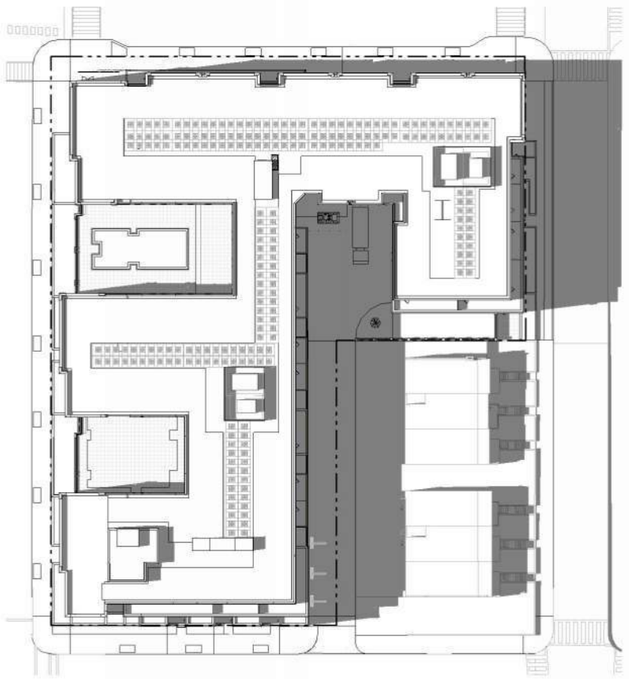
4 Summer Solstice - June 21st, 12 PM
1" = 80'-0"



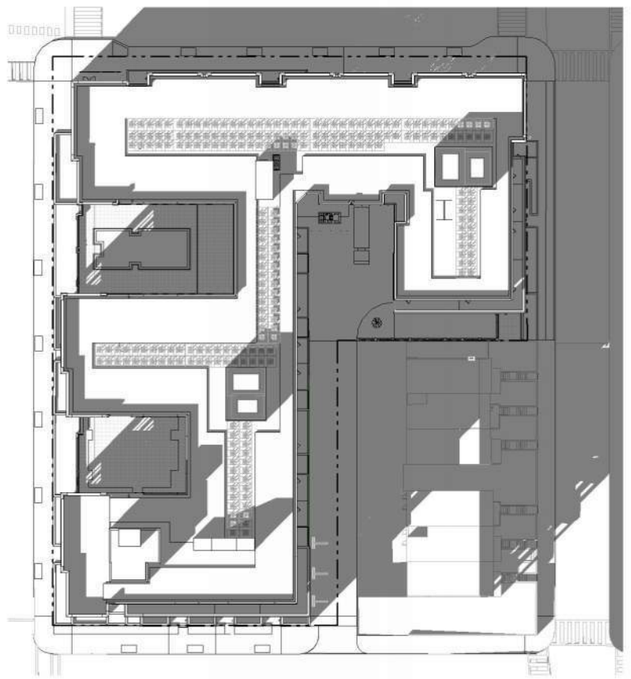
6 Winter Solstice - Dec 21st, 12 PM
1" = 80'-0"



2 Spring / Fall Equinox, March 21st, 3PM (Sept 21st SIM.)
1" = 80'-0"



3 Summer Solstice - June 21st, 3 PM
1" = 80'-0"



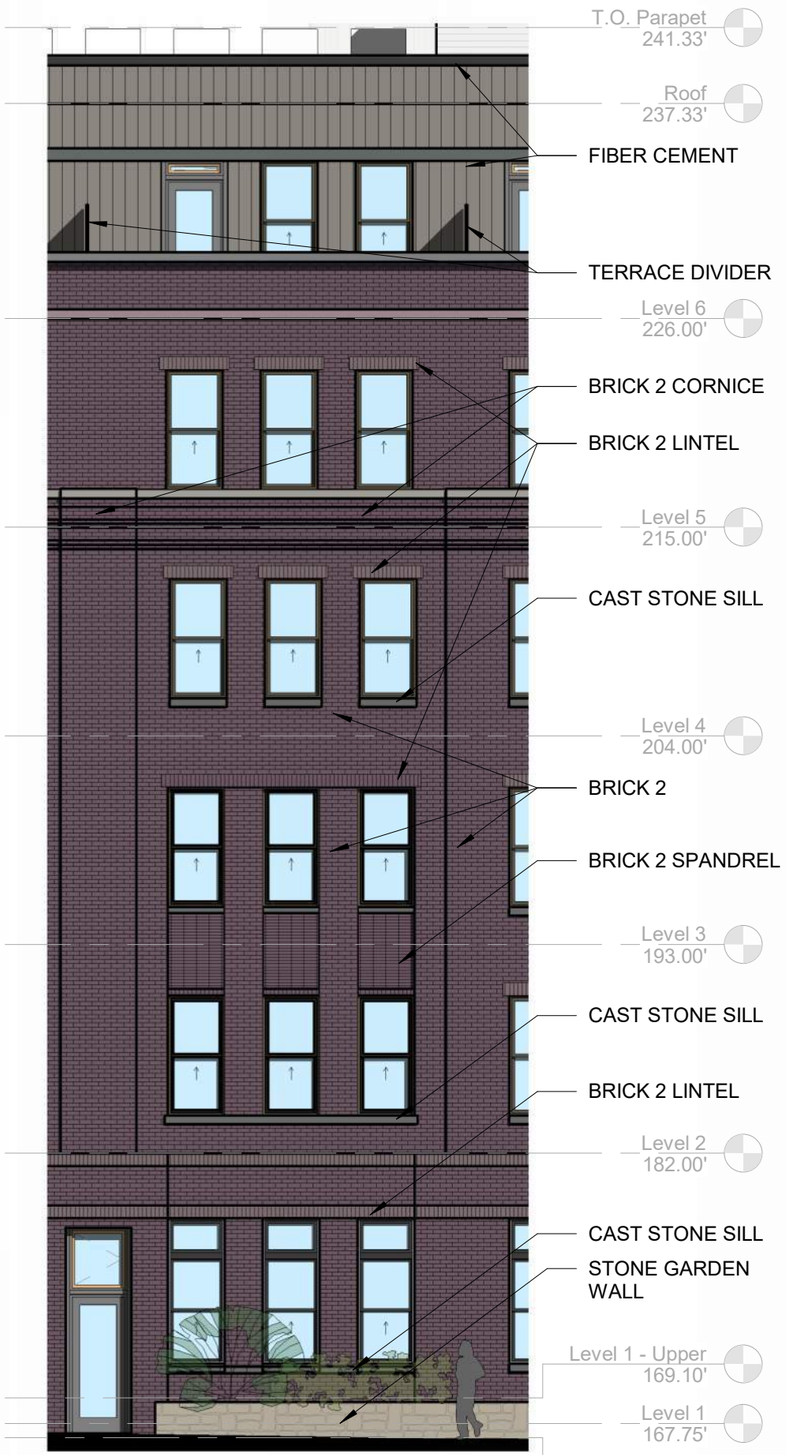
5 Winter Solstice - Dec 21st, 3 PM
1" = 80'-0"

2 North Elevation - Typical Bay of Live/Work Units
1/8" = 1'-0"

1 North Elevation - Main Building Entrance
1/8" = 1'-0"

1 South Elevation - Corner of 9th St & Lawrence St
1/8" = 1'-0"

2 East Elevation - Alley-Typical Bay
1/8" = 1'-0"



1 East Elevation - 10th St -Typical Bay
1/8" = 1'-0"

SIDING @ 6TH FLOOR, ALLEY, AND BALCONY HYPHEN INSETS. B.O.D. FIBER CEMENT OR FIBER CEMENT-LIKE PRODUCT

2ND FLOOR TRIM

SIDING COLOR

STOREFRONT, WINDOWS, RAILING, ROOF COPING, METAL PANEL

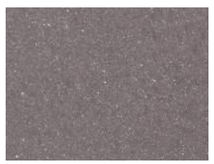
BRICK 1

BRICK 2

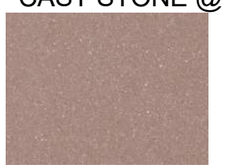
BRICK AND MORTAR

ALUMINUM WOOD-LOOK SOFFIT

ROCKFACE MASONRY UNITS



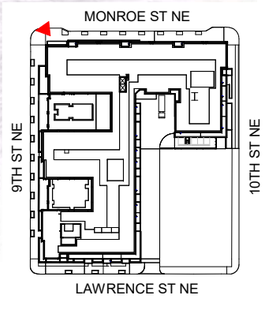
CAST STONE @ BRICK



CAST STONE
@ ROCK FACE MASONRY UNITS

FACADE VIEW AT CORNER OF MONROE AND 9TH ST NE

FACADE VIEW AT LAWRENCE ST NE



GOROVE SLADE

Transportation Planners and Engineers

901 Monroe Street NE PUD
Transportation Presentation
ZC 24-15

June 23, 2025

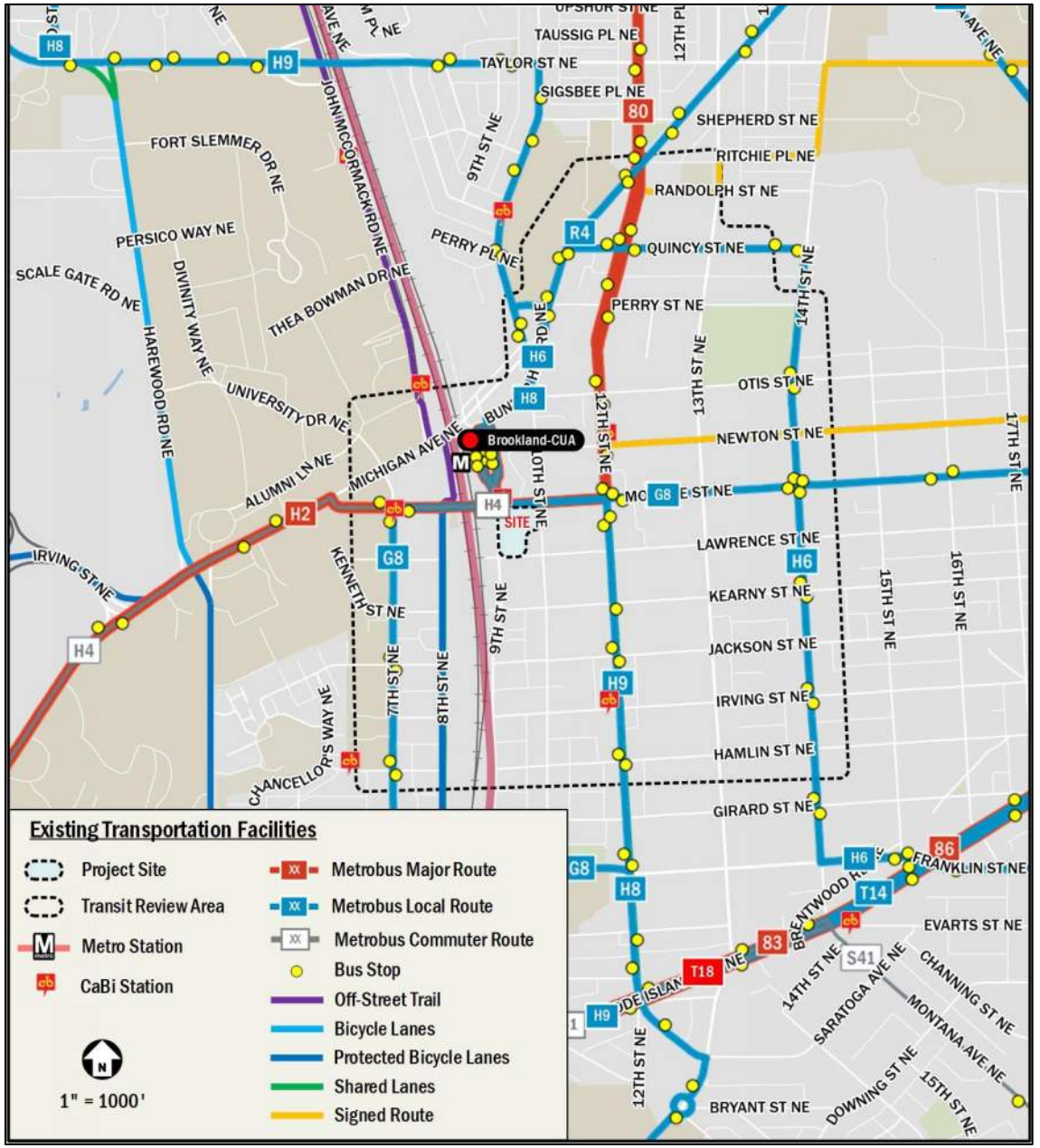
Site Location

Metrorail (Red Line)
- Brookland-CUA Station (<0.1 miles away)

Bus (beginning June 29, 2025)
- High-Frequency: C61
- Medium Frequency: D30, D74
- Low Frequency: P33, C63, D34

Bicycle Facilities
- Metropolitan Trail
- Monroe Street protected bicycle lanes
- 8th Street NE bicycle lanes

Capital Bikeshare
- 4 stations within a ¼ mile with a total of 56 docks



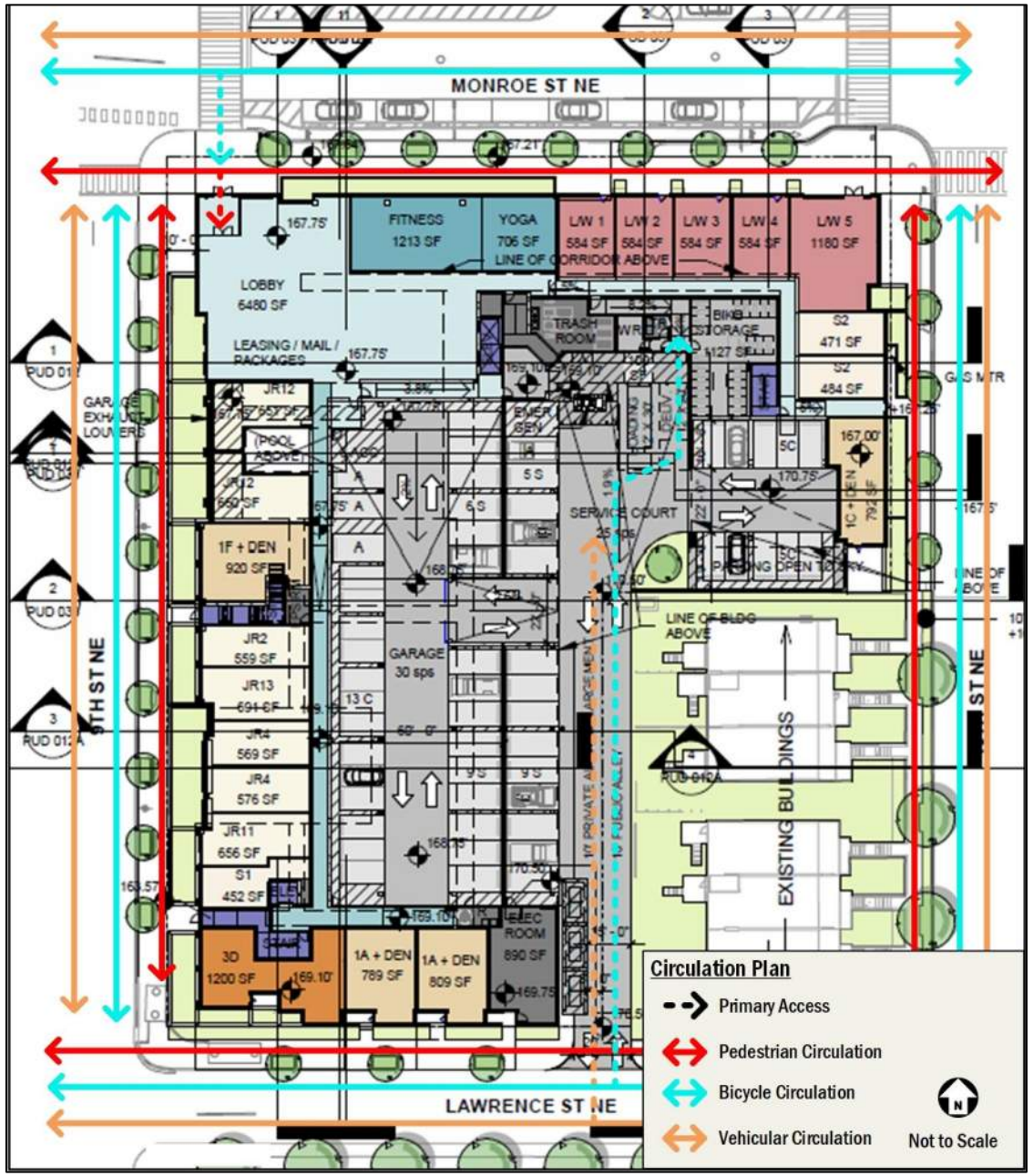
Access and Circulation

Vehicular Access

- Via existing public alley utilizing existing curb cut
- 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.

Non-Auto Access

- Via Monroe Steet NE
- Ground floor bicycle room access via the existing public alley and Monroe Street NE



Parking & Loading

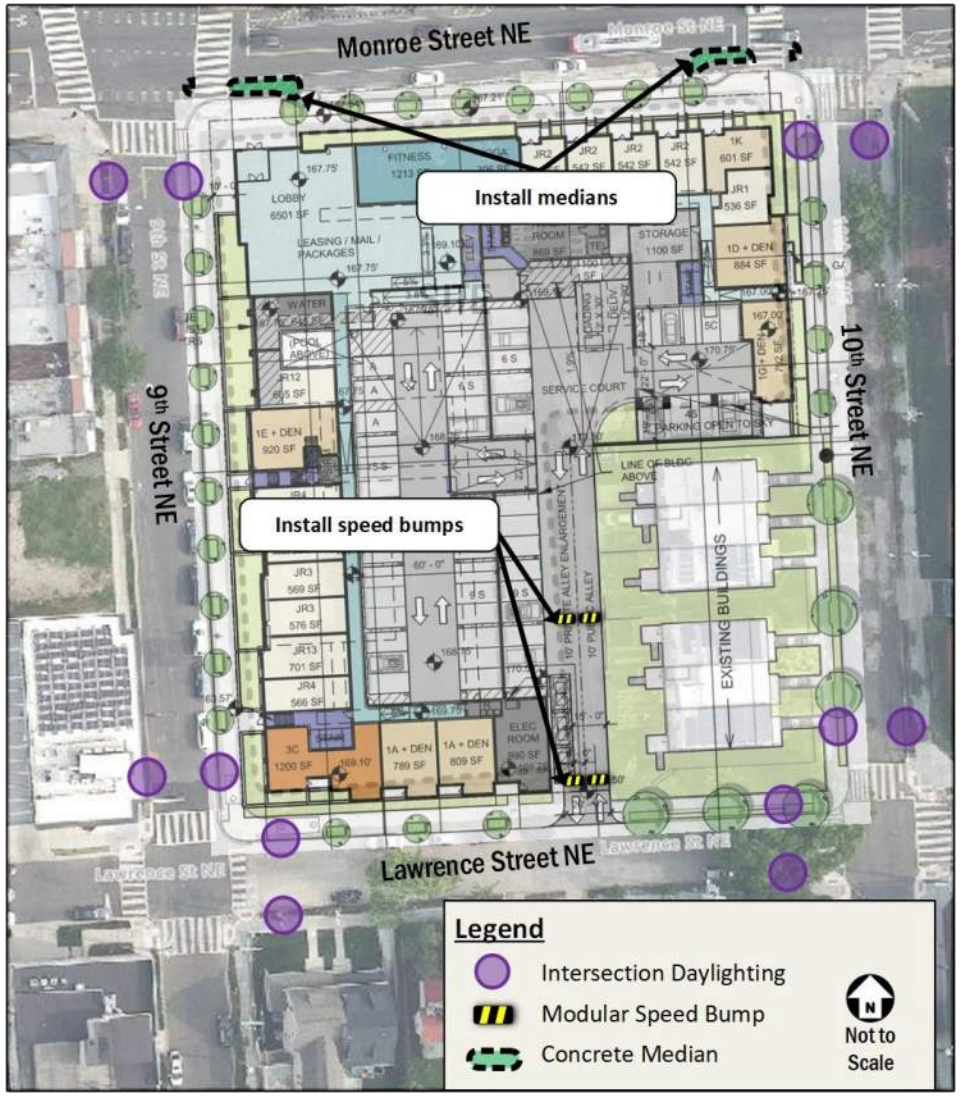
Vehicle Parking
- 55 spaces (39-77 required)
  - 2 ADA spaces
  - 2 electric vehicle charging stations

Bicycle Parking
- Long-Term: 80 spaces (78 required)
- Short-Term: 12 spaces (12 required)

Loading
- Ground floor loading facilities
- One (1) 30’ loading berth
- One (1) 20’ service/delivery space
- Head in/head out access from the public alley

Proposed Traffic Calming Improvements

- Two (2) TAPCO speed bump assemblies within alley to discourage speeding
- Concrete protective barriers on Monroe Street NE
- Intersection daylighting at 12 locations surrounding the site
- Design and placement will be finalized during Public Space Permitting



Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Provide TDM materials to new residents
- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit
- Exceed long-term bicycle parking requirements
- Offer a smart trip card and a Capital Bikeshare coupon good for one ride to every new resident within the first two years of occupancy or until the building achieves 90% residential occupancy, whichever occurs sooner
- Residents of the Project will not be permitted to obtain a Residential Parking Permit

DDOT Coordination

Comprehensive Transportation Review (CTR)

- Multimodal assessment performed
- Scoping document finalized April 1, 2025
- Transportation Statement submitted on May 12, 2025

DDOT no objection with conditions:

- Implement the TDM Plan as proposed in the CTR for the life of the project, unless otherwise noted, with the following revision
  - Install intersection daylighting at nearby intersections, consider traffic calming in the public alley, establish easements on Monroe Street NE and the alley, reflect the exact number of horizontal, cargo, and e-bike spaces in the TDM Plan, and construct concrete protective barriers the curb extensions on Monroe Street NE. **– Agree**

Applicant will engage in continued coordination with DDOT as part of Public Space permitting.

Z.C. Application No. 24-15 (901 Monroe Street LLC)

Comprehensive Plan Consistency Evaluation

Zoning Commission | Public Hearing | June 23, 2025

PUD Standard of Review

The Zoning Commission shall find that the proposed development:

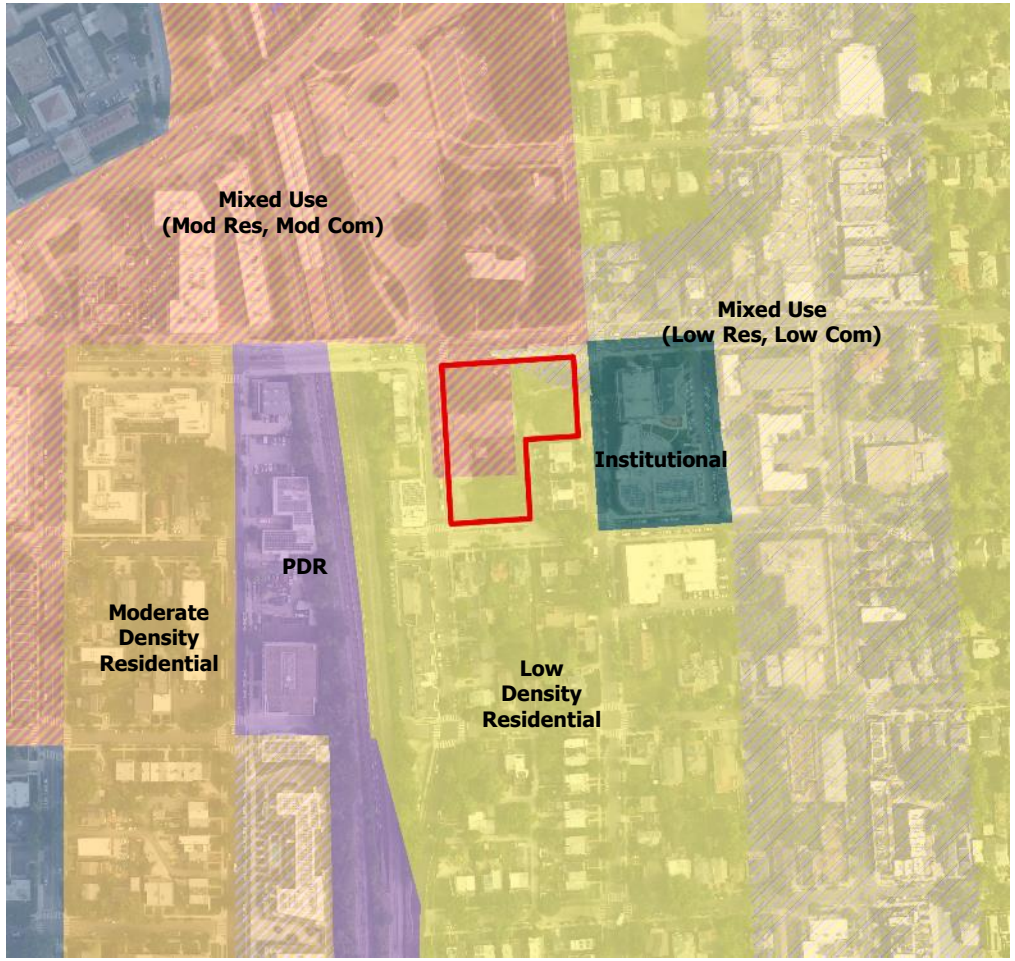
- **Is not inconsistent with the Comprehensive Plan** and with other adopted public policies and active programs;
- **Does not result in unacceptable impacts** but instead impacts shall be favorable, capable of being mitigated, or acceptable given the quality of public benefits; and
- **Includes specific public benefits and project amenities** that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.

Zoning Commission shall judge, balance, and reconcile:

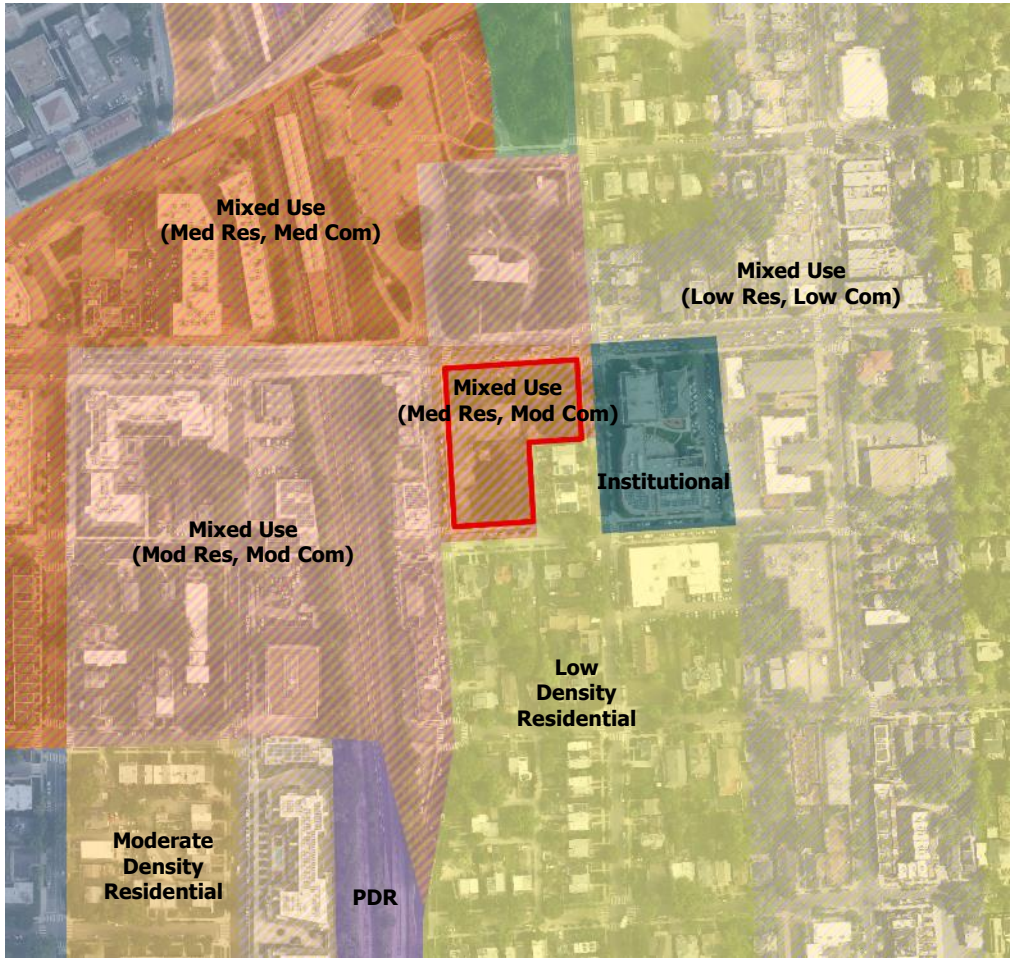
- Relative value of public benefits and project amenities,
- Degree of development incentives requested, and
- Any potential adverse effects of the project.

(11-X DCMR § § 304.3 & 304.4)

Future Land Use Map



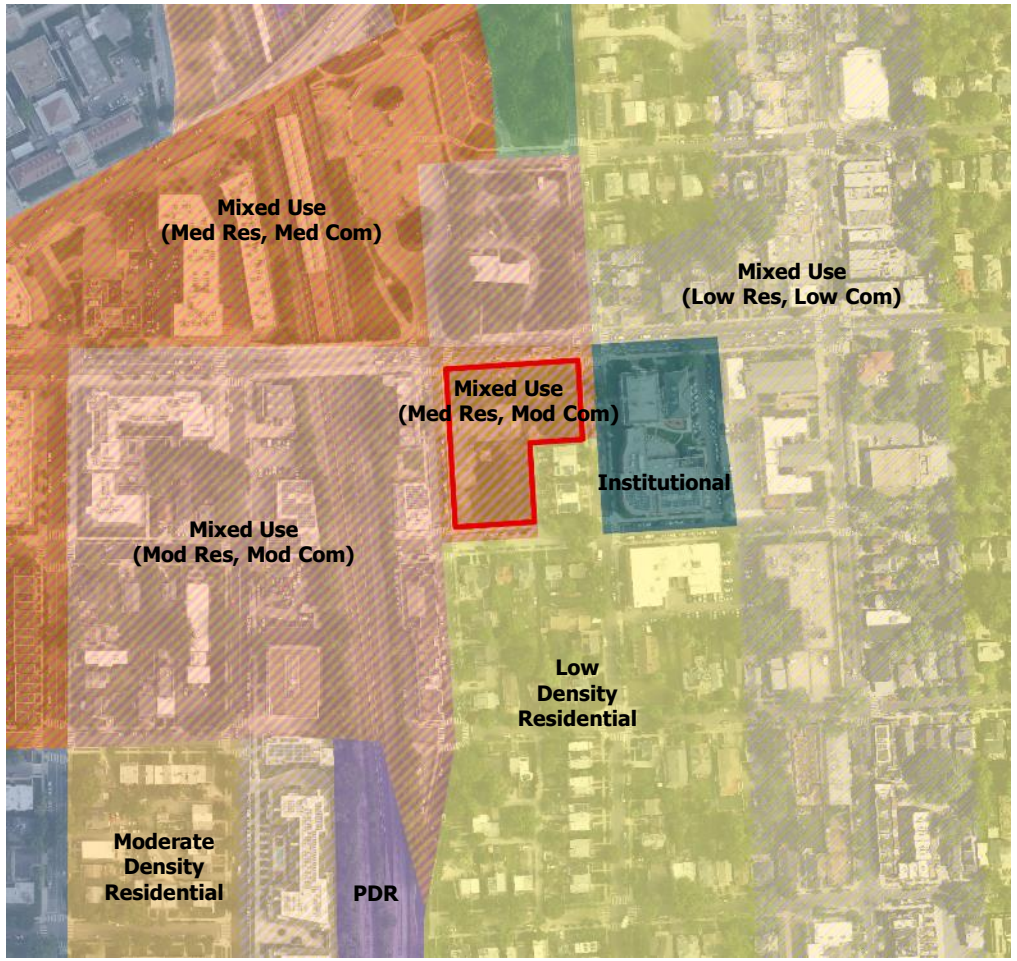
2012
(Low to Moderate Density Mixed Use and Low Density Residential)



2021
Medium Density Mixed Use

Future Land Use Map

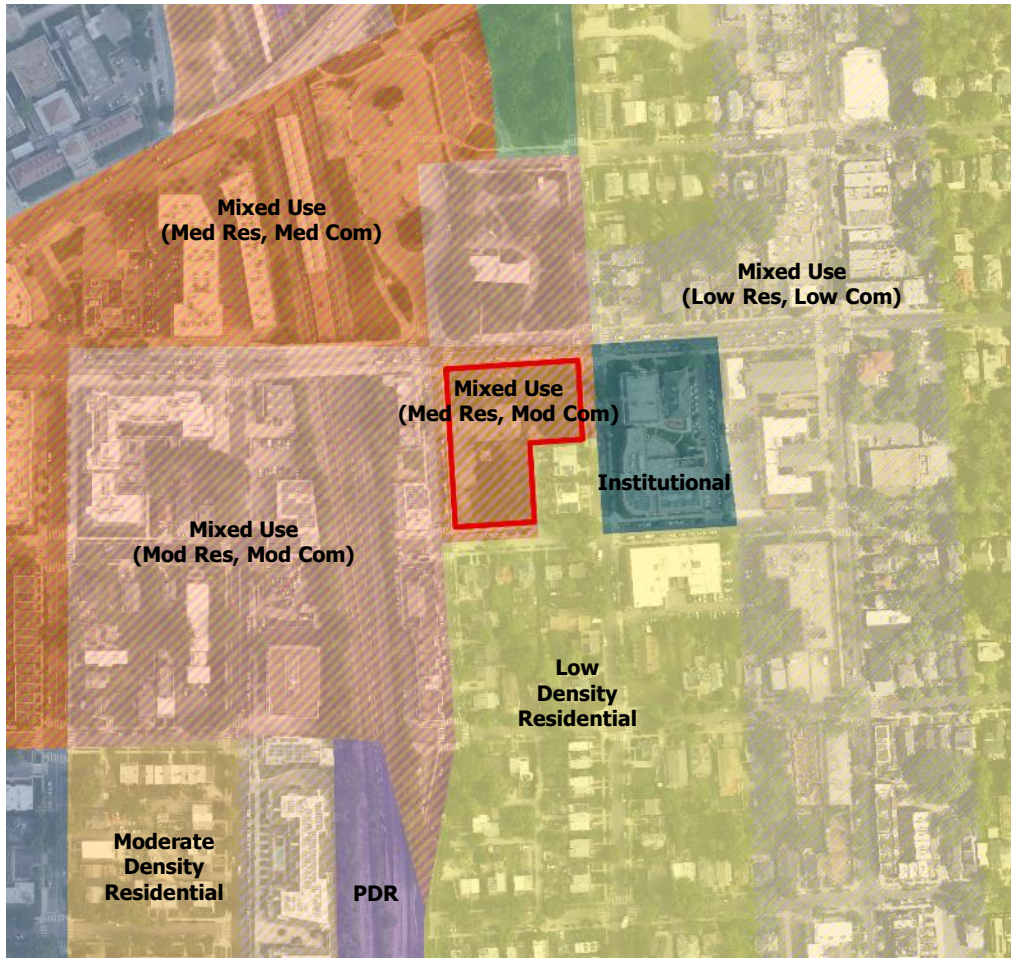
Medium Density Mixed Use (Medium Residential and Moderate Commercial)



- "Mixed Use" designation is assigned to areas where mixing of land uses is encouraged.
- The general density and intensity of development is determined by the specific mix of uses shown.
- Favored use may be shown at a higher density.
- The zoning of any given area should be guided by FLUM, interpreted in conjunction with applicable Comp Plan policies.
- A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities.

Future Land Use Map

Medium Density Mixed Use (Medium Residential and Moderate Commercial)



- No specific density guidance provided for areas designated for "Mixed Use."
  - Medium Density Residential: typical [matter-of-right] density ranges between 1.8 FAR – 4.0 FAR (with greater density through IZ or through a PUD). RA-3 zone is consistent and other zones may apply.
  - Moderate Density Commercial: typical [matter-of-right] density ranges between 2.5 FAR – 4.0 FAR (with greater density through IZ or through a PUD). MU-5 and MU-7 zones are consistent and other zones may apply.
- **The proposal is not inconsistent with the FLUM**
- **Proposed MU-5B zone, Project density of 4.2 FAR, and mix of uses are consistent with the type of development envisioned for the Mixed Use area within which the site is located.**

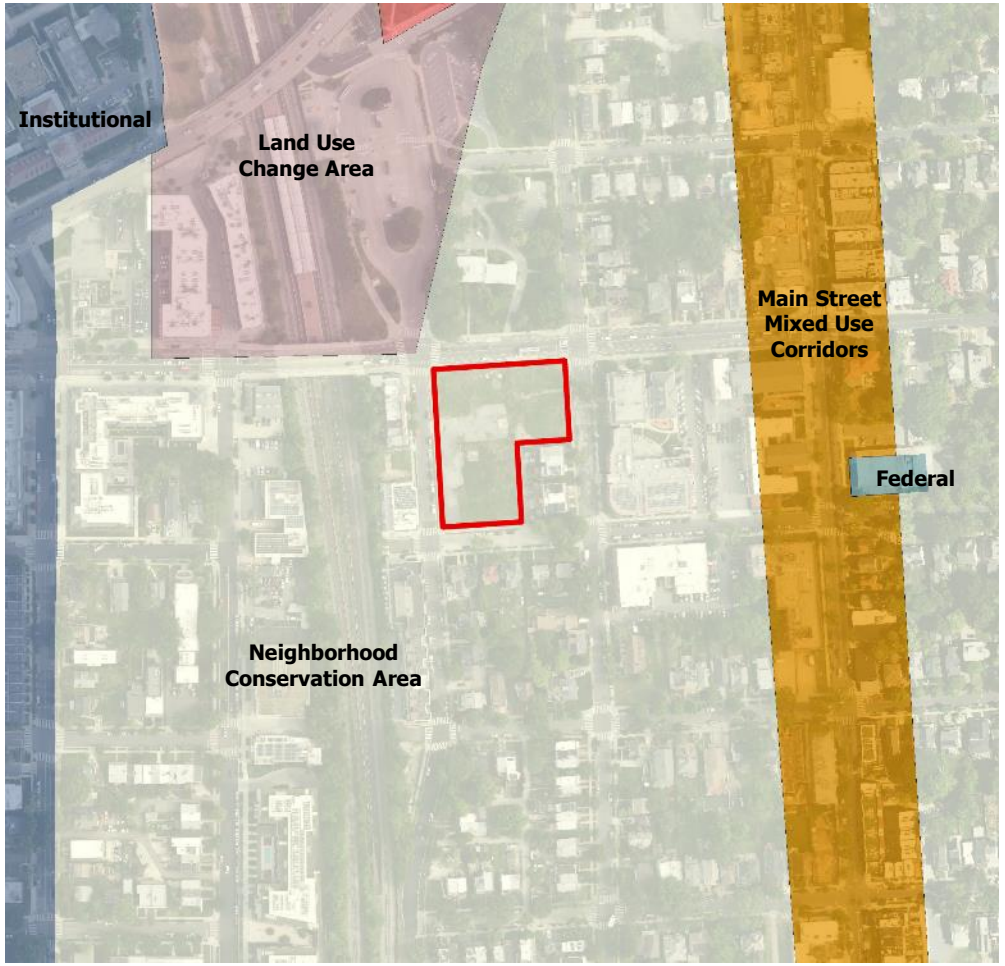
Future Land Use Map

Consideration of Zones

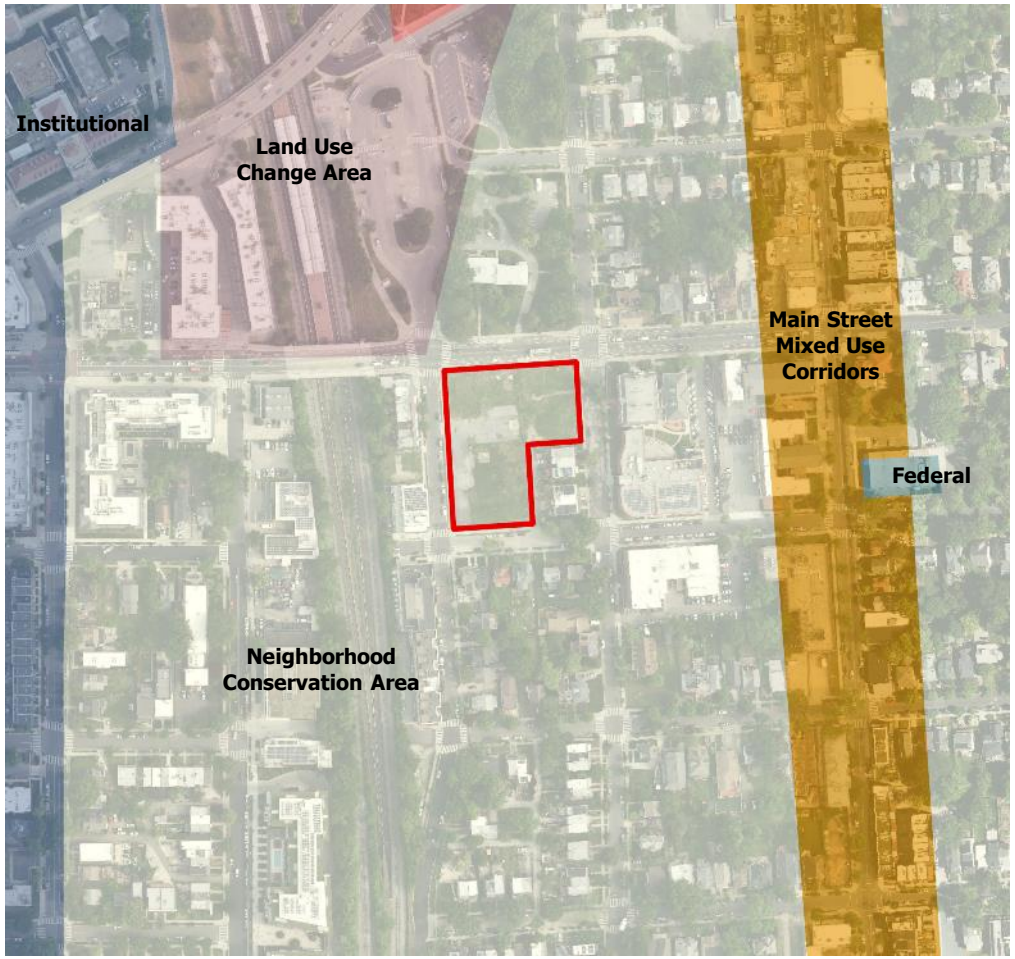
	RA-3	MU-5A	MU-5B	MU-7A	MU-7B
FLUM Category Description	Medium Residential	Moderate Commercial		Moderate Commercial	
Framework Element Guidance Typical [MOR] Density (more with IZ and PUD)	1.8 – 4.0	2.5 – 4.0		2.5 – 4.0	
ZR16 Description	**Medium-density residential**	Medium-density, compact **mixed-use** with **emphasis on residential use**.		**Medium-density mixed-use**	
Uses	**Residential only**	**Residential and non-residential**		**Residential and non-residential**	
Height (ft.)	60	**MOR**: 65 (70 w/ IZ) **PUD**: 90	**MOR:** 75 **PUD**: 90	**MOR**: 65 **PUD**: 90	
Density (FAR)	3.0 (3.6 w/ IZ)	**MOR: 3.5 (4.2 w/ IZ)** **PUD**: 5.04		**MOR: 4.0 (4.8 w/ IZ)** **PUD: 5.76**	
Note	Inconsistent with FLUM as it does not permit mixed use development	MU-5 zone favors residential use consistent with FLUM and density is appropriate for proposed Project.		MU-7 density not needed to accommodate proposed Project and	

Generalized Policy Map

Neighborhood Conservation Area



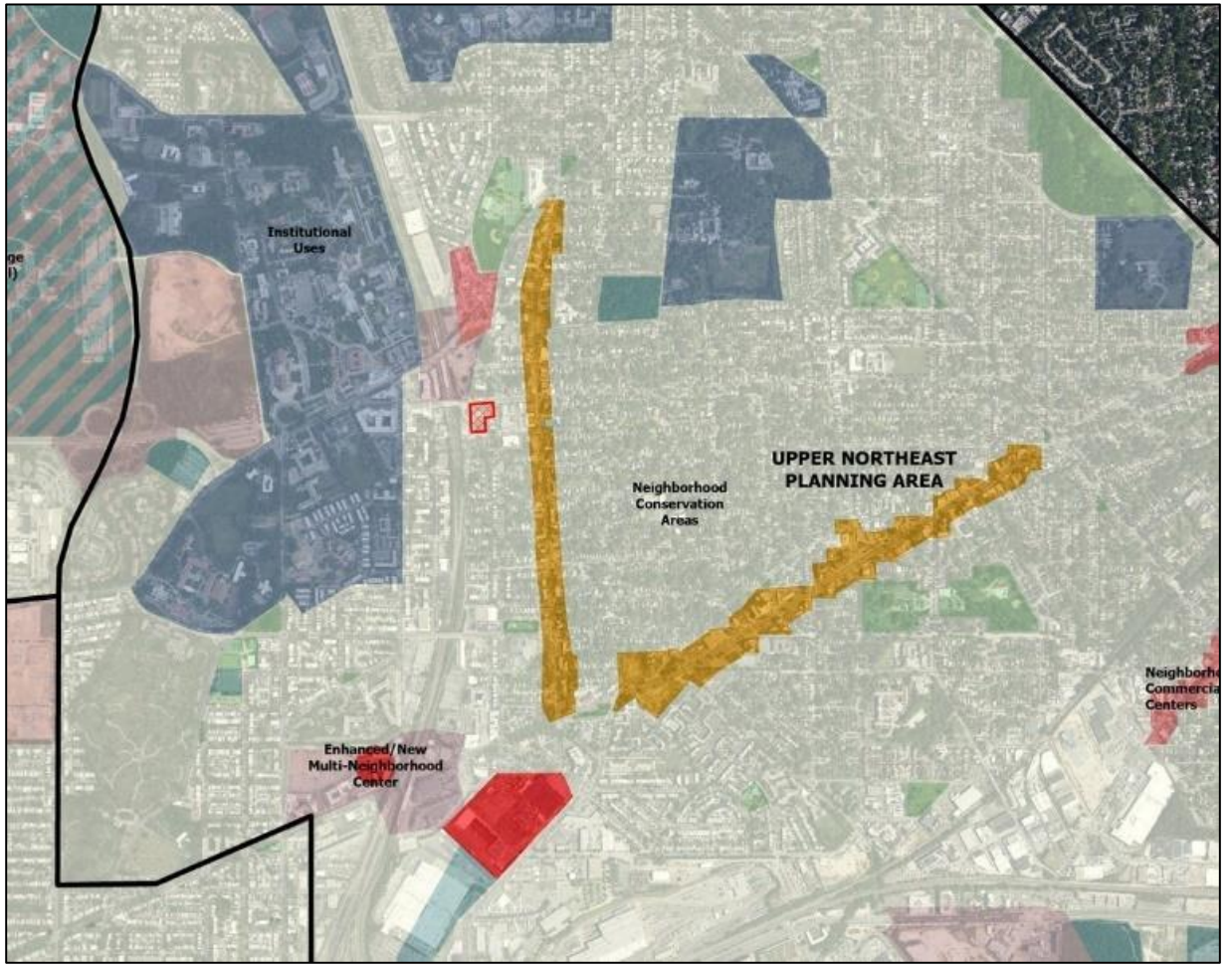
2012



2021

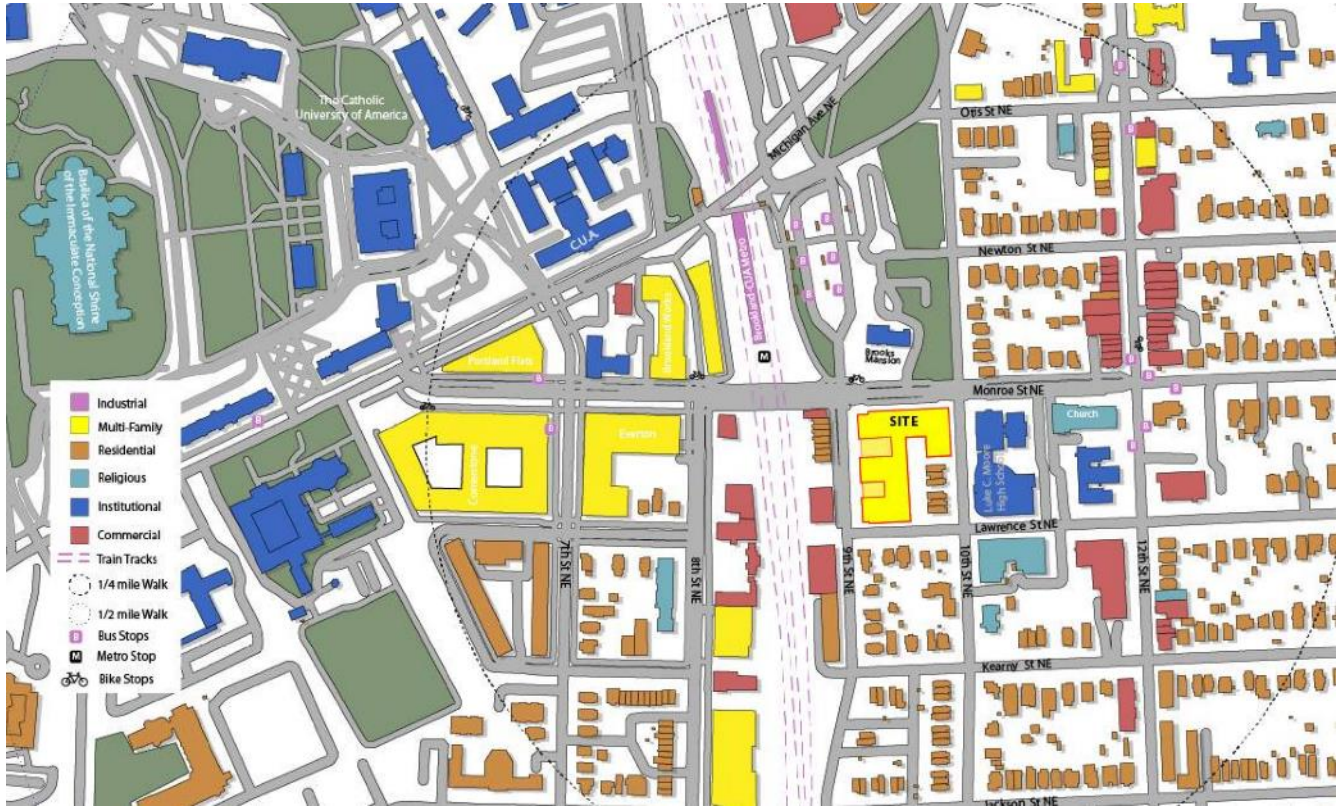
Generalized Policy Map

Neighborhood Conservation Area



Generalized Policy Map

Neighborhood Conservation Area

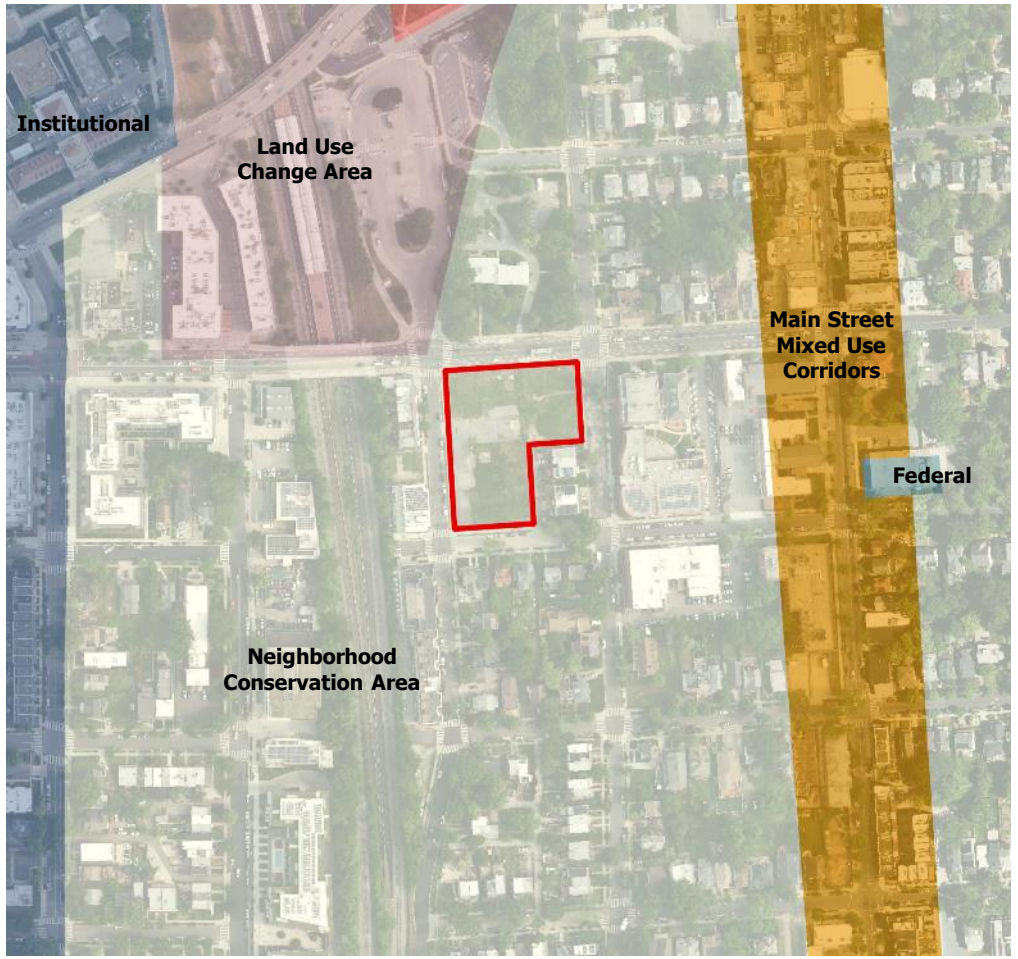


"the Neighborhood Conservation Area designation is **not intended to preclude development.** It is also **not intended to be interpreted as requiring conservation of existing development on a particular site or only permitting small scale development**. Perhaps most importantly, the Neighborhood Conservation Area designation is **not intended to be interpreted the same way across the District**. Rather, the Neighborhood Conservation Area designation is intended to **maintain "the diversity of land uses and building types" of a particular area**."

Z.C. Order No. 20-12 (Westminster Presbyterian, Westminster Community Partners, Bozzuto Development Company, and Bozzuto Homes, Inc.)

Generalized Policy Map

Neighborhood Conservation Area



- Little vacant or underutilized land and generally residential in character.
- Major changes in density not expected **but some new development and reuse opportunities do exist**.
- Guiding philosophy is to conserve and enhance established neighborhoods, **but not preclude development, particularly to address city-wide housing needs**.
- New development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area
- Densities are guided by the FLUM and Comp Plan policies.
- **The proposal is not inconsistent with the GPM**
- **The proposal will redevelop an underutilized "high planning value" site with a new transit-adjacent multifamily development that will help address city-wide housing needs at a scale and density that is consistent with the FLUM and applicable Comp Plan policy guidance, and compatible with the land uses, building types, and character in the surrounding area.**

Comprehensive Plan Policy Guidance

Policies Advanced by the PUD

Land Use Element

- LU-1.4.1: Station Areas as Neighborhood Centers
- LU-1.4.2: Development Around Metrorail Stations
- LU-1.4.3: Housing Around Metrorail Stations
- LU-1.4.4: Affordable rental and For-Sale Multi-family Housing Near Metrorail Stations
- LU-1.4.5: Design to Encourage Transit Use
- LU-1.4.6: Development Along Corridors
- LU-1.5.1: Infill Development
- **LU-2.1.1: Variety of Neighborhood Types**
- LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods

Transportation Element

- T-1.1.2: Land Use Impact Assessment
- T-1.1.4: Transit-Oriented Development
- T-1.1.8: Transportation Improvements
- T-2.4.1: Pedestrian Network
- T-3.1.1: TDM Programs
- T-5.2.2: Charging Infrastructure

- **Policies that explicitly address racial equity.**
- **New policies added in response to additional benefit proffers since setdown.**

Environmental Protection Element

- **E-1.1.2: Urban Heat Island Mitigation**
- E-2.1.2: Tree Requirements in New Developments
- E-2.1.3: Sustainable Landscape Practices
- E-3.2.7: Energy-Efficient Building and Site Planning
- E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff
- E-4.1.3: GI and Engineering
- E-4.4.1: Mitigating Development Impacts
- E-5.1.9: Zero Emission Vehicles

Housing Element

- H-1.1.1: Private Sector Support
- H-1.1.2: Production Incentives
- H-1.1.3: Balanced Growth
- H-1.1.4: Mixed-Use Development
- H-1.1.8: Production of Housing in High-Cost Areas
- H-1.1.9: Housing for Families
- H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority
- **H-1.2.2: Production Targets**
- H-1.2.7: Density Bonuses for Affordable Housing
- **H-1.2.9: Advancing Diversity and Equity of Planning Areas**
- H-1.2.11: Inclusive Mixed-Income Neighborhoods
- H-1.3.1: Housing for Larger Households
- H-1.3.2: Tenure Diversity
- **H-2.1.6: Long-Term Affordability Restrictions**

Urban Design Element

- UD-2.1.2: Neighborhood Streetscapes
- UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts
- UD-2.2.1: Neighborhood Character and Identity
- UD-2.2.2: Areas of Strong Architectural Character
- UD-2.2.4: Transitions in Building Intensity
- UD-2.2.5: Infill Development
- UD-3.2.1: Buildings that Enable Social Interaction
- UD-3.2.5: Safe and Active Public Spaces and Streets
- **UD-3.3.2: Small Parks for Recreation**
- UD-4.2.1: Scale and Massing of Large Buildings
- UD-4.2.4: Creating Engaging Facades
- UD-4.2.6: Active Facades

Parks, Recreation, and Open Space Element

- **PROS-3.3.3: Small Park and Open Space Cluster Improvements**

Infrastructure Element

- **IN-5.1.2: Undergrounding Electric Distribution Lines**

Upper Northeast Area Element

- UNE-1.1.1: Neighborhood Conservation*
- UNE-1.1.2: Compatible Infill
- UNE-1.1.3: Metro Station Development
- **UNE-1.2.3: Highlighting Local Cultural Resources**
- UNE-2.6.1: Brookland/CUA Metro Station Area*

Comprehensive Plan Policy Guidance

Policies Advanced by the PUD

LU-1.5.1: Infill Development – Encourage infill development on vacant land within Washington, DC, particularly in areas where there are vacant lots that create gaps in the urban fabric and detract from the character of a commercial or residential street. Such **development should reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern**.

UD-2.2.1: Neighborhood Character and Identity – Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of **high-quality and high-performance architectural designs and materials**. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, **use design measures to create visual and spatial compatibility**.

UD-2.2.5: Infill Development – New construction, infill development, redevelopment, and renovations to existing buildings should **respond to and complement the defining visual and spatial qualities of the surrounding neighborhood**, particularly regarding building roof lines, setbacks, and landscaping. **Avoid overpowering contrasts of scale and height as infill development occurs**.

UNE-1.1.1: Neighborhood Conservation – Encourage growth while enhancing the neighborhoods of Upper Northeast, such as Michigan Park, North Michigan Park, University Heights, Woodridge, Brookland, Queens Chapel, South Central, Lamond-Riggs, and Arboretum. **The residential character of these areas should be preserved** while allowing new housing opportunities for all incomes. Places of historic significance, gateways, parks, and important cultural and social places should likewise be preserved and enhanced.

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 incomes.

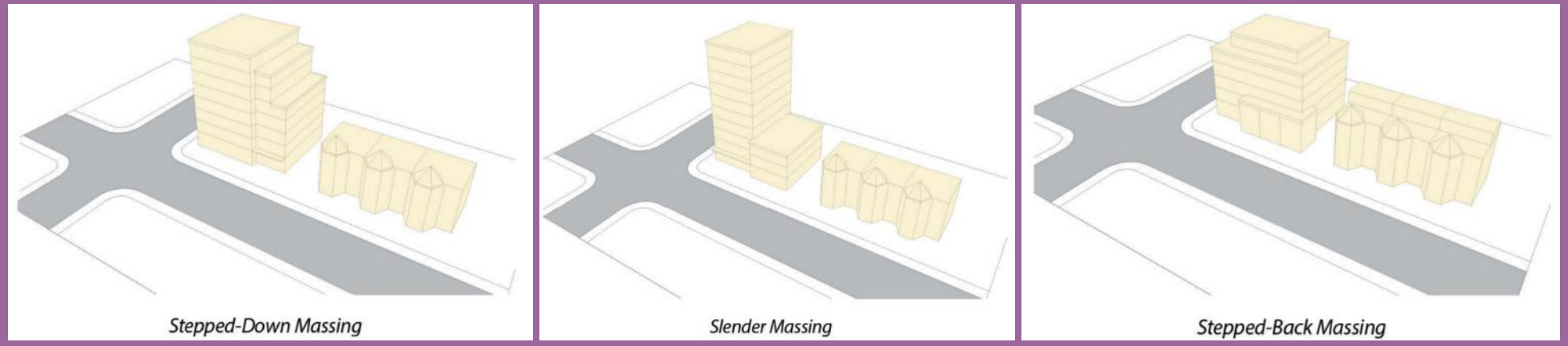
UNE-2.6.1: Brookland/CUA Metro Station Area – Encourage mixed-use development on vacant and underused property in the vicinity of the Brookland-CUA Metro station, including the parking lot east of the station. **Special care should be taken to preserve the existing low-scale residential uses along and 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

Comprehensive Plan Policy Guidance

Policies Advanced by the PUD

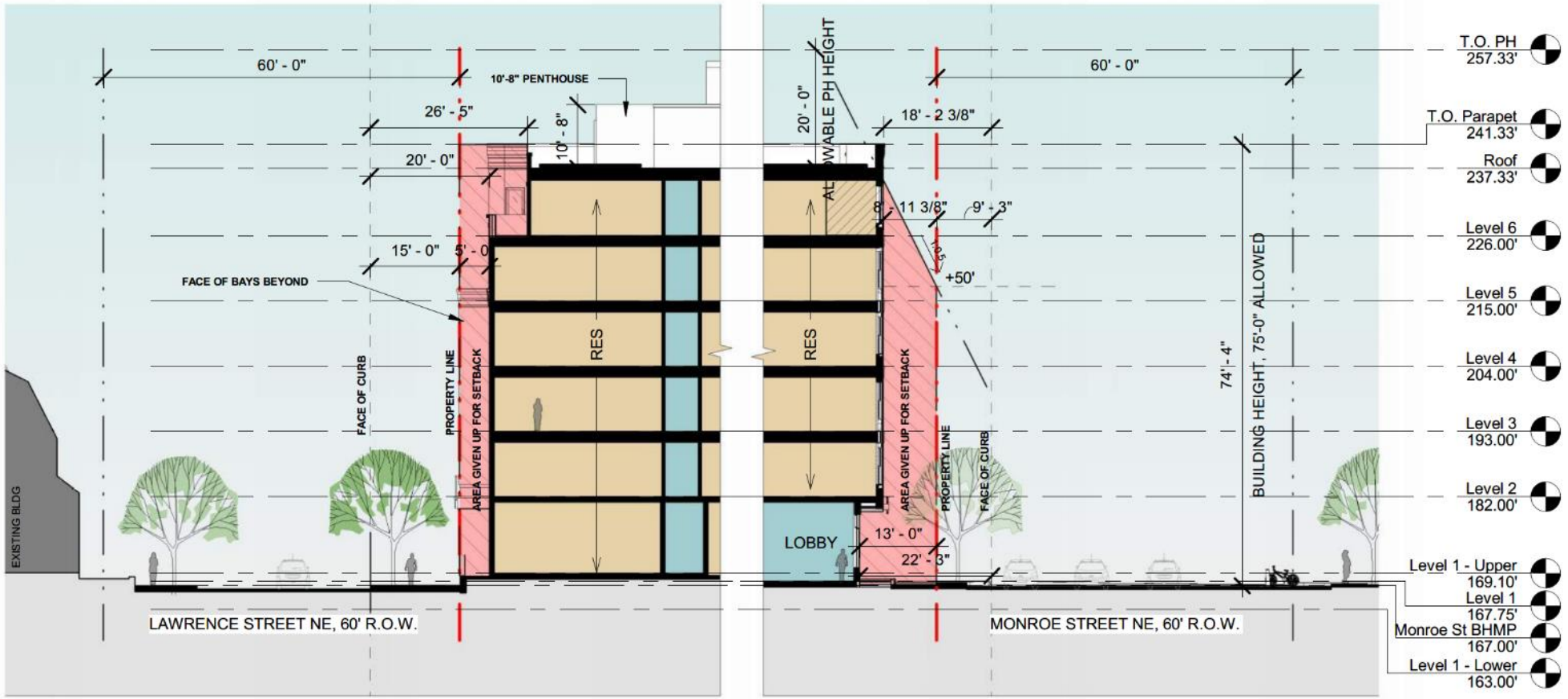
UD-2.2.4: Transitions in Building Intensity – Design transitions between large- and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single-family or row houses) can be made more pleasing and gradual through a variety of context-specific design strategies, such as a **slender massing** of taller elements**, stepping back** the building at floors above its neighbors' predominant roof line, stepping a building's **massing down** to meet the roof line of its neighbors, or strategic placement of taller elements to mark corners, vista terminations, or large open-space frontages.

Figure 9.16:
Encouraged Transitions in Building Intensity and Scale 909.7



Comprehensive Plan Policy Guidance

Setbacks and Massing Reductions



Comprehensive Plan Policy Guidance

Setbacks and Massing Reductions

Comprehensive Plan Policy Guidance

Setbacks and Massing Reductions

Comprehensive Plan Policy Guidance

Setbacks and Massing Reductions

Comprehensive Plan Policy Guidance

Slender Massing, Façade Articulation, and Context-Sensitive Material Use