

April 7, 2025

BY IZIS

Mr. Anthony Hood, Chairperson
D.C. Zoning Commission
441 4th Street NW, Suite 200-S
Washington, DC 20001

Re: Z.C. Case No. 24-15: Application of 901 Monroe Street, LLC (“Applicant” to the District of Columbia Zoning Commission for a Consolidated PUD and Related Zoning Map Amendment for Lot 23, in Square 3829 (the “Property”) – Applicant’s Pre-Hearing Submission

Dear Chairperson Hood and Members of the Commission:

On November 11, 2024, the Applicant submitted the above-referenced application for a consolidated PUD and related amendment to the Zoning Map from the MU-3A and R-2 zones to the MU-5B zone (the “**Application**”). The Applicant plans to construct a multifamily residential building with approximately 233 residential units at the Property (the “**Project**”).

The Commission set down the Application at its February 13, 2025, public meeting. This filing provides responses to questions and comments raised by the Commission and to comments from the Office of Planning (“**OP**”) in its February 3, 2025, report (“**OP Report**”). In response to the questions and comments of the Office of Planning and the Zoning Commissioners, the Applicant provides the following information.

Discussion of the Applicant, the Applicant’s History with the Property, and Goals for the Project

The Applicant consists of two entities, Horning and the Menkiti Group, that have had long relationships with the immediate neighborhood, Ward 5, and this Property in particular. Horning was founded in and has always been based in the District of Columbia. Horning has a long history of investing and developing in the District when others have withdrawn. Horning was DC's most prolific apartment developer during the turbulent 1980s. Unfortunately, the District's multi-family housing market is seeing many similarities to those trying times. However, like it did in the 1980s, Horning remains committed to developing in the District and helping the city reach its housing goals. Horning has a long-standing commitment to Ward 5 and is one of its largest rental housing

owners in the ward. Horning has owned and developed over 800 units in the area, including Cloisters (352 units), Brookland Ridge (324 units), Franklin Commons (100 units), and The Arbor (30 units). Horning also owns two shopping centers; Trinity Square (24,000 square feet) and The Heights (18,000 square feet) in Ward 5.

The Menkiti Group was founded in 2004 with the mission of transforming lives, careers, and communities through real estate. A 100% minority-owned Certified and Small Business Enterprise (CBE/SBE) headquartered in Brookland, The Menkiti Group invests in underutilized properties and transforms them into exciting and affordable homes and workspaces. Over the past 20 years, The Menkiti Group has invested over \$390MM in the District of Columbia's emerging neighborhoods, worked on the development of over 3.8MM SF of real estate, amassed \$1.7B in a development project pipeline, and assisted over 2,000 families in purchasing their first homes.

In 2010, Horning and Menkiti filed a PUD and Zoning Amendment application for the Property (ZC Case No. 10-28) that proposed the construction of 205-220 residential units, with 8% of those units (15,151 sf) reserved as affordable housing units at 80% AMI. Despite the Zoning Commission's approval of ZC Case No. 10-28 on three separate occasions, the DC Court of Appeals deemed that project was not consistent with the Comprehensive Plan's guidance for the Property that existed at that time. Even though the Zoning Commission's approval of that project was vacated, the Applicant still made the following financial contributions to entities that were identified in ZC Order No. 10-28:

- \$25,000 to the Washington Area Community Investment Fund;
- \$25,000 to Byte Back;
- \$50,000 to the Community Foundation;
- \$25,000 to Dance Place; and
- \$35,460 for improvements at Turkey Thicket Recreation Center (only \$25,000 was committed in ZC Order No. 10-28).

TOTAL - \$160,460

Combining these contributions with the costs associated with the previous PUD approvals and carrying the land since 2013, the Applicant has already spent millions of dollars towards the goal of making the Property a true economic and social contributor to the surrounding neighborhood. These financial contributions are just one component of the Applicant's commitment to being a thoughtful and trusted member of the Brookland community. Another important component to the Applicant's commitment to the Brookland community is moving forward with this Project.

As noted in the Applicant's pre-hearing statement, changes to the Future Land Use Map's designation for the Property were made in 2021 which allowed the Applicant to move forward with the Project. The Applicant believes that the Project will benefit the area by facilitating the long-planned redevelopment of an underutilized lot near a Metrorail Station with a transit-oriented development that will tie the communities west of the Metrorail/CSX train tracks to the 12th Street, NE retail core of the Brookland neighborhood. The Project will result in the creation of

approximately 36 units of affordable housing and approximately 25,097 square feet¹ of affordable housing reserved for individuals making up to 60% MFI. Compared to the prior PUD, the Project will provide approximately 67% more affordable housing at a much deeper level of affordability.

Discussion of Design Decisions for the Project

The Zoning Commission asked the Applicant to describe the design decisions/fundamentals that guided the development of the Project. The building massing and façade along Monroe Street, NE is articulated in a series of four “pavilions” with inset balconies as reveals. The ground floor façade is comprised of storefront fenestration and entries along Monroe Street, NE. The design is configured with the building entry and lobby at the corner of 9th and Monroe Streets, NE, directly across from the Brookland/CUA Metro Station. The building’s fitness area is located at ground level along Monroe Street, NE to activate the streetscape, and the upper floors are comprised of richly detailed brick facades with cast stone detailing with larger two-story window arrangements to appropriately scale the facades. The facades are composed in a classical arrangement of “base, middle, and top.”

The building occupies the entirety of the 9th Street, NE frontage and is articulated with two open west facing courtyards at the second-floor level. These courtyards break down the visual scale of the building on 9th Street, NE and the building is set back from the property line to provide increased landscaping and open space.

The massing of the building along Lawrence Street, NE steps down at the 6th floor and is further broken down by a series of four residential bays that are inspired by traditional DC residential architecture. Individual residential entry stoops are provided to the ground floor units at each of these bays to activate Lawrence Street, NE and reinforce the townhome nature of this façade.

The existing public alley on Lawrence Street, NE is utilized for access to parking and building services and the alley width is doubled to 20 feet to facilitate safe and efficient circulation. The east facing building massing at the alley is setback 15 feet from the property line and is further setback at the 6th floor to soften the massing. The alley façade is articulated into a series of bays with balcony reveals similar to those found along Monroe Street, NE.

The 10th Street, NE frontage is limited to the northern portion of the block, and again this façade is composed in a traditional “base, middle, top” arrangement with rich masonry detailing and the massing is set back at the 6th floor as it moves south toward the existing adjacent rowhouses.

Review of Changes Made to the Project to Activate the Ground Floor

As shown in Exhibit A, the Applicant's Design Team has made a number of changes to the Project to further activate the ground floor experience. These changes include:

¹ Estimated “paint to paint” calculation.

- Live/Work Units along Monroe Street, NE – Five flexible Live/Work units are located along the eastern end of the Monroe Street frontage to the corner of 10th and Monroe Streets, NE. The Live/Work units will have storefront doors along Monroe Street, NE with direct access from the street to an open common area in the Live/Work unit that could be used by artists, service professionals, and business start-ups.
- Direct Residential Entrances on Lawrence Street - Additionally, individual residential unit stoops have been added to two ground floor apartments along Lawrence Street, NE to enliven the street level experience.
- Undergrounding of Utilities Along Monroe Street, NE – The Applicant has agreed to underground the utilities along Monroe Street, NE. This will allow for the removal of the existing utility poles along Monroe Street, NE and the removal of the inactive poles along 9th Street, NE. The removal of the utility poles will allow for an enhanced pedestrian experience along Monroe Street, NE with larger street trees and a 7-13 foot increased sidewalk width along Monroe Street, NE. The Applicant anticipates that the undergrounding of these utilities will cost approximately \$1,000,000.00.

Discussion of Changes Made at the Roof Level

Since set-down, the Applicant has made changes to the roof level of the Project (See page 035 of Exhibit A). These changes include:

- The roof terrace has been relocated to the southwest corner of the roof to take advantage of views to the south;
- The mechanical penthouse and stair tower structures have been reconfigured based on the new roof terrace location (no Zoning Flexibility is required); and
- One of the screen walls has been removed.

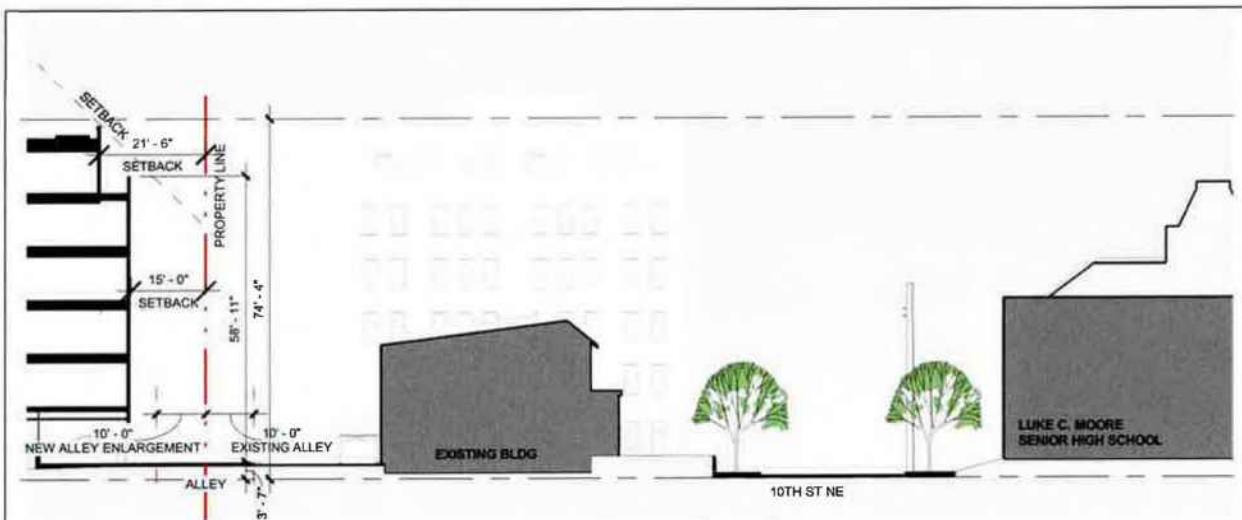
Discussion of Compatibility of the Project with Neighboring Properties and Generalized Policy Map Designation

As discussed in detail in the attached Exhibit B, the Project is not inconsistent with the Neighborhood Conservation Area (“NCA”) designation on the Comprehensive Plan’s Generalized Policy Map as the Project is:

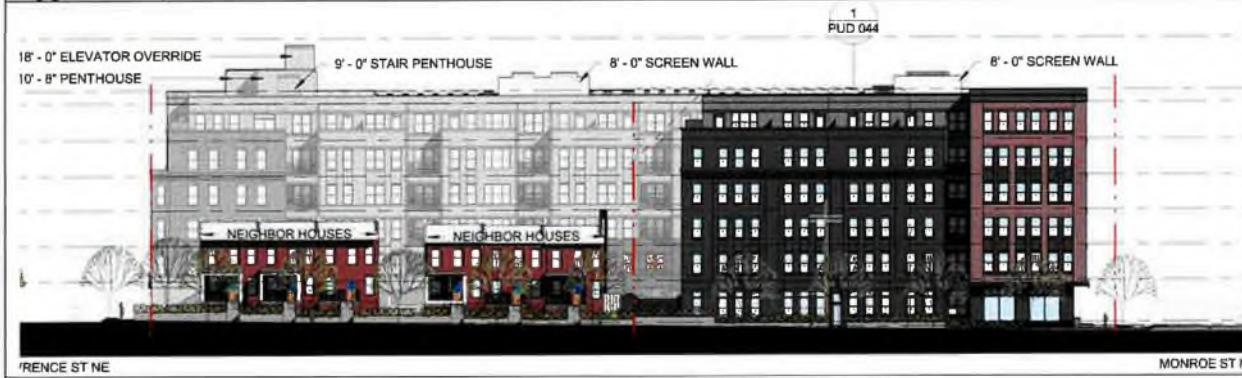
- Consistent with the uses and density contemplated by the Future Land Use Map (“FLUM”);
- Compatible with the diversity of land uses and building types that are found in the surrounding area; and

- The Project successfully balances competing Comprehensive Plan policy guidance related to increasing residential density near Metrorail while also addressing neighborhood compatibility and building transition.

In response to the Commission's request for additional information regarding the Project's compatibility with the adjacent and nearby buildings and structures, the Applicant notes the special care that has been paid to the lower-scale residential uses along 10th Street, NE and Lawrence Street, NE, as evidenced in the building section and elevation drawings below.



Section diagram showing increased alley width and additional building setbacks (full height and upper level) from the west side of the rowhouses on 10th Street.



Elevation diagram showing building setbacks (full height and upper level) from the north side of the rowhouses on 10th Street. Massing reduction and façade articulation also observable along the public alley).

Regarding the six rowhouses immediately south of the PUD site along 10th Street, NE the entire building is set back approximately 15 feet from the property line that is shared with the closest rowhome to the south, as well as from the public alley that separates the PUD site from the rear lot lines of the rowhomes. Additionally, the top floor of the building is set back approximately

seven feet along the east and south facing facades closest to the rowhomes. As shown in the attached Exhibit B, the relationship between the Project and the adjacent lower scale uses, including the rowhomes along 10th Street, NE, is similar to the relationship found at the Monroe Street Market PUD to the west of the Metrorail tracks. It is also similar to the relationships found at similarly situated PUDs near transit that are within NCAs and adjacent to lower-scale residential neighborhoods.

Review of Vehicular Access to the Project and Consistency with DDOT Guidance and Policies

The proposed vehicular access to the Project is the result of dialogue with members of the surrounding community and with representatives of the Department of Transportation ("DDOT"). Initially, the Project included a vehicular access from 10th Street, NE. This access was ultimately removed due to concerns raised by residents of 10th Street, NE as well as DDOT.

In response to the questions raised by the Commission at the February 13, 2025, Public Meeting, representatives of the Applicant reached out to DDOT representatives to ask for a written confirmation that DDOT does not support an additional vehicular access point to the Project and will require all vehicular access to be from the widened alley from Lawrence Street, NE. The DDOT representative noted:

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. Providing more curb cuts than necessary is detrimental to the pedestrian experience as curb cuts create a conflict point between moving vehicles and pedestrians and result in a loss of green space, curbside space, and street trees. Comprehensive Plan Policy UD-2.1.6 also recommends minimizing mid-block vehicular curb cuts, favoring existing public alleys for parking and loading, as referenced in OP's 2/3/2025 Setdown Report.

The 901 Monroe development has direct access to an existing public alley which currently only serves six homes, and the applicant will double the width of this alley to accommodate site traffic. DDOT finds that this existing access meets our requirements and an additional curb cut is not necessary. (Emphasis added.)

A copy of DDOT's e-mail confirmation is provided in Exhibit C.

Consideration of a Higher Percentage of IZ Units in the Project

The Applicant believes that the 15% IZ proposed in this Project is entirely appropriate for the additional height and density gained through this PUD and Zoning Map amendment

application² and satisfies the balancing test enumerated in the PUD evaluation standards. The Applicant notes the significant and persistent economic headwinds that multi-family developers are currently facing in moving projects forward in the District of Columbia. A February 19, 2025, article in the Washington Business Journal noted:

D.C. is falling behind the region in production of new multifamily units, a trend that leaders fear will raise the cost of housing for all segments of the market. The District's declining share of multifamily housing production in the larger statistical area reverses a trend of D.C. leading the region, according to U.S. Census Bureau data of multifamily housing permits compiled by the office of the Deputy Mayor for Planning and Economic Development. D.C. last year issued just 1,506 of the MSA's 9,680 multifamily permits for buildings with five or more units, its lowest share in more than a decade, the data show. Permits are a leading indicator of how much new housing is expected to come online in the near future, according to DMPED. 'We are noticing that we have fewer housing permits being started with the Department of Buildings,' DMPED Nina Albert said at a news conference last week. 'So that means that there is an inherent change in the marketplace where even market-rate units are not being invested in". (*Why D.C.'s Multifamily Production is Falling Behind the Region, and What the District is Doing About It.* Washington Business Journal, Ben Peters, February 19, 2025.)

Given the economic uncertainty that continues to impact this region, and the District of Columbia in particular, as well as the potential for the ongoing and persistent threat of tariffs to significantly impact the already inflated cost of construction, any increase to the proposed 15% IZ proffer made in this application threatens the economic viability of the PUD Project. While some economic factors are outside the control of the Zoning Commission, like those noted above, the Zoning Commission can control other factors, like the amount of an IZ proffer, in order to create the environment in which needed economic development in the District of Columbia can occur. Thus, we urge the Zoning Commission to accept the Applicant's 15% IZ proffer.

Plan Showing the Location of IZ Units and a Breakdown of the IZ Units by Unit Type

A plan depicting the location of the IZ units and a breakdown of the IZ units by unit type is provided on page 016 of Exhibit A.

² In 2024, the Zoning Commission received 25 new applications (ZC Case Nos. 24-01 – 24-25). Only four of those applications were for PUD and Zoning Map amendments (including this application). Two of these PUD applications were for non-residential uses, including one application (ZC Case No. 24-11) which seeks to rezone the property to the PDR-1 Zone which prohibits most residential use. The only other PUD and Zoning Map Amendment filed in 2024 which proposes residential use will utilize the HANTA program to increase the amount of affordable units provided in that project.

Applicant's Commitment to Provide Solar Power Generation On-Site

The Applicant has agreed to include solar power generation on the roof of the Project. The Applicant anticipates using a ballasted photovoltaic and green roof system. While the Applicant has not yet selected the particular system, it will be similar to one of the systems shown in Exhibit D.

Applicant's Continued Community Outreach and Update on Proposed Community Benefits

Since the filing of the PUD and Zoning Map Amendment application, the Applicant has participated in a number of meetings/presentations/open houses, as shown in the attached Exhibit E and has created a website for the Project (901Monroe.com) that provides updates about the Project and upcoming meetings. The Applicant has received significant feedback from ANC 5B, the 200 Footers, the Brookland Neighborhood Civic Association ("BNCA"), and other members of the community. In response to those comments, the Applicant is proposing the following modifications to the Project:

- Reallocation of Parking Spaces to Provide More Compact Spaces - In response to comments that were raised after community presentations, the Applicant undertook an analysis of the ability to increase the number of compact parking spaces in the project in order to limit the number of larger vehicles that will park in the garage and travel to the Project. As a result of this analysis, the Applicant has revised the layout of the parking spaces in the Project. The Project will now include a total of 55 parking spaces, with 42% of the spaces being compact spaces.
- Restriction of Residential Parking Permits for Residents of the Project - The Applicant has agreed to restrict the ability of residents of the Project to obtain a Residential Parking Permit. The Applicant will agree to include this restriction as a condition of the Zoning Commission's approval of this application.
- Development and Construction Management Plan - The Applicant has created and posted on the Project's website a proposed Development and Construction Management Plan. A copy of that Development and Construction Management Plan is attached as Exhibit F. The Applicant will agree to include the terms of the Development and Construction Management Plan as a condition of the Zoning Commission's approval of this application.

The Applicant will continue to meet with these organizations to finalize the community benefits package for this application and expects to finalize and present the community benefits package to the Zoning Commission in its Supplemental Statement, which will be filed at least 30 days in advance of the public hearing in this case.

Confirmation of Proposed Design Flexibility

The Applicant requests the Design Flexibility that is enumerated in Subtitle Z, Section 702.8 with the following modifications (Proposed new language is in red):

(c) Exterior Details – Location and Dimension: To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights; windows, bays, and other architectural elements;

Applicant's Proposed Witnesses and Outlines of Witness Testimony

The Applicant expects to proffer three expert witnesses to present testimony at the public hearing, in addition to the testimony of a representative of the Applicant. The anticipated witnesses are:

- Jamie Weinbaum - CEO and President of Horning or Andrew Vincent - Chief Investment Officer of Horning; representative of the Applicant;
- Maurice Walters, AIA LEED AP - President, Maurice Walters Architect, Inc. (to be proffered as an expert in architecture);
- Erwin Andres, PE - Vice President and Senior Principal, Gorove Slade Associates (to be proffered as an expert in transportation engineering); and
- Shane Dettman - Urban Planner, Goulston & Storrs (to be proffered as an expert in urban planning).

Mr. Walters, Mr. Andres, and Mr. Dettman have previously been accepted by the Zoning Commission as expert witnesses and copies of their resumes are attached as Exhibit G. In addition, outlines of the proposed testimony of all three witnesses are provided in Exhibit G.

List of Exhibits

Exhibit A – Updated Plans, Renderings, and Architectural Materials³
Exhibit B – Supplemental Information Regarding the Project's Consistency with the Comprehensive Plan's Generalized Policy Map and Compatibility with Neighboring Properties
Exhibit C – DDOT Confirmation of Required Vehicular Access to the Project
Exhibit D – Depiction of Proposed Ballasted Photovoltaic and Green Roof System
Exhibit E – Updated List of Community Meetings and Presentations

³ For ease of reference, the Applicant has included all of the plans, renderings, and architectural materials (updated as necessary) from the initial application in Exhibit A.

Exhibit F – Development and Construction Management Plan
Exhibit G – Outlines of Witness Testimony and Resumes of Proposed Expert Witnesses

Conclusion

The Applicant believes that the information and materials provided in this pre-hearing statement addresses all of the requests for information that were made in the OP Report and at the Zoning Commission's February 13, 2025, Public Meeting. The Applicant respectfully requests that the Commission schedule this application for a public hearing at its earliest opportunity. Thank you for your attention to the information provided in this Pre-Hearing Submission.

Sincerely,


Paul Tummonds

Certificate of Service

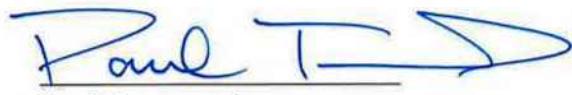
The undersigned hereby certifies that copies of the foregoing materials were delivered by electronic mail to the following addresses on April 7, 2025.

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Matthew Jesick
Office of Planning
jennifer.steingasser@dc.gov
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Commissioner Ra Amin
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Paul Tummonds

EXHIBIT A

PUD APPLICATION

901 MONROE ST NE

PROJECT TEAM

OWNER

Horning
3333 14th St NW, Suite 300
Washington, DC 20010

The Menkiti Group
3401 8th Street NE
Washington, DC

ARCHITECT

Maurice Walters Architect, Inc.
400 7th St NW, Suite 502
Washington, DC 20004

CIVIL ENGINEER

Bohler Engineering
1331 Pennsylvania Avenue NW, Suite 1250 North
Washington, DC 20004

STRUCTURAL ENGINEER

Structura Inc.
12358 Parklawn Drive, Suite 140
North Bethesda, MD 20852

MEP ENGINEERS

Allen + Shariff
7061 Deepage Drive
Columbia, MD 21045

LANDSCAPE ARCHITECT

LandDesign, Inc.
200 S Peyton St
Alexandria, VA 22314

SUSTAINABILITY CONSULTANT

Sustainable Design Consulting
1432 K St NW
Washington, DC 20005

TRAFFIC CONSULTANT

Grove Slade Associates, Inc.
1140 Connecticut Ave NW
Washington, DC 20036



11/01/24 - PUD SUBMISSION

04/01/25 - PUD RESUBMISSION



mauricewalters | architect

04.01.25

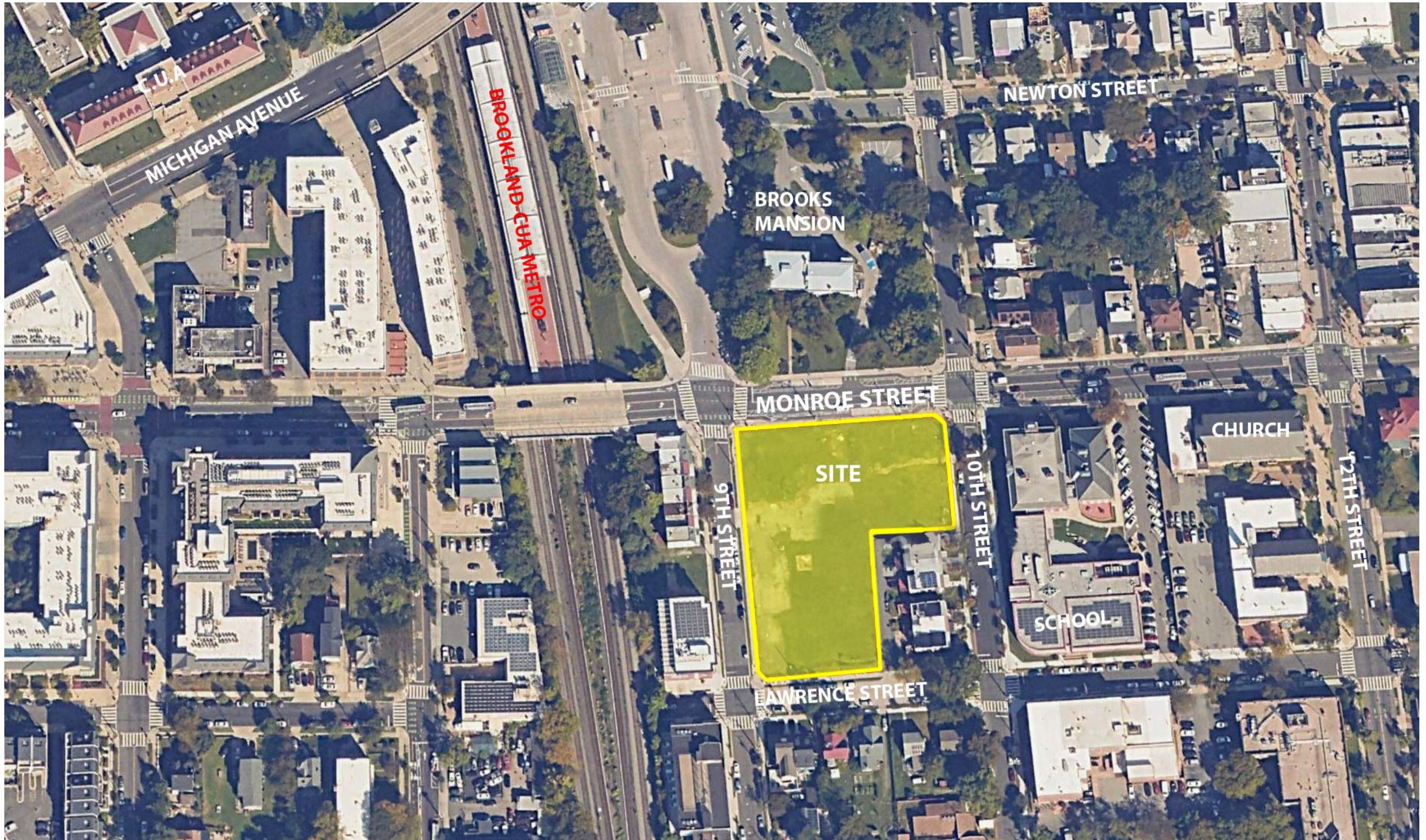
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PUD INDEX OF DRAWINGS	
Sheet Number	Sheet Name
PUD 002	INDEX OF DRAWINGS
PUD 003	AERIAL SITE PHOTO
PUD 004	NEIGHBORHOOD CONTEXT PLAN
PUD 005	SITE PHOTOS
PUD 006	SITE PHOTOS
PUD 007	SITE CONTEXT PHOTOS
PUD 008	EXISTING AND PROPOSED ZONING
PUD 009a	ZONING ANALYSIS
PUD 009b	ZONING ANALYSIS
PUD 010	ZONING ANALYSIS DIAGRAM
PUD 011	BUILDING SETBACK DIAGRAMS
PUD 012	BUILDING SETBACK DIAGRAMS
PUD 013	BUILDING SETBACK DIAGRAMS
PUD 014	BUILDING SETBACK DIAGRAMS
PUD 015	BUILDING TABULATIONS
PUD 016	INCLUSIONARY ZONING
PUD 017	FAR DIAGRAMS
PUD 018	VIEW AT INTERSECTION OF 9TH ST AND MONROE ST NE
PUD 019	VIEW OF APARTMENT ENTRY CORNER
PUD 020	VIEW OF STOOPS AT MONROE ST NE
PUD 021	VIEW TOWARD MONROE ST NE
PUD 022	VIEW AT CORNER OF MONROE ST AND 10TH STREET
PUD 023	VIEW OF TOWNHUSES SEPARATION ON 10TH ST
PUD 024	VIEW OF 10TH ST TOWARD MONROE ST NE
PUD 025	VIEW ALONG LAWRENCE ST TOWARD 9TH ST
PUD 026	VIEW FROM LAWRENCE ST AT ALLEY ENTRANCE
PUD 027	VIEW FROM LAWRENCE AND 9TH ST
PUD 028	VIEW ALONG LAWRENCE AT STOOPS
PUD 029	VIEW FROM 9TH ST TOWARD NORTH COURTYARD
PUD 030	MASSING STUDIES
PUD 031	MASSING STUDIES
PUD 032	SITE PLAN
PUD 033	1ST & 2ND FLOOR PLAN
PUD 034	3RD & 5TH FLOOR PLAN
PUD 035	6TH FLOOR & ROOF PLAN
PUD 036	SHADOW STUDIES
PUD 037	BUILDING ELEVATIONS
PUD 038	BUILDING ELEVATIONS
PUD 039	BUILDING ELEVATIONS

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PUD 041	BUILDING SECTIONS
PUD 042	TYPICAL BAY STUDY
PUD 043	TYPICAL BAY STUDY
PUD 044	TYPICAL BAY STUDY
PUD 045	MATERIAL BOARD
PUD 046	ALLEY TRUCK TURNING DIAGRAM
PUD 047	ALLEY DELIVERY VAN TURNING DIAGRAM
PUD 048	PRELIMINARY LEED SCORECARD
PUD 049	PLAT

PUD INDEX OF DRAWINGS -CIVIL	
Sheet Number	Sheet Name
C-01	GENERAL NOTES AND LEGEND
C-02	EXISTING CONDITIONS AND DEMOLITION PLANS
C-03	SITE PLAN
C-04	GRADING PLAN
C-05	UTILITY PLAN
C-06	STORMWATER MANAGEMENT AND GAR PLAN
C-07	GREEN AREA RATIO WORKSHEET
C-08	EROSION AND SEDIMENT CONTROL PLAN

PUD INDEX OF DRAWINGS -LANDSCAPE	
Sheet Number	Sheet Name
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PUD L2	MATERIALS & PLANTING PLAN
PUD L3	MATERIALS & PLANTING PLAN
PUD L4	MATERIALS & PLANTING PLAN

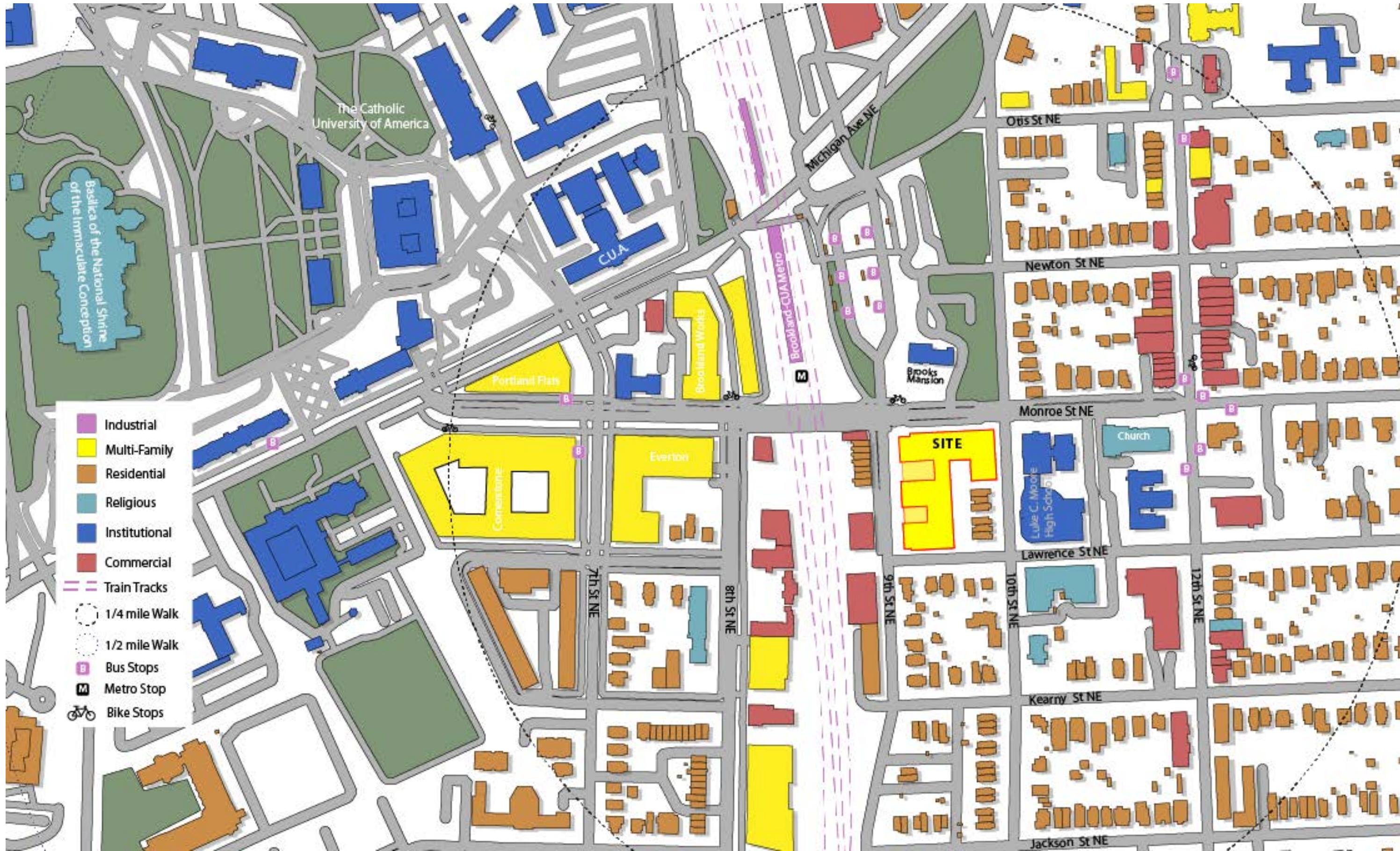


901 MONROE ST NE

PUD 003

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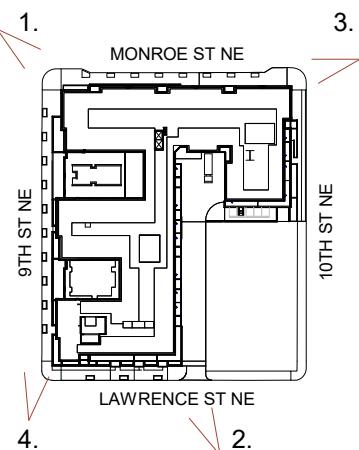
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901 MONROE ST NE

PUD 004

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901 MONROE ST NE

PUD 005

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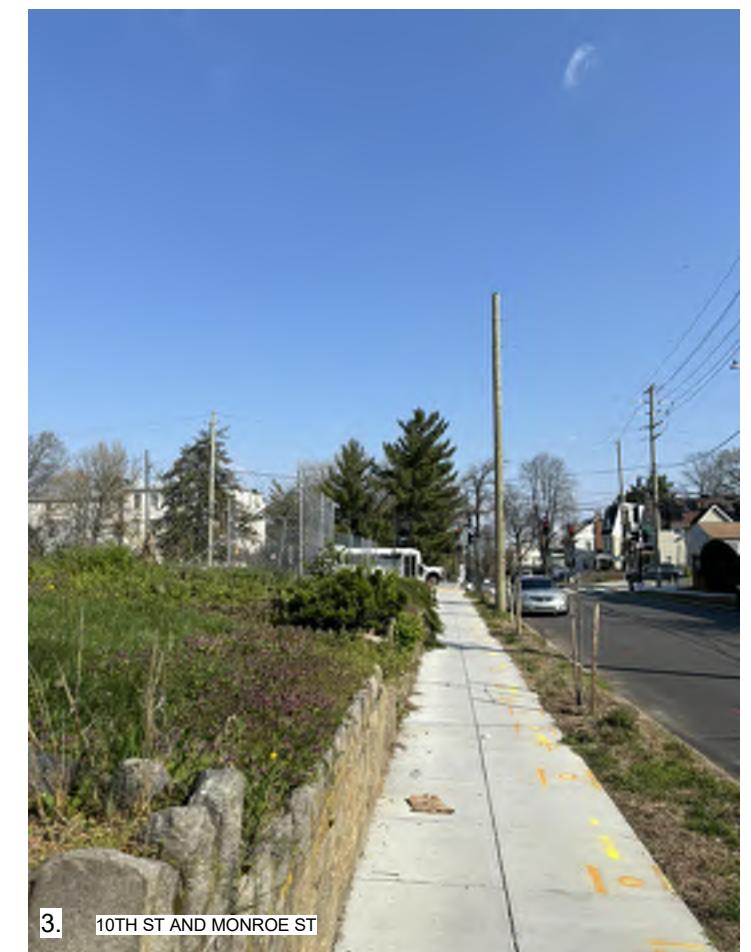
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1. CORNER OF MONROE ST. LOOKING DOWN 9TH ST



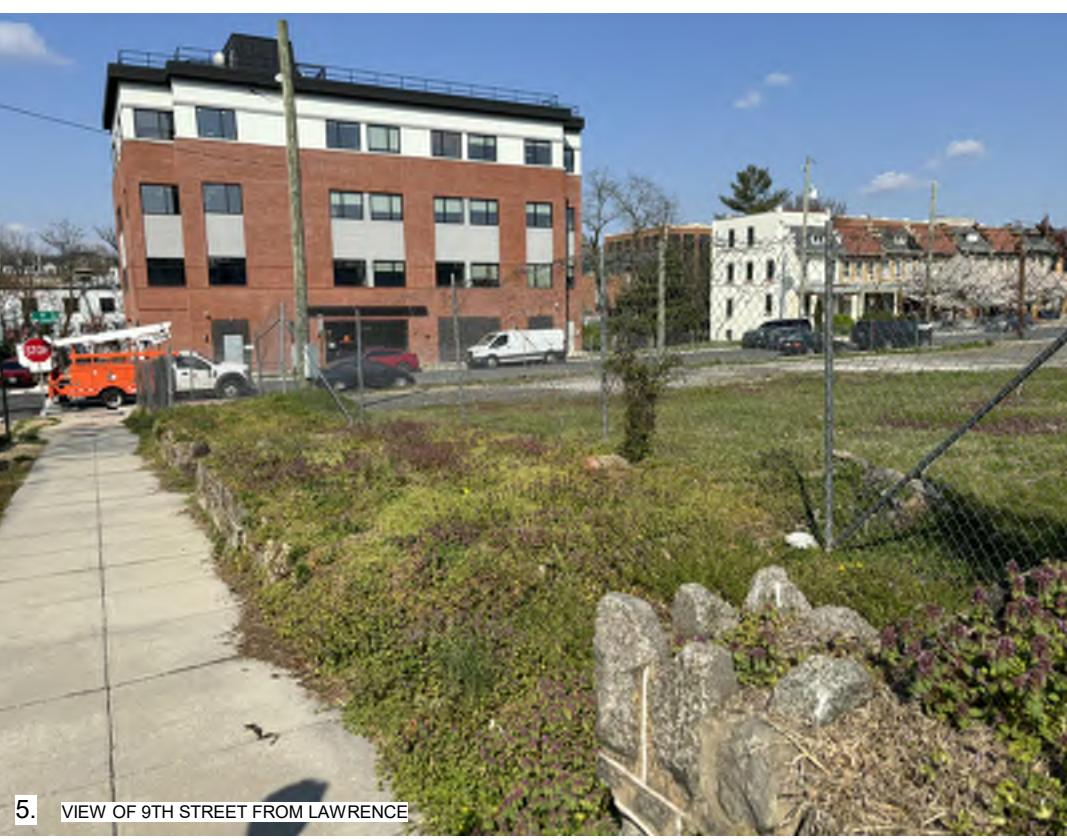
2. STANDING ON 10TH ST LOOKING ACROSS SITE TO 9TH ST



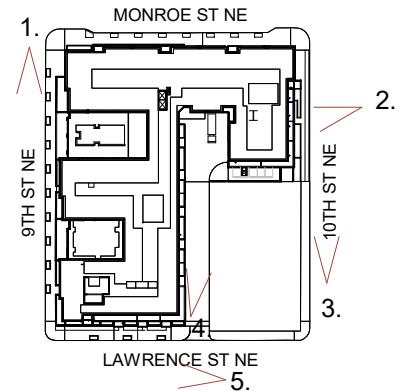
3. 10TH ST AND MONROE ST



4. VIEW FROM LAWRENCE DOWN ALLEY



5. VIEW OF 9TH STREET FROM LAWRENCE





1. 9TH STREET LOOKING TOWARDS ADJACENT RESIDENCES



2. CORNER OF 9TH ST AND MONROE ST



3. CORNER OF 9TH ST AND MONROE ST LOOKING TOWARDS BROOKLAND METRO



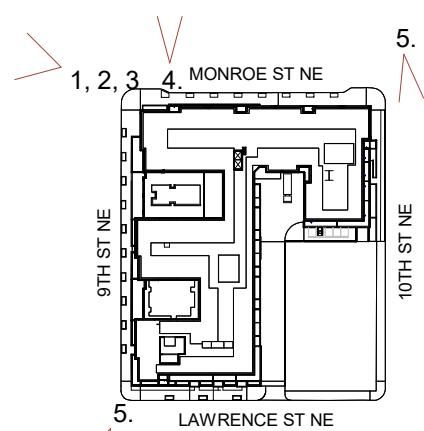
4. STANDING ON MONROE STREET LOOKING TOWARDS BROOKS MANSION



5. CORNER OF 9TH ST AND LAWRENCE STREET



6. CORNER OF MONROE ST AND 10TH STREET



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901 MONROE ST NE

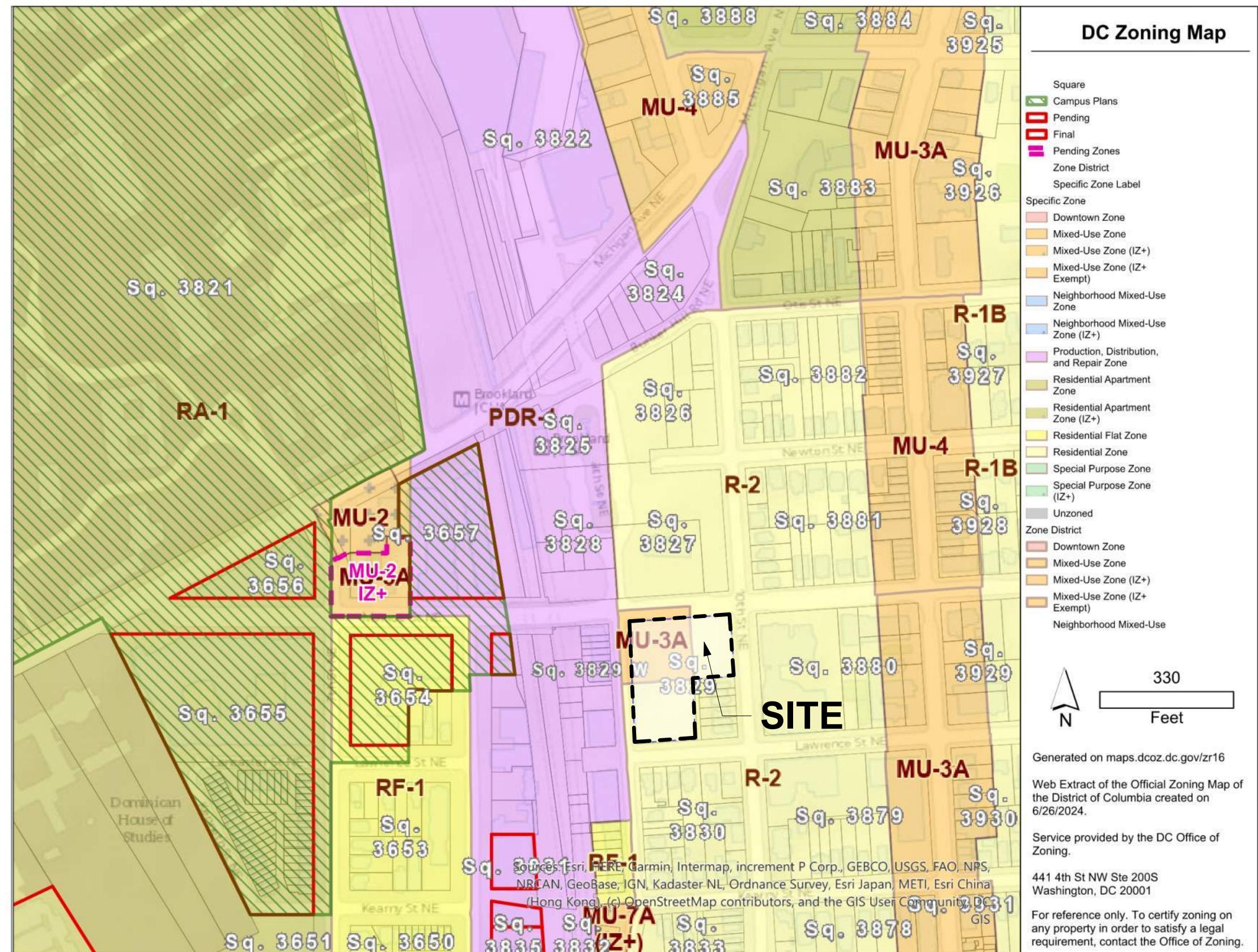
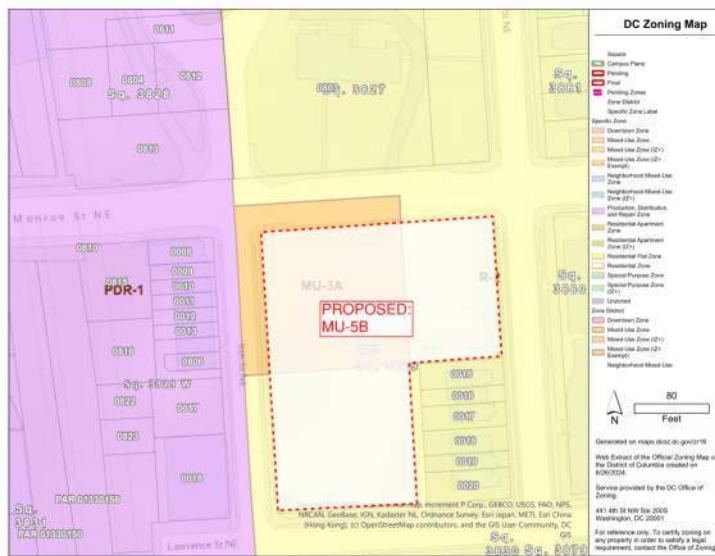
PUD 007

PROPOSED ZONE: MU-5B
MATTER-OF-RIGHT LIMITS:

MAX LOT OCCUPANCY: 80%
MAX F.A.R.: 3.5 (4.2 IZ)
MAX HEIGHT: 75'

PUD LIMITS:

MAX F.A.R.: 5.04
MAX HEIGHT: 90'



901 MONROE ST NE

PUD 008

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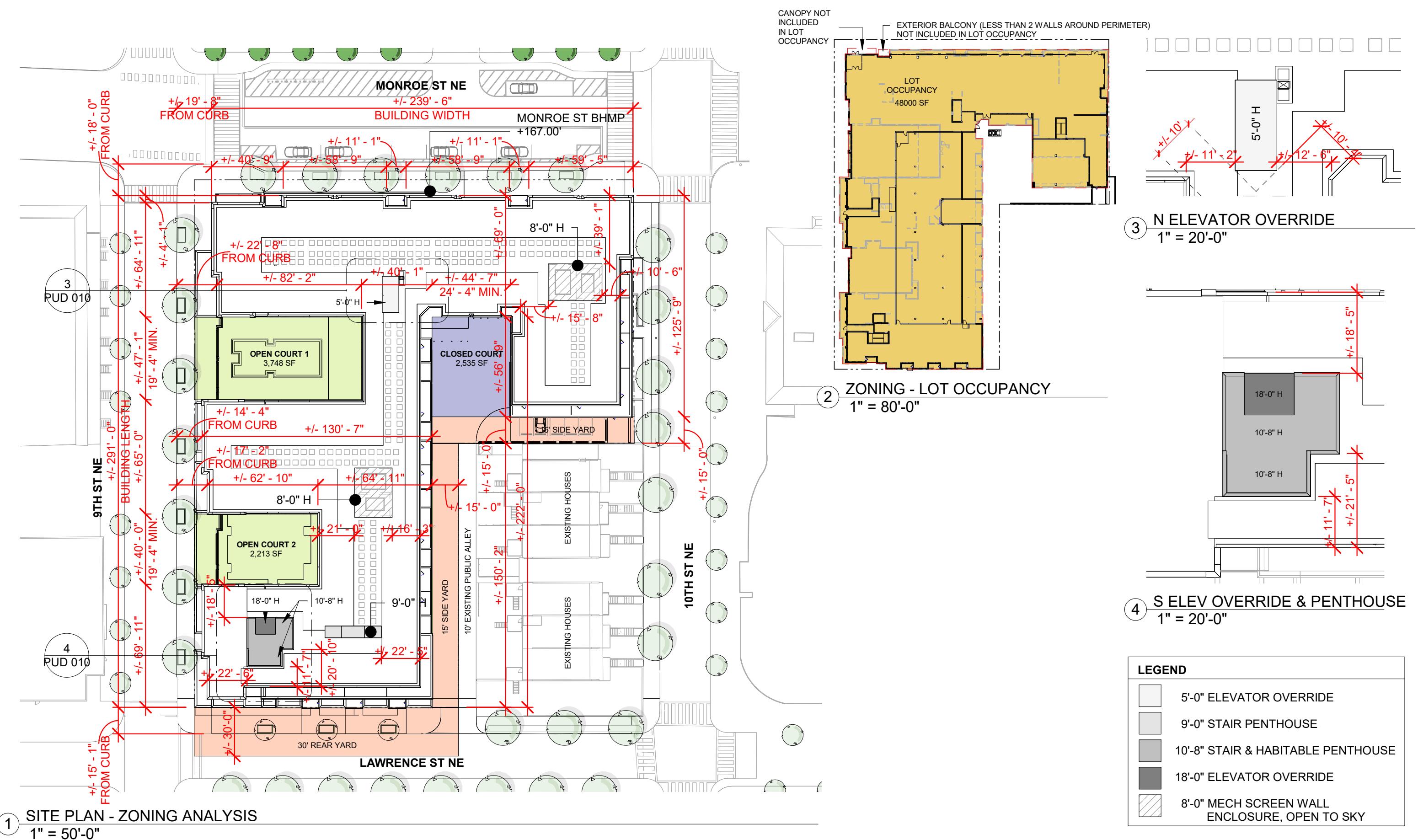


EXISTING AND PROPOSED ZONING

04.01.25

ZONING REGULATIONS	EXISTING ZONING (MU-3A)	EXISTING ZONING (R-2)	ALLOWABLE PROPOSED ZONING (MU-5B)	PROVIDED
FAR 11 DCMR, 201.1	1, or 1.2 (IZ)	1 principal dwelling and 1 accessory apt 0.9, public recreation or comm. center	3.5, or 4.2 (IZ)	4.2 251,241 SF (GFA) / 60,000 SF (site area) = 4.2 FAR provided
Max. Building Height 11 DCMR, 203.2	40' - 0"	40' - 0"	75' - 0" (not including penthouse or rooftop structure)	75' - 0" (not including penthouse or rooftop structure)
Max. Number of Stories 11 DCMR, 203.2	3 stories	3 stories	No limit	6 stories
Inclusionary Zoning 11 DCMR, 1003.1			The greater of 10% of the residential gross floor area, excluding penthouse habitable space or 75% of the bonus density utilized	
Penthouse Enclosing Walls 11 DCMR, 1503.1, 1503.4			<p>1503.1 - All penthouses and mechanical equipment shall be in one enclosure, except that the following may be contained within a separate enclosure:</p> <p>(b) A rooftop egress stairwell or elevator enclosure not containing any other form of habitable or mechanical space that harmonizes with the main penthouse in architectural character, material and color.</p> <p>1503.4 - Walls enclosing a penthouse or rooftop structure, including screening around uncovered mechanical equipment, shall comply with the following height requirements, as measured from the roof upon which the penthouse or rooftop structure sits and shall be provided as follows:</p> <p>(a) A penthouse habitable space shall be of a single, uniform height.</p> <p>(b) A penthouse mechanical space shall be of a single, uniform height, except walls enclosing an elevator override may be of a different single, uniform height.</p> <p>(c) Required screening around uncovered mechanical equipment shall be of a single uniform height.</p> <p>(d) Walls enclosing a stairwell penthouse need not be of a single, uniform height.</p>	
Penthouse Max. Height 11 DCMR, 205.1	12' - 0"	12' - 0", one story	20' - 0", one story	10' - 8" main penthouse, 9' - 0" egress stair penthouse
Mech Penthouse Max. Height 11 DCMR, 205.1	15' - 0"	12' - 0", one story	20' - 0", two stories	18' - 0"
Penthouse Setbacks 11 DCMR, 1504.1			<p>1504.1 - A penthouse or rooftop structure shall be set back from the edge of the roof upon which is located, as follows:</p> <p>(a) A distance equal to its height from the front building wall of the roof.</p> <p>(b) A distance equal to its height from the rear building wall of the roof.</p> <p>(c) A distance equal to its height from a side building wall of the roof if:</p> <p>(1) the side building wall is not located on a property line</p> <p>(2) the side building wall faces a public or private street or alley</p> <p>(d) A distance equal to its height from building walls that border all sides of an open court on the property.</p>	1:1 setbacks provided for all penthouses
Rear Yard 11 DCMR, 207.2, 207.6, 207.8	20' - 0" Min.	20' - 0" Min.	15' - 0" Min.	15' - 0"

Side Yard 11 DCMR, 208.2, 208.6	Not required, but if provided it shall be min. 2 inch wide for each one foot of height of building, but not less than 5' - 0"	One side yard of min. 8'-0" in width for all semi-detached building; Two side yards of min. 8'-0" in width for all detached buildings	Not required, but if provided it shall be at min. 2 inch wide for each one foot of height of building, but not less than 5' - 0"	A portion of a building, set back from the side lot line shall be considered a side yard Side yard provided: 2" x 71' - 4" building height = 12' - 0" required, 15' - 0" provided
Courts:	Not required, but if provided it shall have the minimum dimensions:	Not required, if provided it shall have the minimum dimensions:	Not required, if provided it shall have the minimum dimensions:	Not required but provided, as follows:
Open Court 11 DCMR, 209.1	Residential, 3 or more units: 4 in per 1 ft of height of court, not less than 10 ft	Single Household: N / A Other Structures: 2.5 in per 1 ft of height of court, not less than 6 ft	Residential, 3 or more units: 4 in per 1 ft of height of court, not less than 10 ft	Courtyard 1 = 58' - 4" x 4" = 19'-5" min. width rqd, ~47'-0" provided, Area provided = 3,748 SF Courtyard 2 = 58' - 4" x 4" = 19'-5" min. width rqd, 40'-0" provided, Area provided = 2,213 SF
Closed Court 11 DCMR, 209.1	Residential, 3 or more units: 4 in per 1 ft of height of court, not less than 15 ft; Min. area shall be twice the square of the required width of court, but not less than 350 sf	Single Household: N / A Other Structures: 2.5 in per 1 ft of height of court, not less than 12 ft	Residential, 3 or more units: 4 in per 1 ft of height of court, not less than 15 ft; Min. area shall be twice the square of the required width of court, but not less than 350 sf	Courtyard 3 = 72'-10" x 4" = 24'-4" min. width rqd, ~44'-7" provided, Area provided = 2,535 SF
Lot Occupancy 11 DCMR, 210.1	60%	40%	80%	48,000 SF / 60,000 SF = 80%
Green Area Ratio	0.30	N / A	0.30	0.30
Vehicle Parking 11 DCMR, C-701.5, C-702.1, C-712.3		Multiple dwelling: 1 per 2 units Single dwelling: 1 per principal unit	1 per 3 dwelling units; Subtitle C, 702.1 (a) - Parking requirement shall be reduced by 50% for any site located within one-half mile (0.5 mi) of a Metrorail station that is currently in operation: 1 per 6 dwelling units or 0.17 Subtitle C, 712.3 - When 4 or more spaces are required, at least 50% of the spaces shall meet or exceed the full-sized parking space dimensions	233 dwelling units / 6 spaces = 39 parking spaces required 55 parking spaces provided = 0.23 spaces / dwelling units Provided per Subtitle C, 712.3, as follows: 32 full-sized spaces (58%) 23 compact spaces (42%)
Bicycle Parking 11 DCMR, C-802.1		N / A	Long-Term = 1 space for each 3 dwelling units Short-Term = 1 space for each 20 dwelling units	Long-Term = 233 units / 3 = 78 spaces required, 80 provided Short-Term = 233 units / 20 = 12 spaces required, 12 provided
Residential Loading 11 DCMR, C-901.1		N / A	Min. Number of Loading Berths required = 1 Min. Dimensions = 12' wide x 30' long x 14' high clear Min. Number of Service/Delivery spaces required = 1 Min. Dimensions = 10' wide x 20' long x 10' high clear Min. Vertical clearance of Loading Platform = 10' - 0"	Loading Berth provided = 1 berth, 14' - 0" width x 30' - 0" length, open to sky; with 100 sf platform, 10' x 10' Service/Delivery provided = 1 space, 10' - 0" width x 20' - 0" length, open to sky Vertical clearance of Loading Platform provided = 10' - 0"
Residential Loading Access 11 DCMR, C-904.5			All loading berths or service/delivery space shall be located to be accessed from a public alley, where an open and improved alley of 15' width exists.	Loading berth and Delivery/Service spaces are accessed through a 20' wide alley: 10' - 0" w public alley + 10' - 0" w private alley = 20' - 0" w alley



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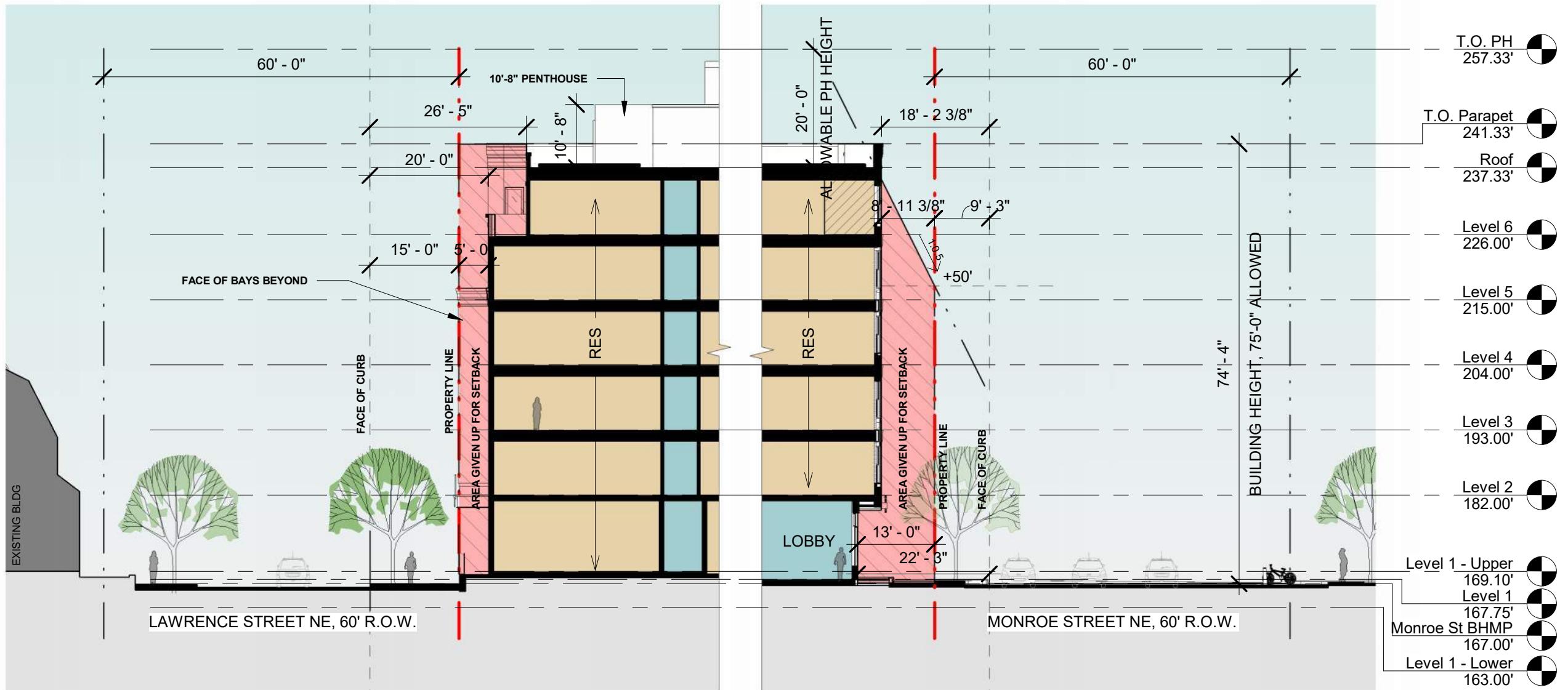
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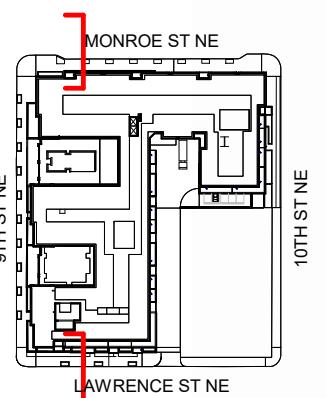


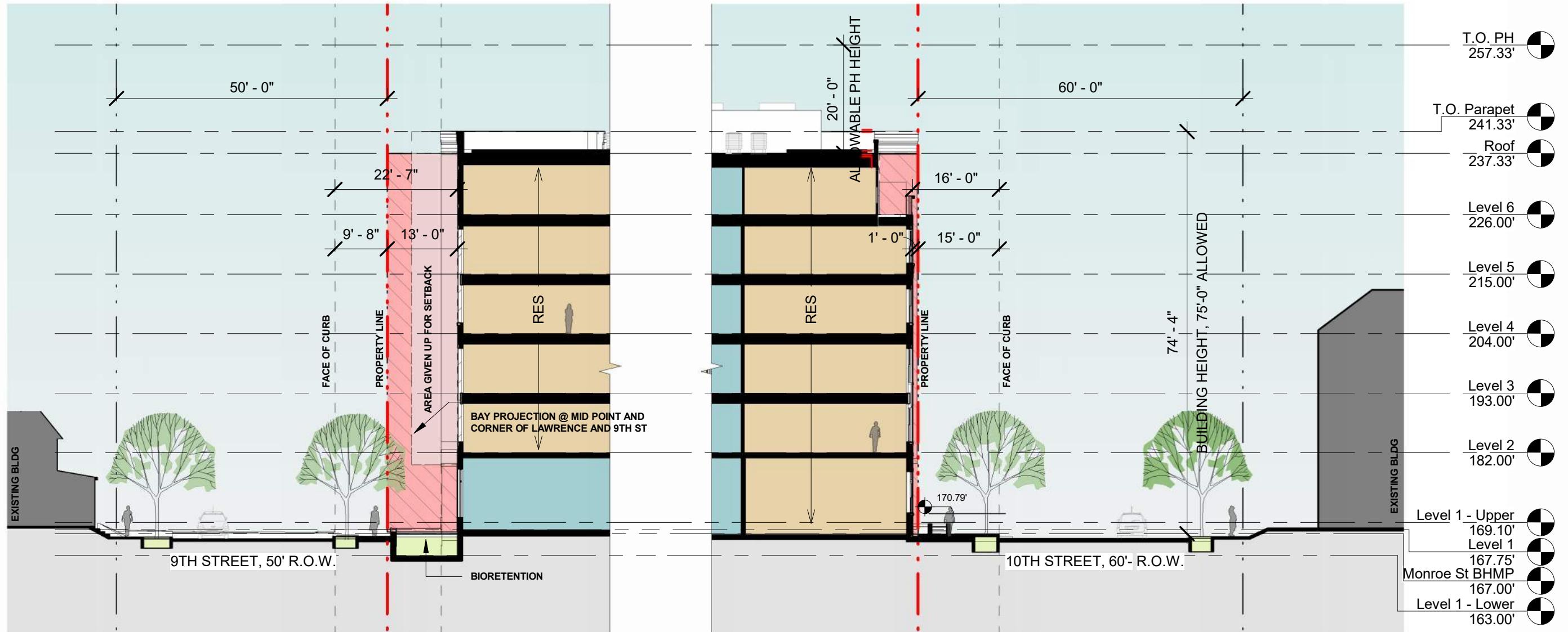
ZONING ANALYSIS DIAGRAM

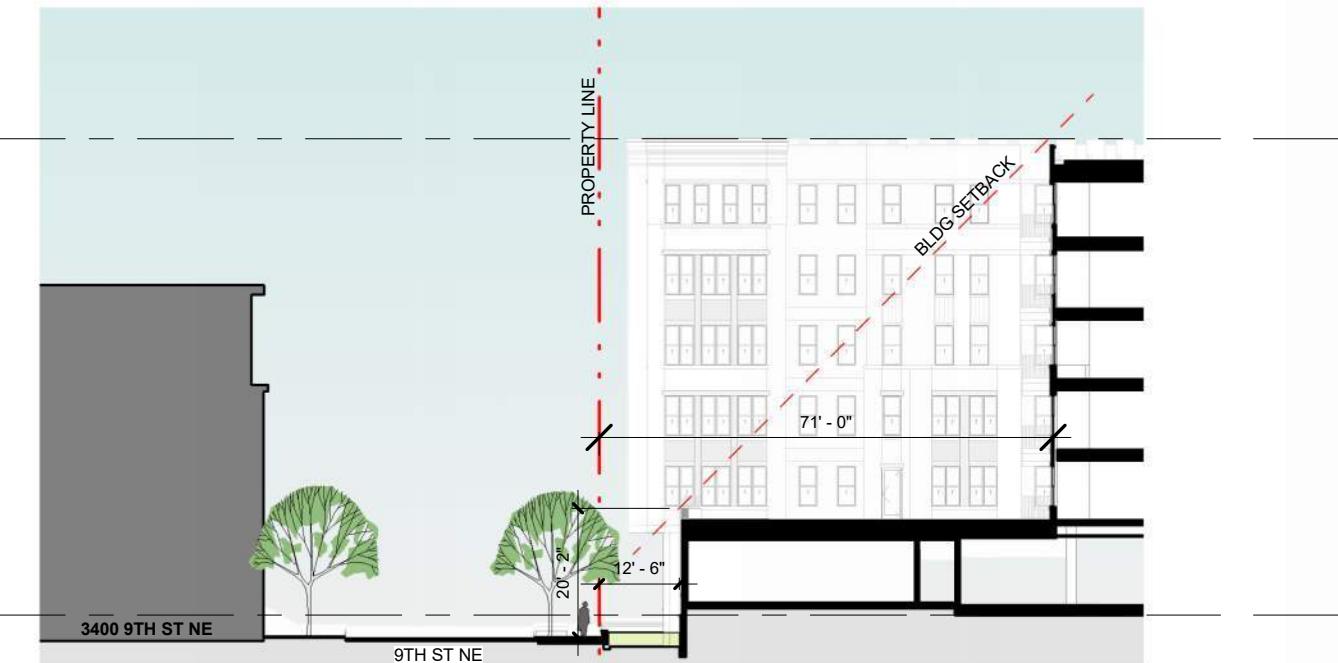
04.01.25



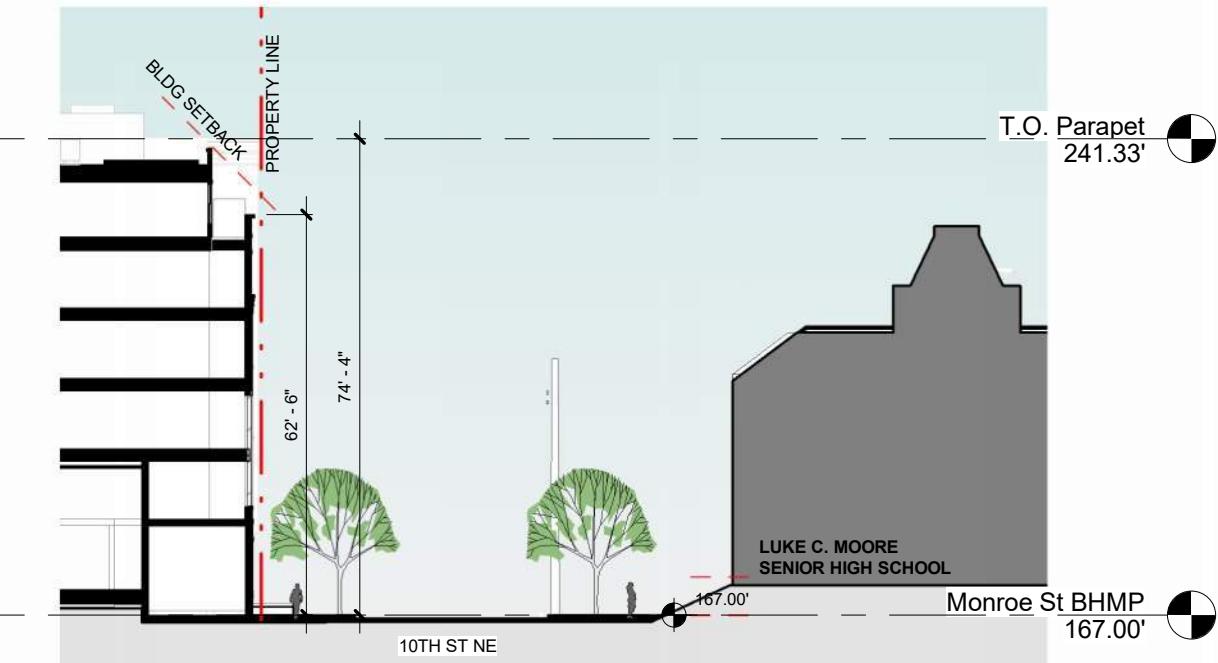
1 LONGITUDINAL SECTION A1
1" = 20'-0"







④ SECTION DIAGRAM - BUILDING SETBACKS @ 9TH ST COURTYARD
1" = 30'-0"



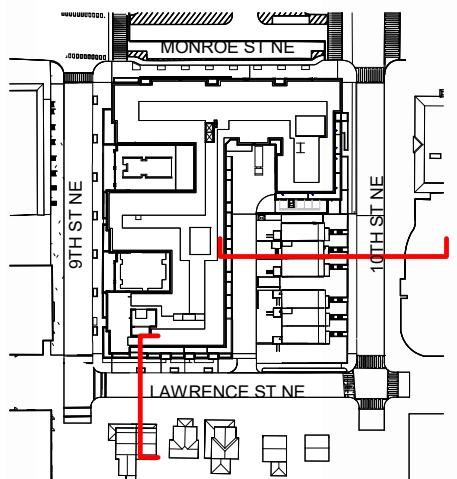
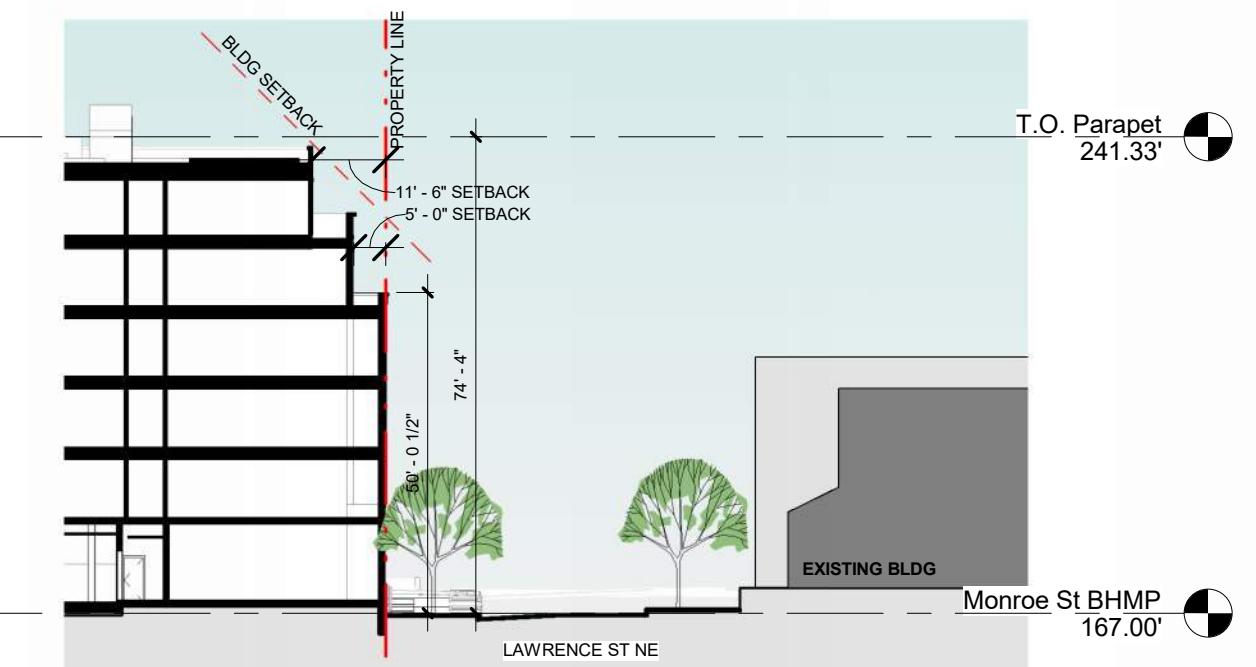
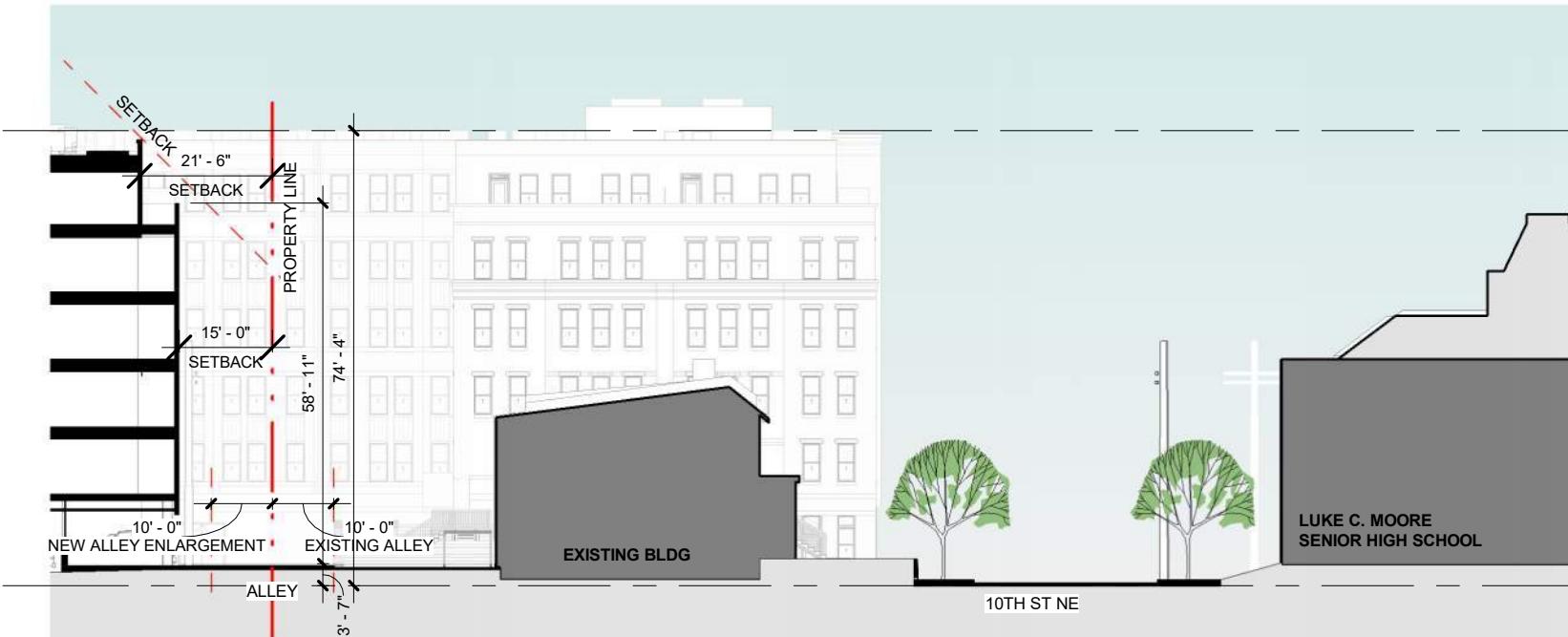
② SECTION DIAGRAM - BUILDING SETBACKS @ 10TH ST, NORTH END
1" = 30'-0"



CONTEXT PHOTO FROM LAWRENCE AND 9TH ST



CONTEXT PHOTO ON 10TH TOWARD MONROE ST



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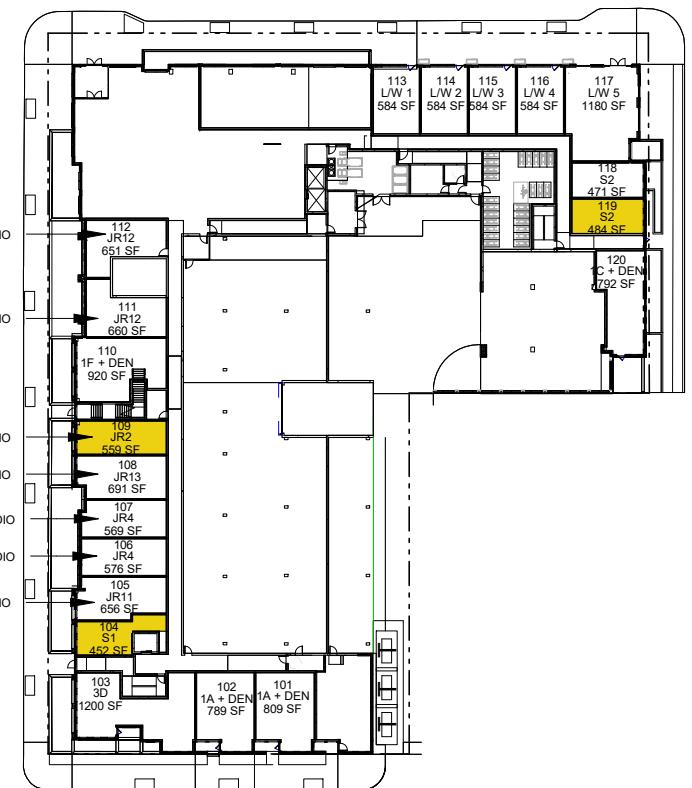
Horning

3/31/2025

MU-5B Building												
Floor	Height	FAR	Garage	Parking Spaces	Unit Types							
	ft.	s.f.	s.f.		Live / Work	Studio	JR 1BD	1BD	1BD + Den	2BD	3BD	
Parapet	4.00											
6	11.33	38,256			2	6	20	7	7	2	44	
5	11.00	41,286			0	7	19	7	9	2	44	
4	11.00	41,582			0	7	19	7	9	2	44	
3	11.00	41,582			0	6	19	7	9	2	43	
2	11.00	40,186			0	6	19	6	4	3	38	
1	14.58	48,349	15,904	55	5	3	7	0	4	0	1	
Totals	74.31	251,241	15,904	55	5	5	39	96	38	38	12	233

Notes:

1. Areas are preliminary, approximate and subject to change.



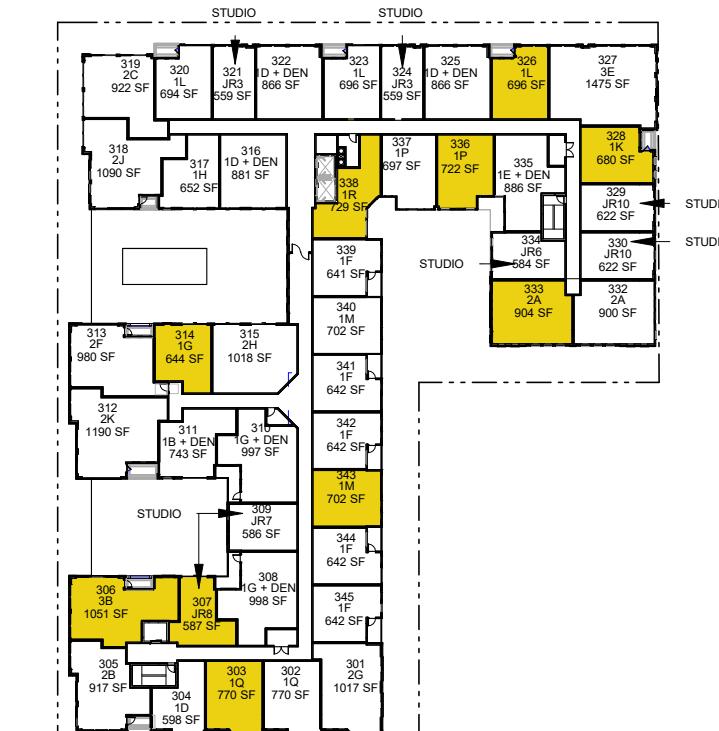
1 LEVEL 1 - IZ UNITS

1" = 80'-0"



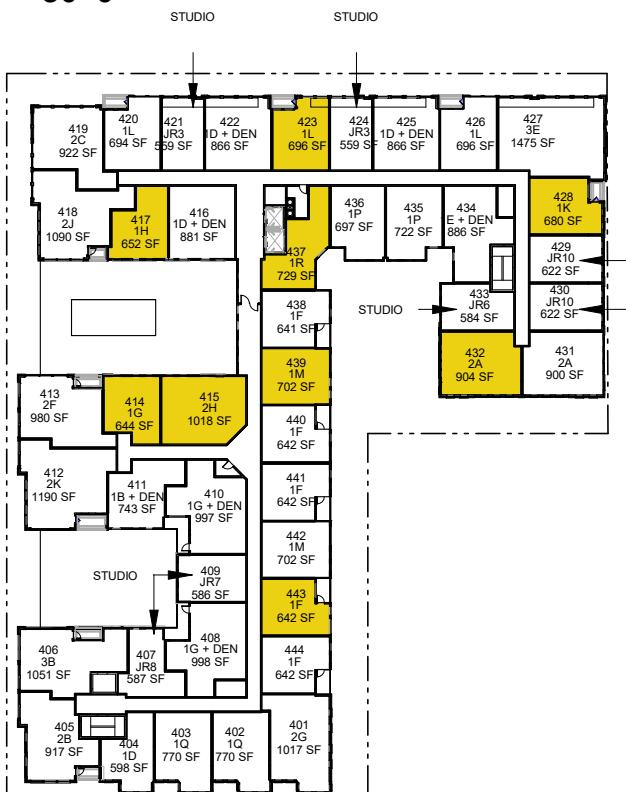
2 LEVEL 2 - IZ UNITS

1" = 80'-0"



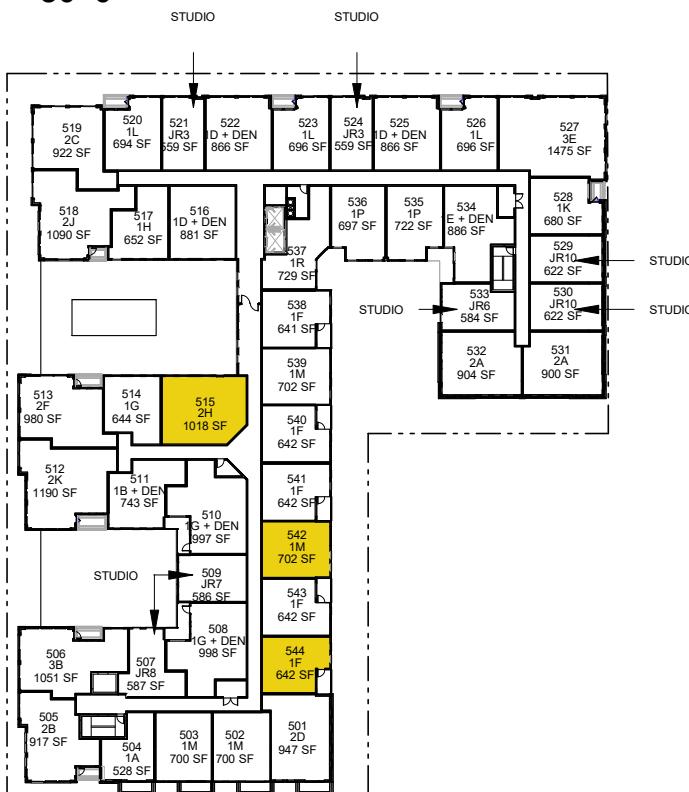
3 LEVEL 3 - IZ UNITS

1" = 80'-0"



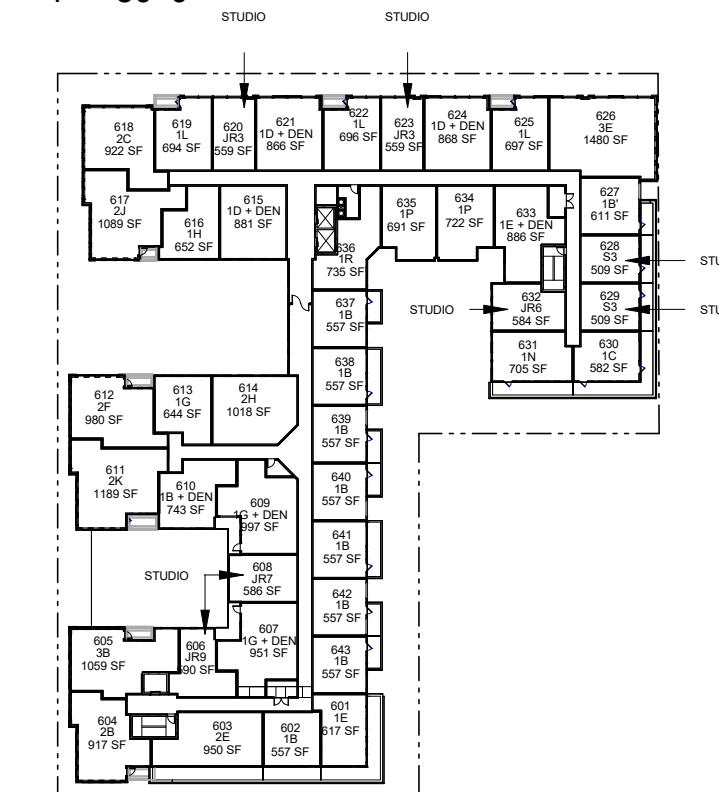
4 LEVEL 4 - IZ UNITS

1" = 80'-0"



5 LEVEL 5 - IZ UNITS

1" = 80'-0"



6 LEVEL 6 - IZ UNITS

1" = 80'-0"

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INCLUSIONARY ZONING UNITS (IZ)

* Conceptual layout; exact location and sizes are subject to change.
* Unit naming (STUDIO, 1BR, 2BR) on this sheet per IZ requirements.

Horning

3/31/2025

PRELIMINARY IZ UNIT TABULATION				
Floor	Unit No.	IZ Unit Type	Market Name	Quantity
6				
5	544	1BR	1F	1
	542	1BR	1M	1
	515	2BR	2H	1
	443	1BR	1F	1
	439	1BR	1M	1
	437	1BR	1R	1
	432	2BR	2A	1
	428	1BR	1K	1
	423	1BR	1L	1
	417	1BR	1H	1
	415	2BR	2H	1
	414	1BR	1G	1
	303	1BR	1Q	1
	306	3BR	3B	1
	307	STUDIO	JR8	1
	314	1BR	1G	1
	323	1BR	1L	1
	328	1BR	1K	1
	333	2BR	2A	1
	336	1BR	1P	1
	338	1BR	1R	1
	343	1BR	1M	1
	201	2BR	2G	1
	205	2BR	2B	1
	209	STUDIO	JR7	1
	214	2BR	2J	1
	217	STUDIO	JR3	1
	219	1BR	1L	1
	226	3BR	3C	1
	227	STUDIO	JR5	1
	228	1BR	1E+DEN	1
	230	1BR	1P	1
	231	1BR	1R	1
	104	STUDIO	S1	1
	111	STUDIO	JR12	1
	119	STUDIO	S2	1
				36
				26986

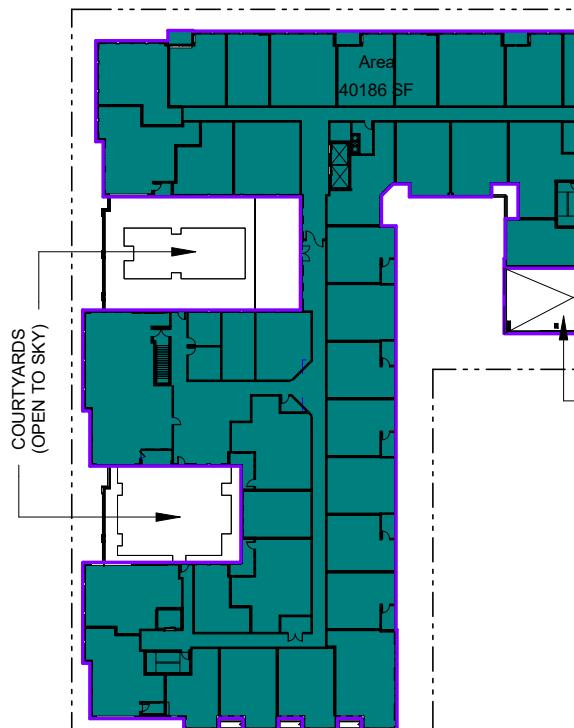
BUILDING UNIT DISTRIBUTION			
BLDG TOTALS	# OF UNITS	% OF TOTAL	TOTAL SOFT
STUDIO	48	21%	27812
1BR	134	57%	97863
2BR	39	51	53876
3BR	12	22%	
TOTAL	233	100%	179551

IZ UNIT DISTRIBUTION			
IZ TOTALS	# OF UNITS	% OF TOTAL	TOTAL SOFT
STUDIO	7	19%	3908
1BR	20	56%	14038
2BR	7	9	9040
3BR	2	25%	
TOTAL	36	100%	26986

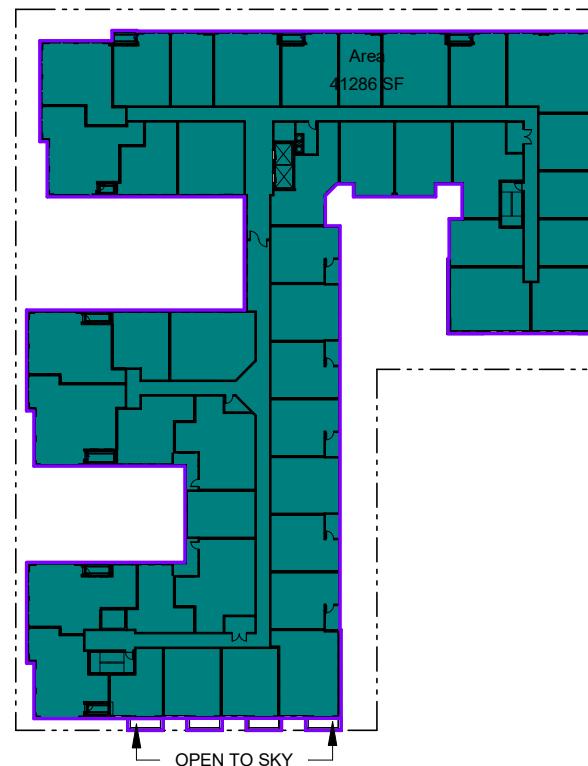
REQUIRED IZ = 179,551 NSF X 0.15 = 26,933 MARKET
REQUIRED IZ = 179,551 NSF X 0.93 X 0.15 = 25,047 NSF "PAINT TO PAINT"

PROVIDED IZ = 26,986 NSF MARKET
PROVIDED IZ = 26,986 NSF X 0.93 = 25,097 "PAINT TO PAINT"

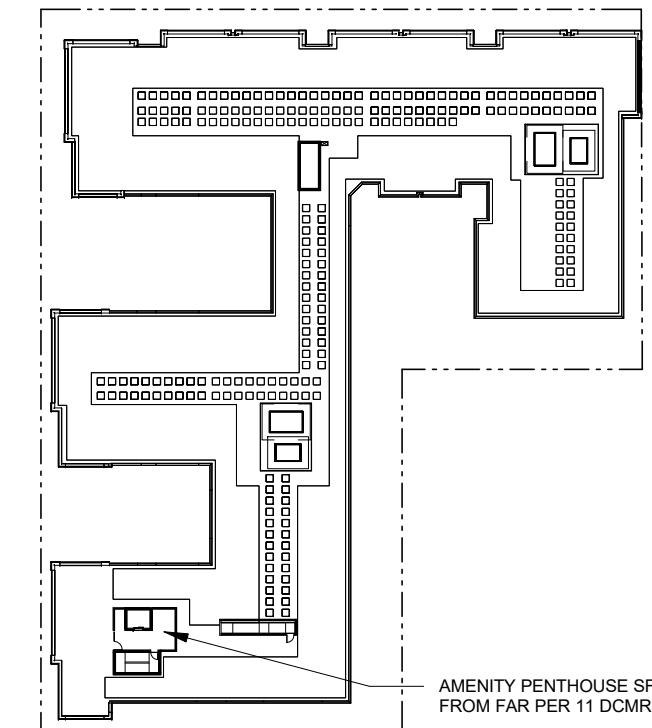
*0.93 FACTOR APPLIED TO MARKET NSF TO OBTAIN "PAINT TO PAINT" NSF



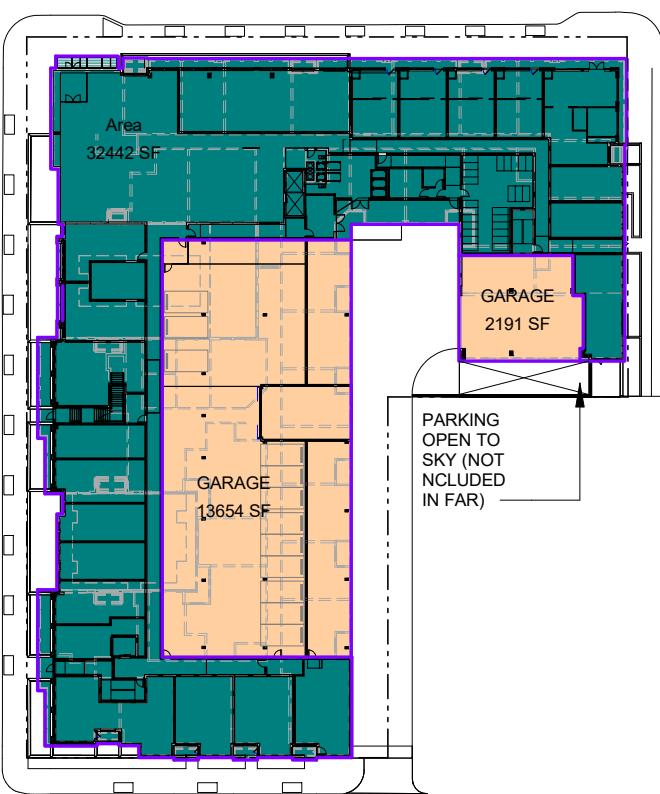
2 Level 2
1" = 80'-0"



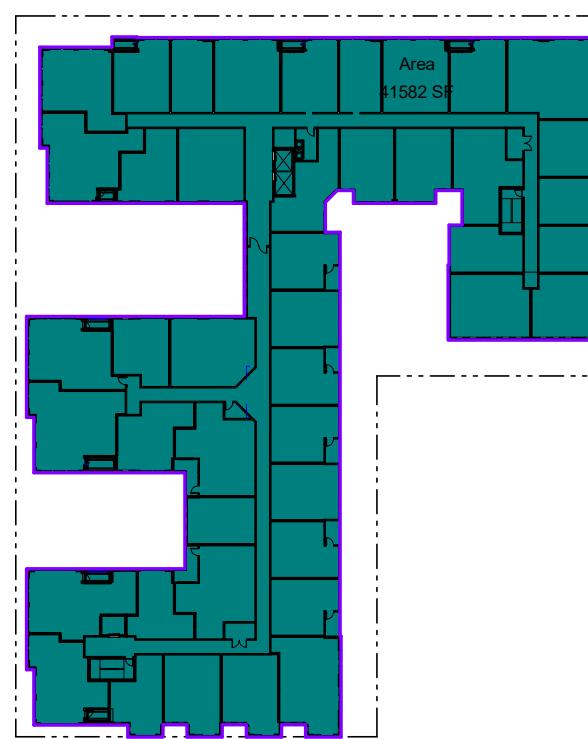
4 Level 5
1" = 80'-0"



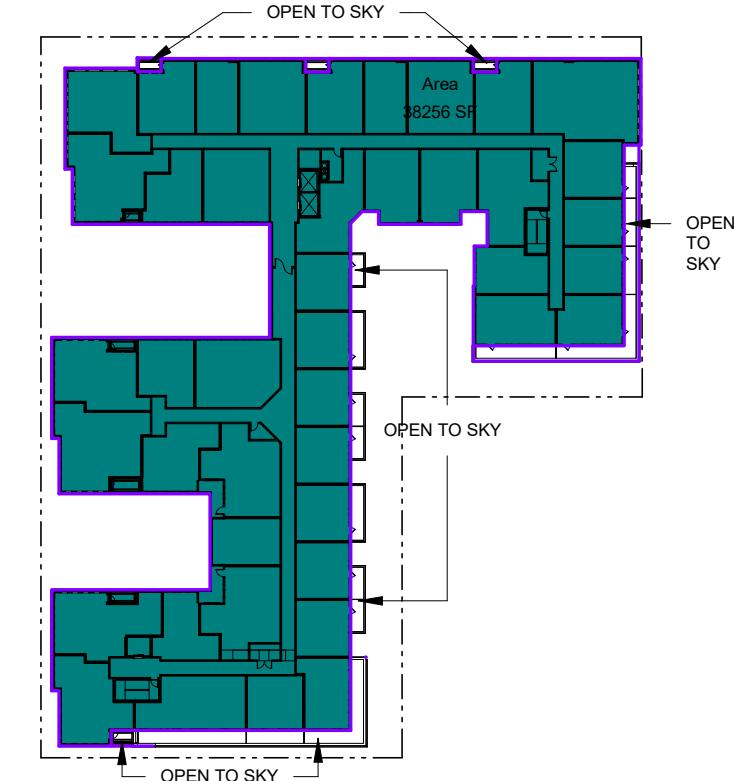
6 Roof
1" = 80'-0"



1 Level 1 - Upper
1" = 80'-0"



3 Level 3 - 4 (Typ. Flr)
1" = 80'-0"



5 Level 6
1" = 80'-0"



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