Southeast Federal Center Yards West

1275 New Jersey Avenue, SE

Parcel G

Design Review Application
For the Zoning Commission Review under the SEFC-1A Zone

December 3, 2018

Prepared for:
The Zoning Commission of the District of Columbia
Prepared on Behalf of GSA
Prepared by:
Gensler

ForestCity

ZONING COMMISSION
District of Columbia
CASE NO.18-22
EXHIBIT NO.2K1

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General Information

PROJECT NAME
Parcel G, Marketing Name TBD

LOCATION
Southeast Federal Center (SEFC) Redevelopment Zone bounded by: North of N Street SE (Public Street), West of New Jersey Avenue SE (Public Street), South of Quander Street SE (New Private Street) and East of proposed 1 1/2 Street SE (New Private Street)

SUMMARY
Parcel G will be developed as an eleven-story commercial office building with street-level retail along the southern and western sides of the parcel. It will have two levels of below-grade parking which will serve the building and the public. The ground level will consist of retail, office tenant amenities, lobbies, and entrances to a loading dock and a parking garage.

DEVELOPER
Forest City Washington

ARCHITECT
Gensler

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PROPOSED USE
Mixed-use (Commercial Office and Retail)

SITE AREA
39,029 sf

SITE COVERAGE
99.6%

ALLOWABLE AREA

6.0 FAR	234,174 gsf
1.0 FAR (under Zoning Commission design review)	39,029 gsf
Density from Balance of the Record Lot	26,051 gsf
Target GSF	299,254 gsf
0.4 FAR (Penthouse)	15,612 gsf

ALLOWABLE BUILDING HEIGHT
110', up to 130'

TOTAL PROJECT AREA

Office Floors 2 through 11	261,816 gsf
Office (Ground Floor)	23,028 gsf
Retail/Office Flex	14,440 gsf
Subtotal (Areas towards FAR)	299,254 sf
Penthouse (Habitable + Overhang)	5,578 gsf
Below-grade	77,732 gsf
Subtotal	83,310 gsf
Total	**382,294 gsf**

PROPOSED USE ALLOCATION

Office (Including Floor 01 Lobby/Core/Loading)	75.9%, 290,422 gsf
Retail & Retail/Office Flex	3.8%, 14,410 gsf
Parking and Below-grade Mechanical	20.3%, 77,732 gsf

Zoning Tabulations

	SEFC-1A ZONE	PROJECT: PROPOSED	
	REQUIRED/PERMITTED	RECORD LOT (PARCELS A, F & G)	PARCEL G ONLY
LOT CONTROL	Multiple Buildings	Per C 302.4, Parcels A, F & G will remain subdivided as a single lot with multiple buildings	
HEIGHT	130' with ZC Design Review	n/a	130'
PENTHOUSE HEIGHT/SETBACKS	20' 1:1 Setback	n/a	20' 1:1 Setback
FLOOR AREA RATIO (FAR)	7.0 FAR with ZC Design Review	1.15 FAR	7.67 FAR
PENTHOUSE FAR	0.4 FAR		5,578 SF
LOT OCCUPANCY (NONRESIDENTIAL)	100%		99.6%
GREEN AREA RATIO	0.2	<0.2	0.39
REAR YARD	2.5 inches per foot of height (27'-1")		80 feet (measured from center line of New Jersey Avenue
SIDE YARD	None required	None provided	
OPEN COURT WIDTH	2.5 in/ft, 6 ft. min. (OC-1 21'-3", OC-2 16'-8", OC-3 21'-3", OC-4 21'-3, OC-5 6'-0")	n/a	OC-1 69'-8", OC-2 31'-8", OC-3 38'-4", OC-4: 27'-4", OC-5 9'-0"
CLOSED COURT WIDTH	2.5 in/ft, 12 ft. min.	n/a	None provided
CLOSED COURT AREA	2x the square of the required widht of court, 250 sq. ft. min.	n/a	None provided

PROPOSED USES

OFFICE	291,422 SF
PREFERRED USES, RETAIL, EATING/DRINKING ESTABLISHMENT, SERVICE USES, AND/OR FLEX OFFICE SPACE	14,410 SF

Zoning Tabulations

PARKING SPACES

* SEFC ZONES DO NOT HAVE PARKING REQUIREMENTS. THE FOLLOWING TABULATIONS ARE PROVIDED FOR REFERENCE.
* PER 709.1, FOR THE PURPOSE OF CALCULATING OFF-STREET PARKING REQUIREMENTS, GROSS FLOOR AREA EXCLUDES LOADING FACILITIES, BICYCLE STORAGE, AND PENTHOUSE OVERHANG AREAS.

DC ZONING TABLE C § 701.5: PARKING REQUIREMENTS

USE CATEGORY	MINUMUM NUMBER OF VEHICLE PARKING SPACES	CALCULATION	REQUIRED
OFFICE	0.5 PER 1,000 SF. IN EXCESS OF 3,000 sq. ft.	((284,641-3,000) / 1,000) X 0.5	**141**
RETAIL	1.33 PER 1,000 SF. IN EXCESS OF 3,000 sq. ft.	((14,140-3,000) / 1,000) X 1.33	**015**

DC ZONING TABLE C § 712.5: MINIMUM DIMENSIONS FOR FULL-SIZED PARKING SPACES AND AISLES

PARKING ANGLE	STALL WIDTH	DEPH OF STALL PERPENDICULAR TO AISLE	ONE-WAY DRIVE AISLE WIDTH	TWO-WAY DRIVE AISLE WIDTH	PROVIDED	LEVEL	PROVIDED NUMBER
45	9 FT.	17.5 FT.	17 FT.	N/A	NO		
60	9 FT.	19 FT.	17 FT.	N/A	NO		
90 (S)	9 FT.	18 FT.	20 FT.	20 FT.	YES	P2 P1	24 20
90 (C)	8 FT.	16 FT.	20 FT.	20 FT.	YES	P2 P1	61 48
90 (TS)	9 FT.	18 FT.	20 FT.	20 FT.	YES	P2 P1	3 3
90 (TC)	9 FT.	16 FT.	20 FT.	20 FT.	YES	P2 P1	2 0
PARALLEL	8 FT.	16 FT.	20 FT.	20 FT.	NO		
A.D.A. CAR	9 FT.(5' AISLE)	19 FT.	20 FT.	20 FT.	YES	P1	4
A.D.A. VAN	9 FT.(8' AISLE)	19 FT.	20 FT.	20 FT.	YES	P1	2
TOTAL							**167**

(S) STANDARD PARKING SPACE
(C) COMPACT PARKING SPACE
(TS) STANDARD TANDEM PARKING SPACE
(TC) COMPACT TANDEM PARKING SPACE

MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES 2010 STANDARDS (TABLE 208.2)

	TOTAL NUMBER OF PARKING SPACES PROVIDED IN PARKING FACILITY (PER FACILITY)	MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES (CAR AND VAN)	MINIMUM NUMBER OF VAN-ACCESSIBLE PARKING SPACES (1 OF SIX ACCESSIBLE SPACES)
REQUIRED	151 TO 200	6	1
PROVIDED	160	6	2

LOADING SPACES

DC ZONING TABLE C § 901.1: LOADING BERTHS AND SERVICE/DELIVERY SPACES

SIZE (WIDTH X LENGTH X HEIGHT)	LOCATION	REQUIRED	PROVIDED
LOADING BERTH 12'X30'X14' CLEAR	LEVEL 01	3	3
SERVICE/DELIVERY SPACE 10'X20'X10' CLEAR	LEVEL 01	1	1

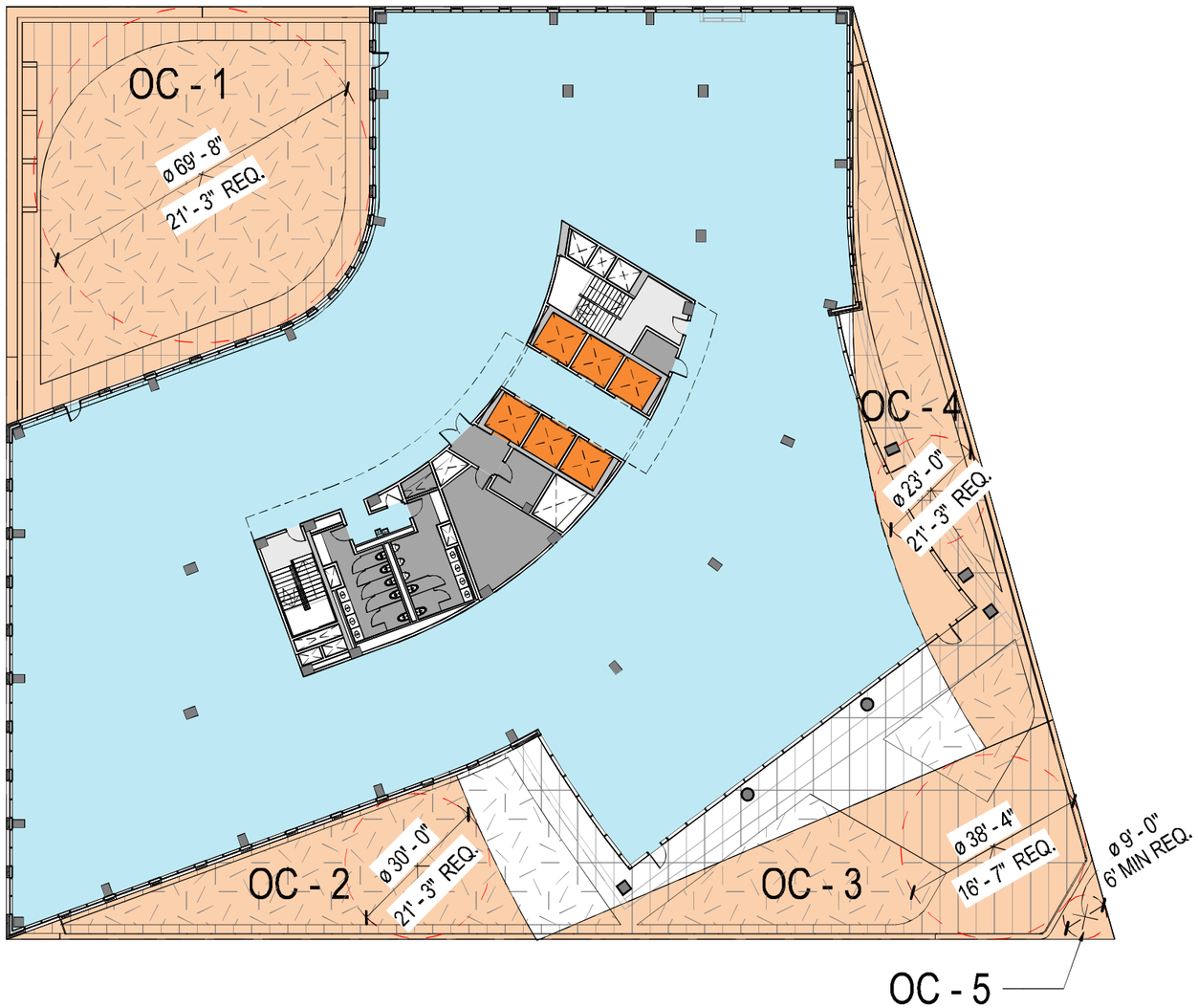
BICYCLE SPACES

DC ZONING TABLE C § 802.1 : MINIMUM NUMBER OF BICYCLE PARKING SPACES

LOCATION	LONG TERM REQUIRED	LONG TERM PROVIDED	SHORT TERM REQUIRED	SHORT TERM PROVIDED
LEVEL 01	OFFICE: 50+(290,422-(2,500X50)) /5,000=83 RETAIL: 14,140 /10,000=1	96	OFFICE: 290,422 /40,000=7 RETAIL: 14,140 /3,500=4	12

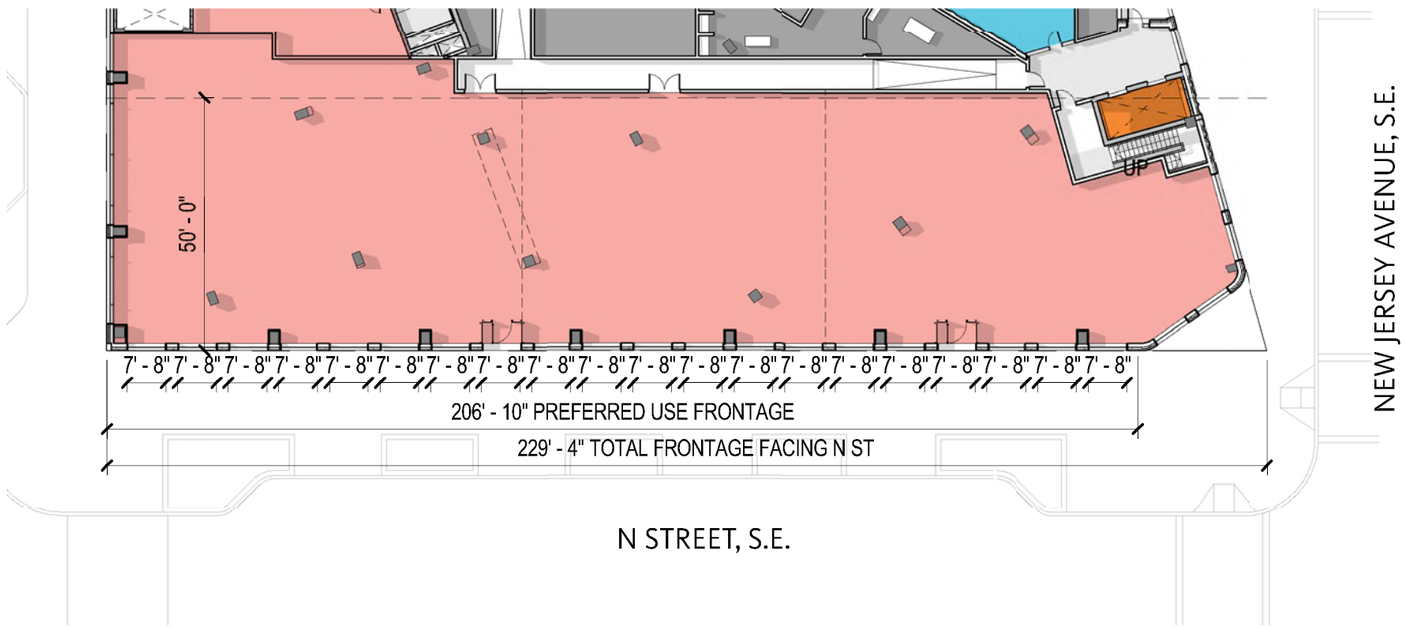
Record Lot and Limits of Parcel G

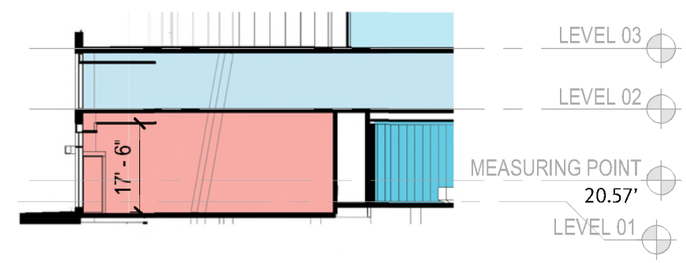
Courts Diagram

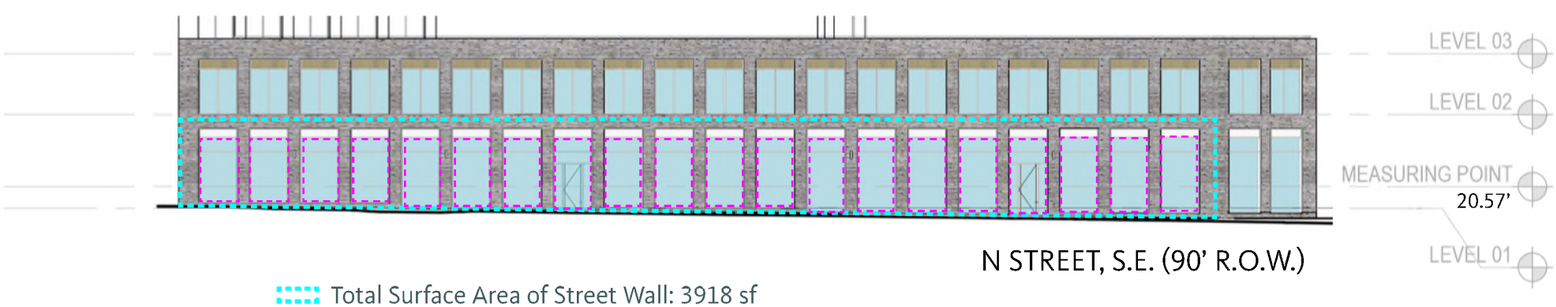


	COURT HEIGHT	REQUIRED WIDTH	COURT WIDTH
OC-1	102' 2"	21' 3"	69' 8"
OC-2	79' 7"	16' 8"	31' 8"
OC-3	102' 2"	21' 3"	38' 4"
OC-4	102' 2"	21' 3"	27' 4"
OC-5	17'4"	6' MIN	9' 0"

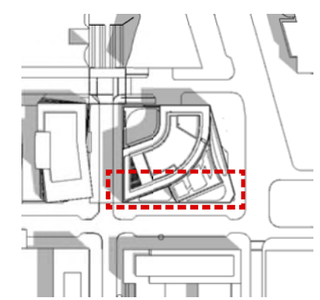
Preferred Use Diagram







Total Surface Area of Street Wall: 3918 sf
Total Surface Area Devoted to Doors or Display Windows: 2133 sf (54%)



LEED SCORECARD

Parcel G - Core & Shell LEEDv4 Gold

LEED BD+C - CS - LEED v4
Last Updated - 2018.10.31
Comprehensive Scorecard

Rating	USGBC	Gensler Threshold
Certified	40 - 49	47+
Silver	50 - 59	57+
Gold	***60 - 79***	***67+***
Platinum	80 +	87+

	Y	MY	MN	N
	54	18	13	47

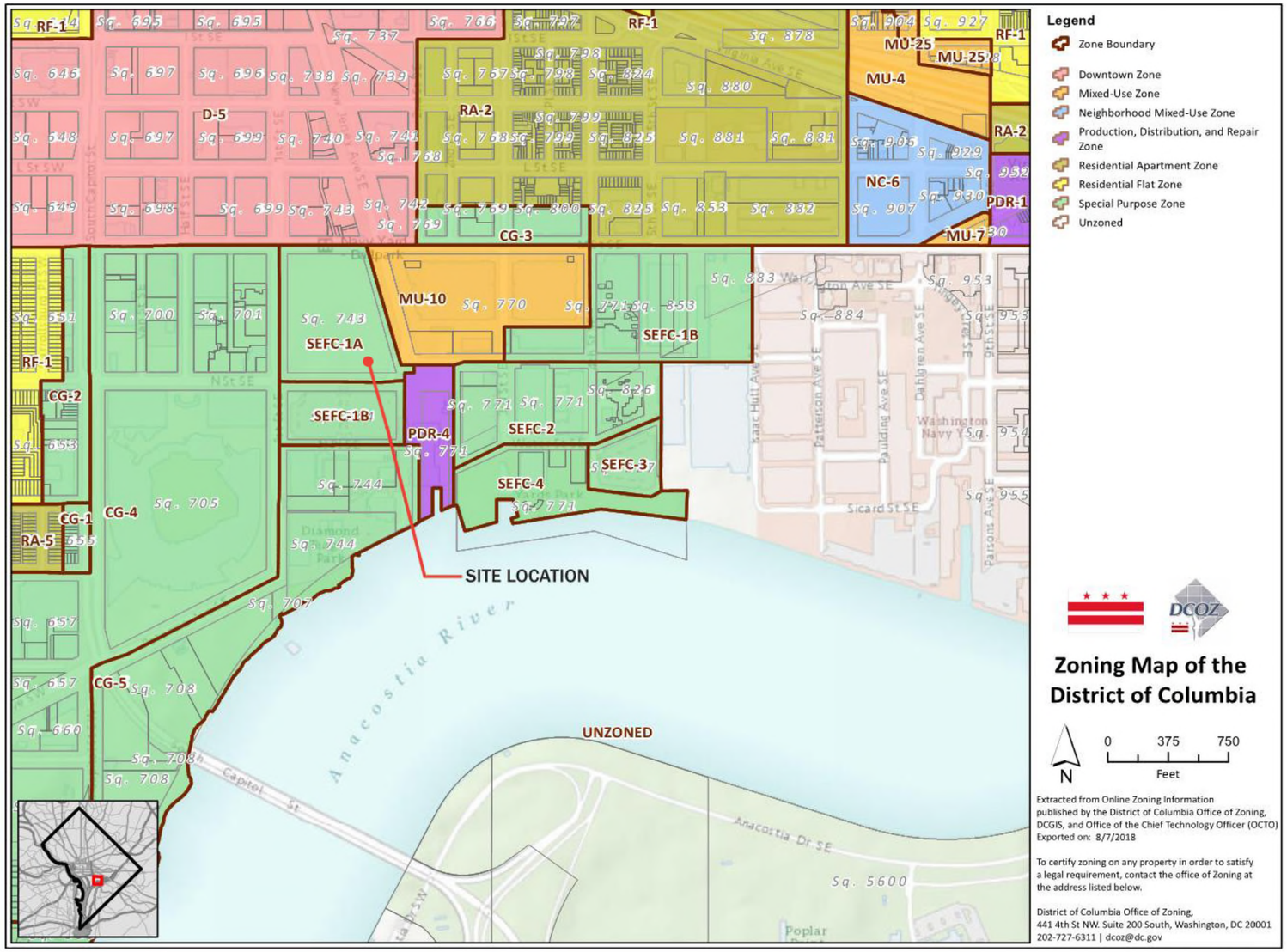
Prereq / Credit / Option	Credit Category	Credit Name	Responsible Parties	Submission	Pursuing Credit (Y/N)	Y	MY	MN	N
IP	**Integrative Process**					1			
C	IP	Integrative Process	Contributes: All Disciplines Documents: Sustainability Consultant	D		1			
LT	**Location and Transportation**					16	2		22
C	LT	LEED for Neighborhood Development Location	Contributes: Owner, Developer, Architect Documents: Sustainability Consultant	D	N				20
C	LT	Sensitive Land Protection	Contributes: Civil, Sustainability Consultant, Architect Documents: Sustainability Consultant	D	Y	1			1
O	LT	*Option 1 - Previously Developed*	see above			*1*			
C	LT	High Priority Site	Contributes: Owner, GC, Architect Documents: GC	D	Y	2			1
O	LT	*Option 3 - Brownfield Remediation*	see above						
C	LT	Surrounding Density and Diverse Uses	Documents: Sustainability Consultant	D	Y	6			
O	LT	*Option 1 - High Density*	see above			*4*			
O	LT	*Option 2 - 8+ Diverse Uses*	see above			*2*			
C	LT	Access to Quality Transit	Documents: Sustainability Consultant	D	Y	6			
O	LT	*Option 1 - Multi Transit High*	see above			*6*			
C	LT	Bicycle Facilities	Contributes: Owner, Developer, Architect Documents: Sustainability Consultant	D	Y		1		
C	LT	Reduced Parking Footprint	Contributes: Owner, Developer, Architect Documents: Sustainability Consultant	D	Y	1			
O	LT	*Case 2 - Dense/Transit Served, 40% Reduction*				*1*			
C	LT	Green Vehicles	Contributes: Owner, Developer, Architect Documents: Sustainability Consultant	D	Y		1		
O	LT	*Option 1 - EV Charging*	see above				*1*		

Prereq / Credit / Option	Credit Category	Credit Name	Responsible Parties	Submission	Pursuing Credit (Y/N)	Y	MY	MN	N
SS	**Sustainable Sites**					3	4	1	3
P	SS	Construction Activity Pollution Prevention	Contributes: Civil, GC Documents: GC	C	Y	R			
C	SS	Site Assessment	Contributes: Owner, Civil, Landscape Documents: Civil, Landscape	D	Y	1			
C	SS	Site Development - Protect or Restore Habitat	Contributes: Owner, Sustainability Consultant Documents: Owner *for option 2 only	D	Y		1		1
O	SS	*Option 2 - Financial Support*	see above				*1*		
C	SS	Open Space	Documents: Landscape	D	Y		1		
C	SS	Rainwater Management	Documents: Civil	D	N		2		1
C	SS	Heat Island Reduction	Contributes: Architect, Landscape, Civil Documents: Architect, Landscape	D	Y	1			1
O	SS	*Option 1 - Nonroof and Roof*	see above						
O	SS	*Option 2 - Parking Under Cover*	see above			*1*			
C	SS	Light Pollution Reduction	Contributes: Lighting Designer, MEP Documents: MEP	D	N			1	
C	SS	Tenant Design and Construction Guidelines	Contributes: All Disciplines Documents: Owner, Sustainability Consultant	D	Y	1			
WE	**Water Efficiency**					5	2	1	3
P	WE	Outdoor Water Use Reduction	Contributes: Landscape, Sustainability Consultant Documents: Landscape	D	R	R			
O	WE	*Option 2 - Reduced Irrigation*	see above			*R*			
P	WE	Indoor Water Use Reduction 20%	Contributes: Architect, MEP, Sustainability Consultant Documents: MEP	D	R	R			
P	WE	Building-Level Water Metering	Documents: MEP	D	R	R			
C	WE	Outdoor Water Use Reduction	Contributes: Landscape, Sustainability Consultant Documents: Landscape	D	Y	1			1
O	WE	*Option 2 - Reduced Irrigation 50%*				*1*			
O	WE	*Option 2 - Reduced Irrigation 100%*							
C	WE	Indoor Water Use Reduction 25-50%	Contributes: Architect, MEP, Sustainability Consultant Documents: MEP	D	Y	3	1		2
O	WE	*25%*							
O	WE	*30%*							
O	WE	*35%*	see above			*3*			
O	WE	*40%*	see above				*1*		
O	WE	*45%*							
O	WE	*50%*							
C	WE	Cooling Tower Water Use	Contributes: Water Testing Consultant, MEP Documents: MEP	D	Y		1	1	
O	WE	*Option 1 - Up to 10 Cycles*	see above				*1*		
O	WE	*Option 2 - 10+ Cycles*	see above					*1*	
C	WE	Water Metering	Contributes: Owner, MEP, Sustainability Consultant Documents: MEP	D	N	1			

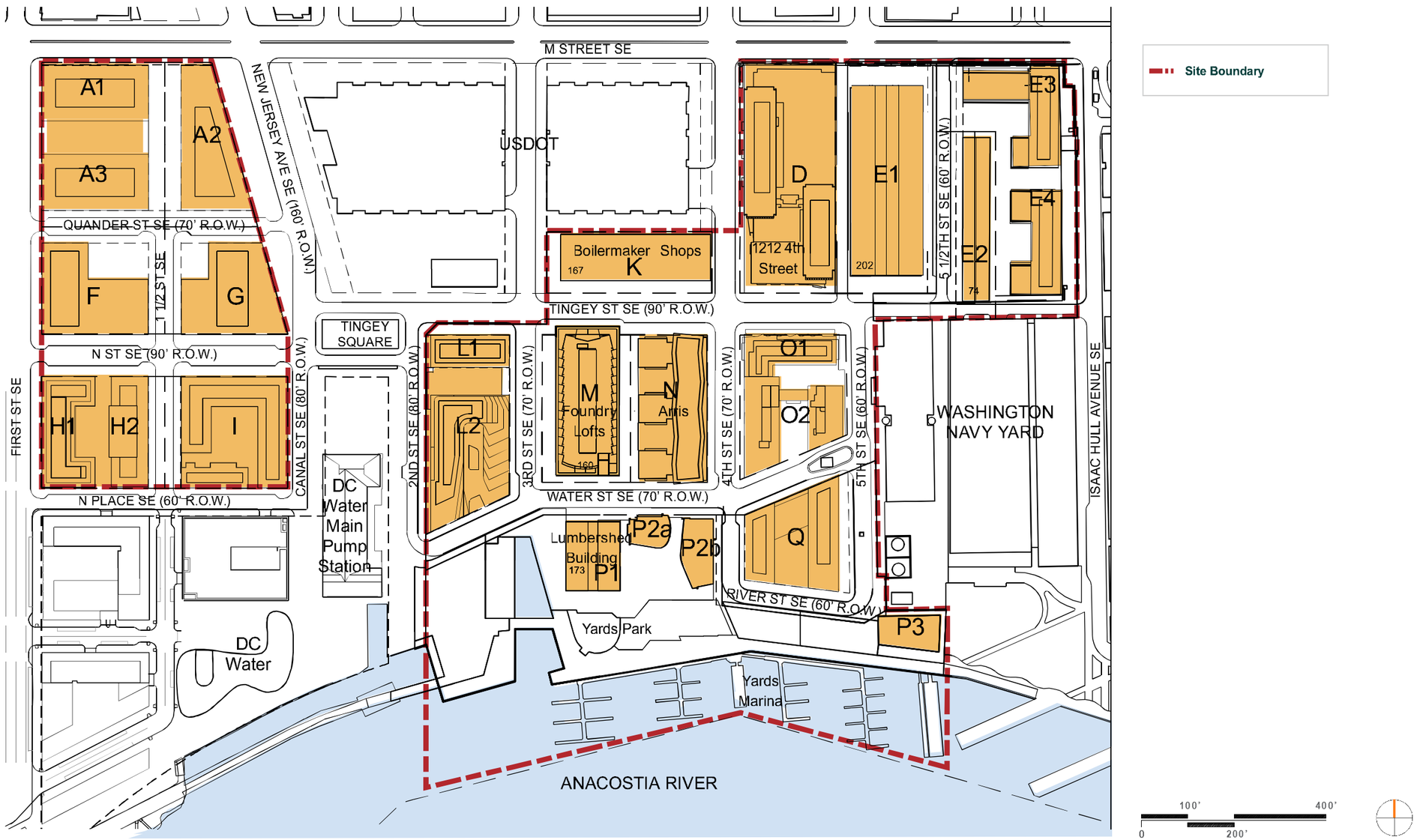
SECTION 1

SITE ANALYSIS

Zoning Map of the District of Columbia

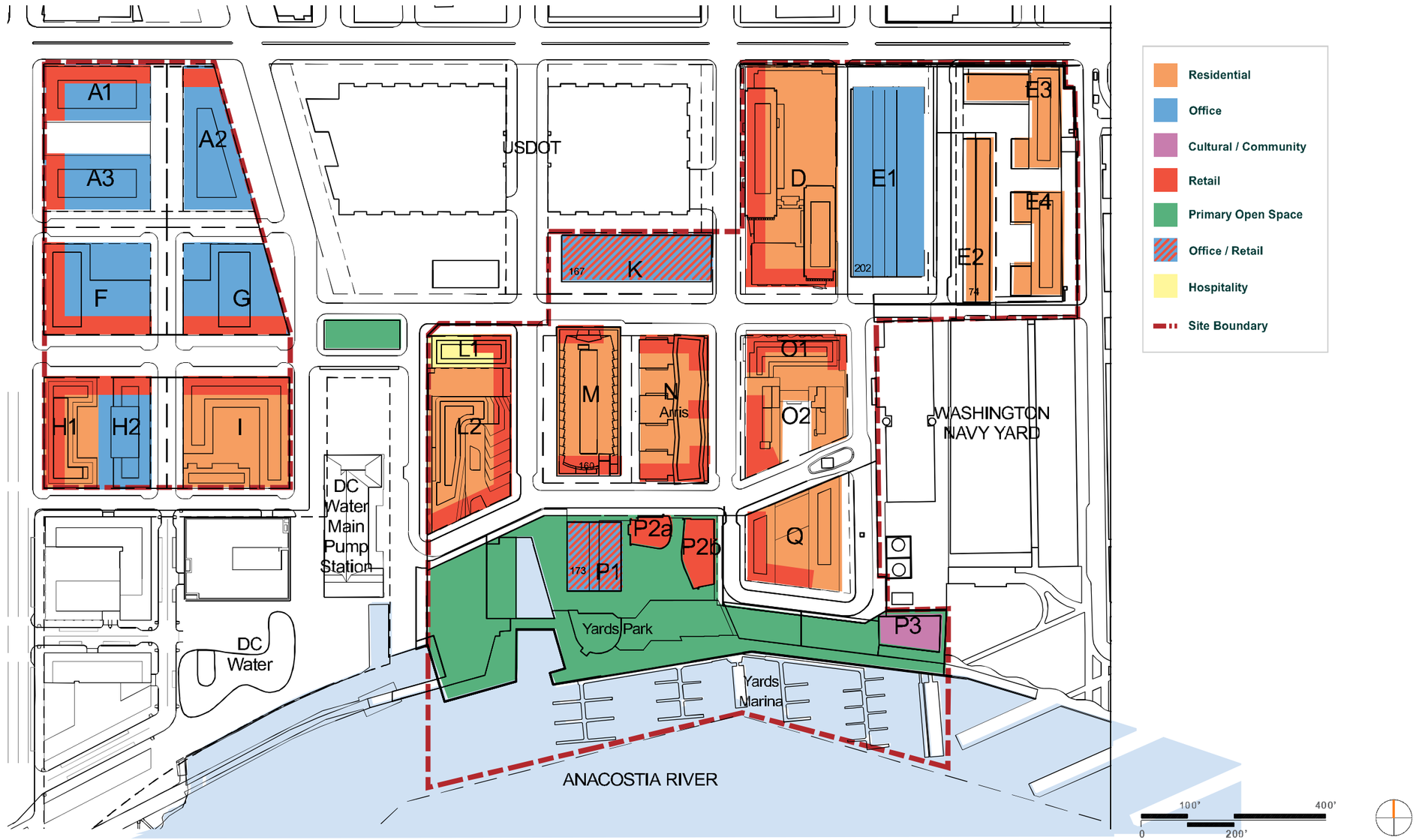


The Yards Revised Master Plan
SOUTHEAST FEDERAL CENTER (SEFC) ZONES

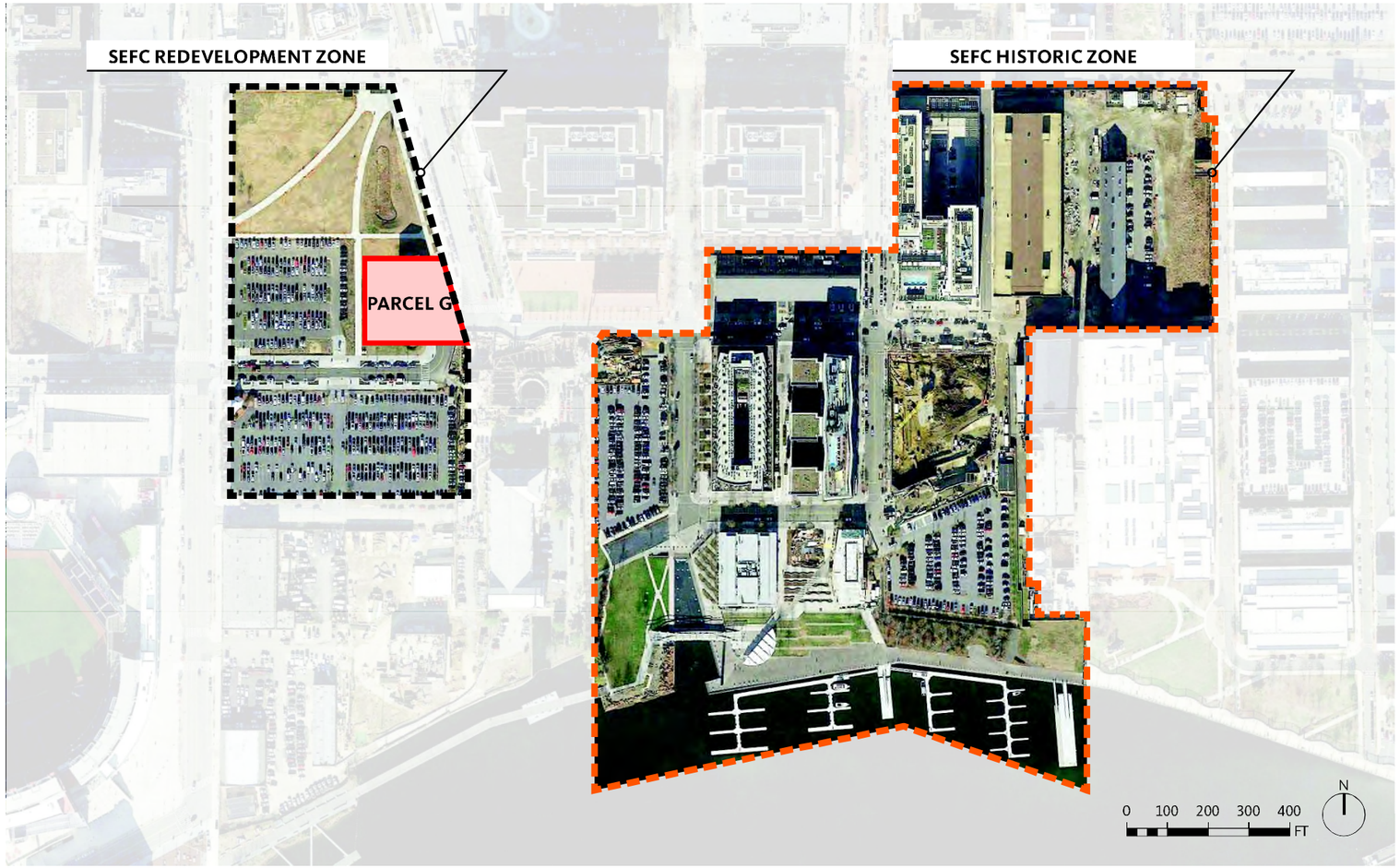


The Yards Revised Land Use Plan

SOUTHEAST FEDERAL CENTER (SEFC) ZONES



Extent of Submission
PARCEL G



SEFC HISTORIC ZONE

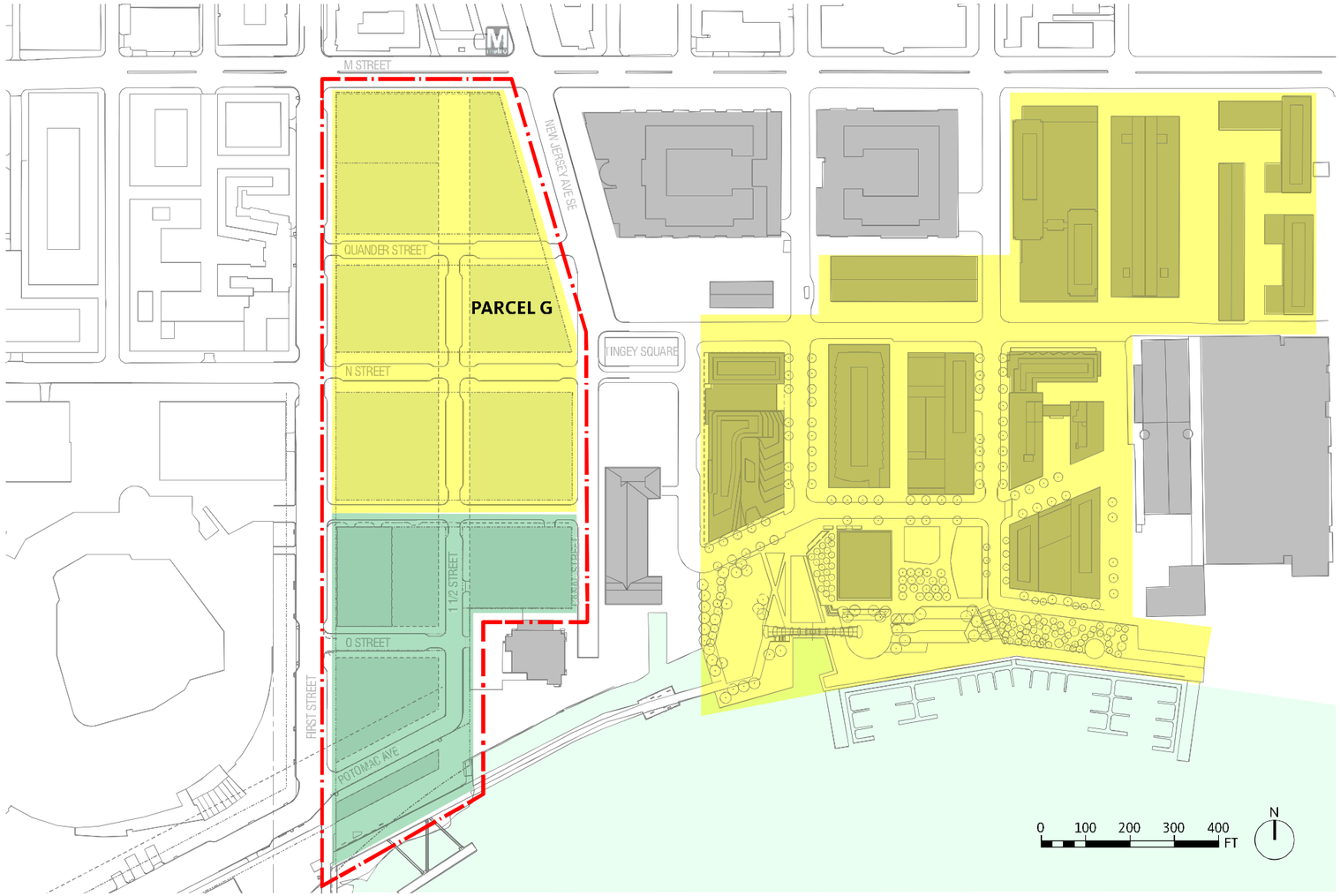
SEFC REDEVELOPMENT ZONE

PARCEL G

The Yards West Master Plan

PART OF THE YARDS

The Yards West is a roughly 18-acre site bounded by M Street SE to the north, New Jersey Avenue SE and Canal Street SE to the east, the Anacostia River to the south, and 1st Street SE to the west. The north end of the site is part of The Yards property (formerly the Southeast Federal Center). Through a public-private partnership between the General Services Administration and Forest City, this land remains under federal control until Forest City closes on an individual parcel. The south end of the site is part of the DC Water Sites. This portion is owned by the DC government, but through an agreement, Forest City has the development rights for this property.



THE YARDS WEST

THE YARDS

DC WATER SITES

EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFP, PALADINO, ASADOORIAN, AND GOROVE-SLADE

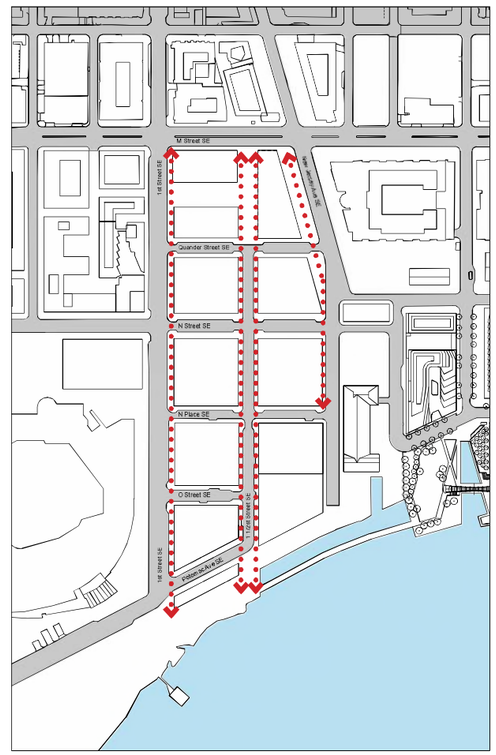
The Yards West Design Principles

SITE ANALYSIS

Creating a coherent ground plan which will encourage a dynamic sense of space relies on establishing a hierarchy of streets and the flow of people within those streets. In the traditional center city environment, the existing street patterns of avenues, streets and alleys provide a clear hierarchy for the distribution of traffic, goods, people, etc. The challenge for the Yards West lies with the site's north/south orientation and placement within the southeast district.

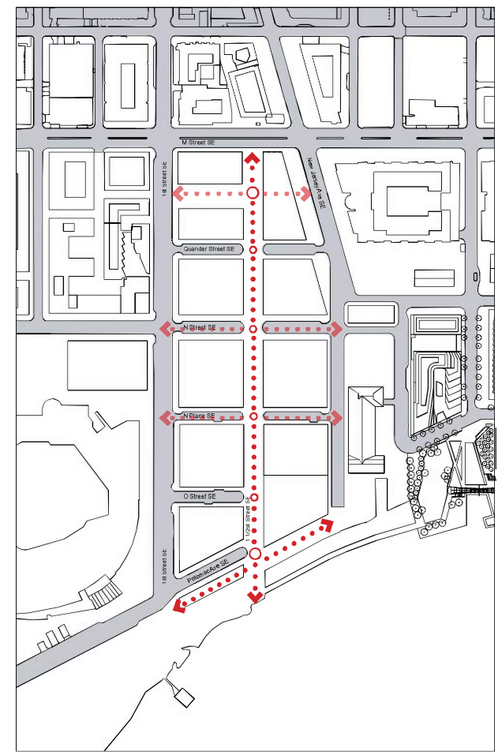
To the east New Jersey Avenue SE is an important participant in the L'Enfant plan and is one of five main avenues which converge on the US Capitol. To the west, 1st St SE is experiencing a greater sense of activity due to both the success of the Nationals Ballpark and the current developments under construction. This street will become an important player in the SE waterfront district as it provides a link to the Diamond Teague Park, the newly constructed docks and it contains a cycle lane linked into the DC wide cycle network. To the north, M St SE is the primary east/west artery linking the Southwest and Southeast and is key to a vibrant redevelopment for this vast portion of the capital. M St SE is well served by the Metrorail's Green line and various bus routes with connectivity throughout the DC metro area. The development of the Southwest waterfront will bring a new sense of activity and vitality reinforcing the importance of M St SE as one of the life lines to The Yards West. To the south, access to the waterfront is provided. If M St SE is the key to connectivity to new vibrant live/work communities south of the Capitol, then the waterfront is the key to providing access to the beauty and serenity of the city's edge.

For the past 40+ years major cities have embraced the transformation of their waterfronts from an industrial waste land to a vital component of our ecosystems. The enhancements to the Anacostia and Potomac Rivers demonstrates the city's commitment to revitalize the waterfront and that Washington DC understands the importance in terms of improved quality of life that these investments bring.



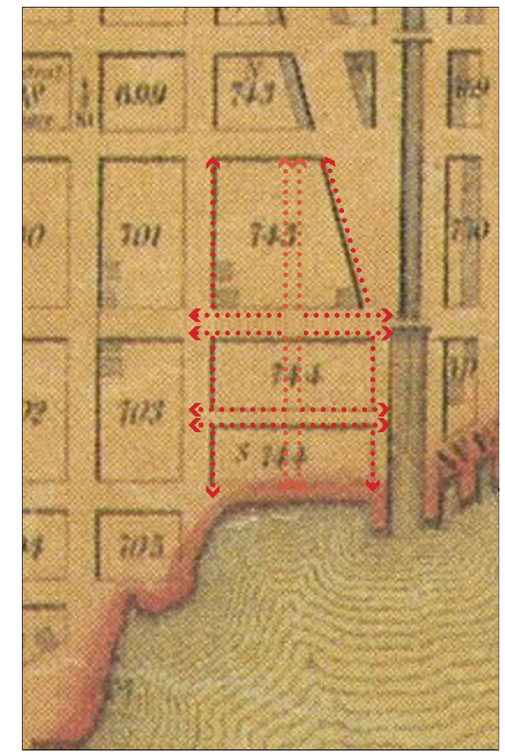
PERIMETER

An equally weighted approach to the north/south streets would deny the role they play within the urban fabric. Each of the streets will have a character separate from the other regarding traffic (anticipated capacity, speed of vehicles, etc.) and pedestrian flows.



CENTRAL SPINE

The opportunity to influence the street pattern and, perhaps more importantly, the density of vehicular traffic within the Yards West is fundamental in creating a unique public realm. Pedestrian spaces at the ground plane are conditioned by the level of interface with traffic flow. The diagram above illustrates the principles of creating contrast between the east/west streets as cross connector streets while delegating the role of the prime north/south connector to 1 ½ St.



STREET GRID

The Yards West Master Plan reinforces the L'Enfant Plan.

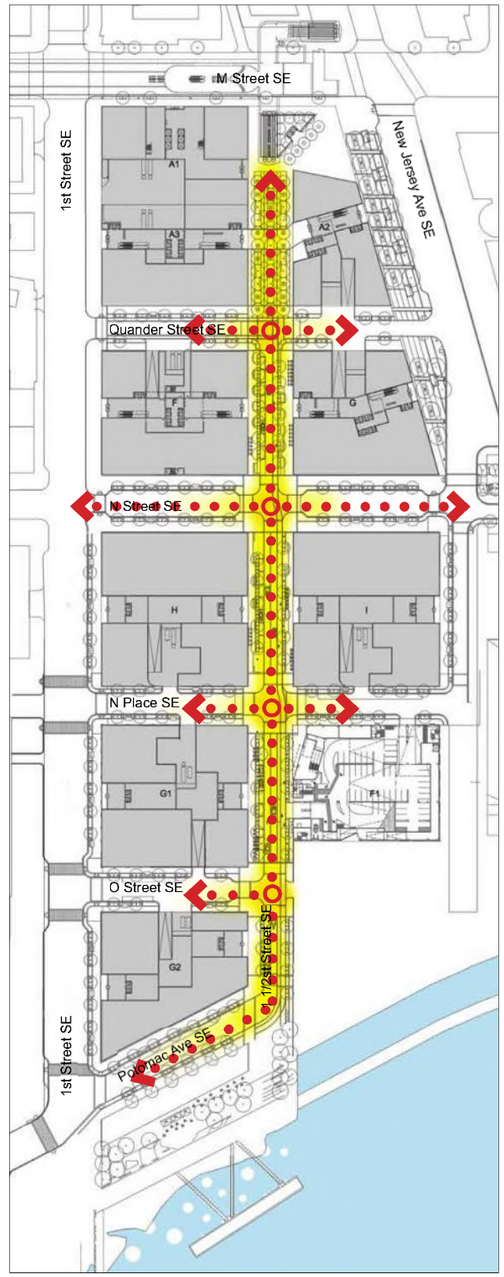
EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFP, PALADINO, ASADOORIAN, AND GOROVE-SLADE

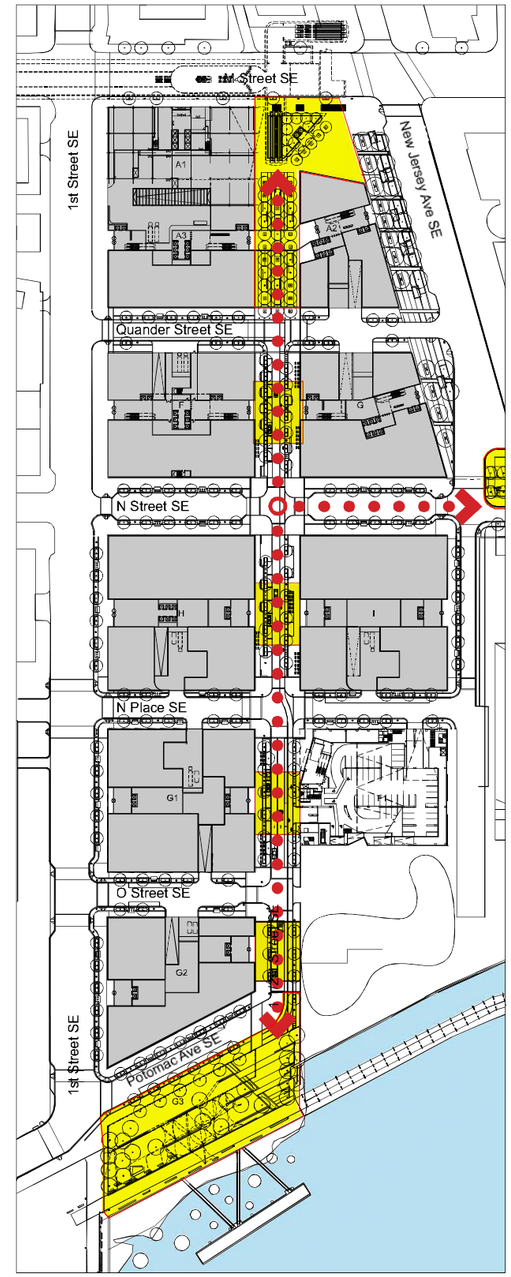
The Yards West Linkages

CENTRAL SPINE

1 ½ St SE is envisaged as a vibrant central spine commencing at the future Metro entrance which will be oriented facing towards the water front. The fully pedestrian space at the northern edge of the site will act as an entry marker to the Yards. The space will be flexible in nature, allowing it to act as a platform for office workers during the week, a gathering space in the evening and an open market on the weekends. The central spine will provide entrance access to the office components on parcels A1, A2, A3, F and G and residential buildings at parcels H, I, G1 and G2.

1 ½ St SE will terminate at Diamond Teague Park giving access to the pedestrian boardwalk and the Anacostia Riverwalk Trail. The 1600-foot-long private street will be a string of pearls linking the "city" to the "nature" filled with vibrant activity, retail, public open spaces, daylight and views.





OPEN SPACES

The open spaces within the Yards West will be designed to integrate with the framework established in the Yards. A curbless ground plane along 1 ½ St SE will be created allowing pedestrians and cars to flow within a single shared surface. The central spine extending from M St SE past Potomac Ave SE will be a mix of hard and soft landscaping designed with the intent to visually and physically link the Metro entrance to the water front.

The open spaces created along the length of 1 ½ St SE will take cues from the language established in Yards Park. The open space design will consist of a mix of scales and space types including; open plazas, street scape spaces for cafes, open seating, integration of Tingey Square, important seating nodes at building entrances, bike locking areas, entrance point at the ICON theater and the tie-in to Diamond Teague Park.

EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFP, PALADINO, ASADOORIAN, AND GOROVE-SLADE

The Yards West Street Hierachy

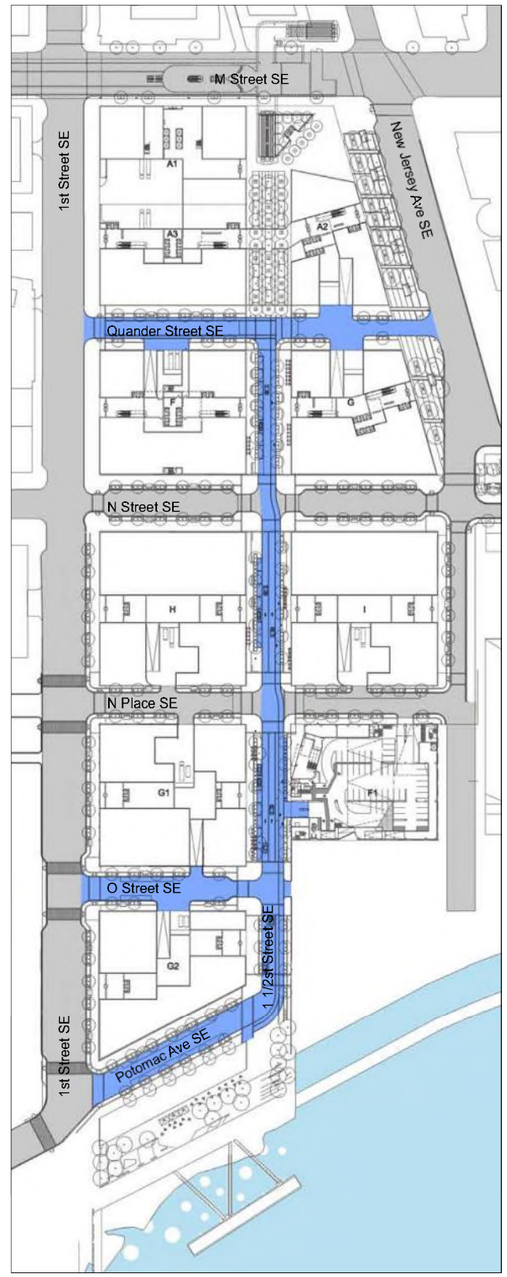
PUBLIC/PRIVATE STREETS

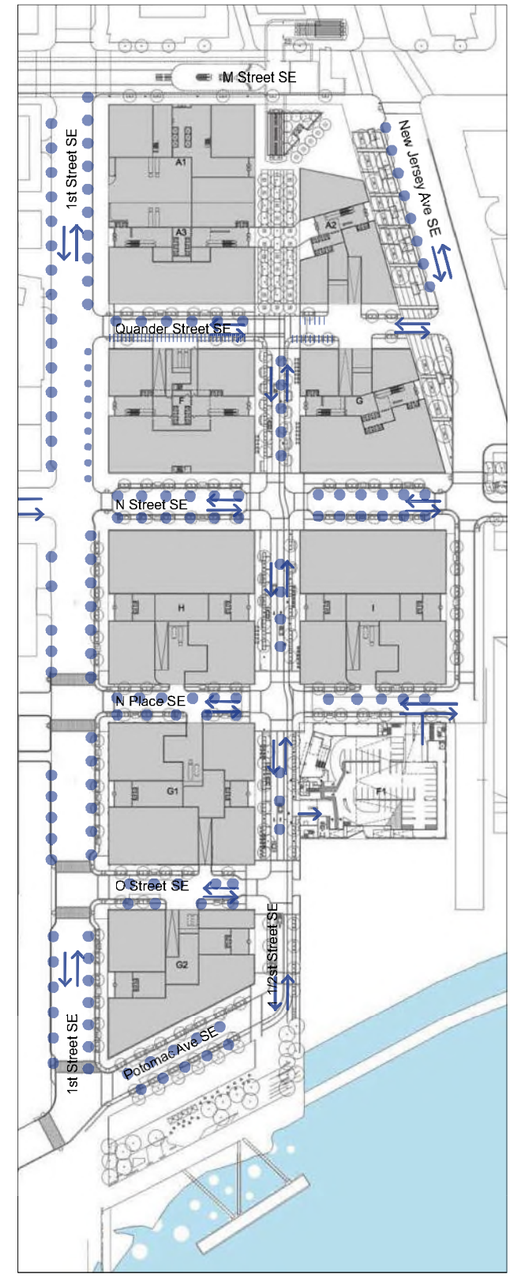
The Yards West site plays a key role acting as a link between the Yards developments to the east and the developments currently planned north of the Ballpark. Permeability through the site is important to encourage a cohesive “neighborhood to neighborhood” connection.

The proposed street hierarchy reflects the desire to bind together the various development sites south of M St SE. N St SE and N Pl SE are public streets while Quander St SE, O St SE and Potomac Ave SE are private streets. These five streets serve as east-west connectors. New Jersey Avenue SE and 1st St SE function as the east and west limits to the site and are public streets. 1 ½ St SE positioned in the center of the site is a private street The proposal is to use 1 1/2 St SE as a pedestrian oriented axis connecting M St SE to the water’s edge.

Public street

Private street





SLOW DOWN

As stated earlier the opportunity to influence traffic patterns is a valuable tool in defining pedestrian friendly spaces. In order to achieve this, the design team has studied an array of traffic patterns. In the context of providing strong cross connectivity, we have concluded that it is best to maintain two-way vehicular flow on all east-west streets.

In contrast to this, 1 ½ St SE will be pedestrian only from M St SE to Quander St SE. 1 ½ St SE will then function as a two-way street from Quander St SE to Potomac Ave SE. Parcels will be accessed for loading and trash removal primarily from the east west feeder streets and building entrances will be along the north-south streets.

Direction of vehicular travel

Parking

Potential parking

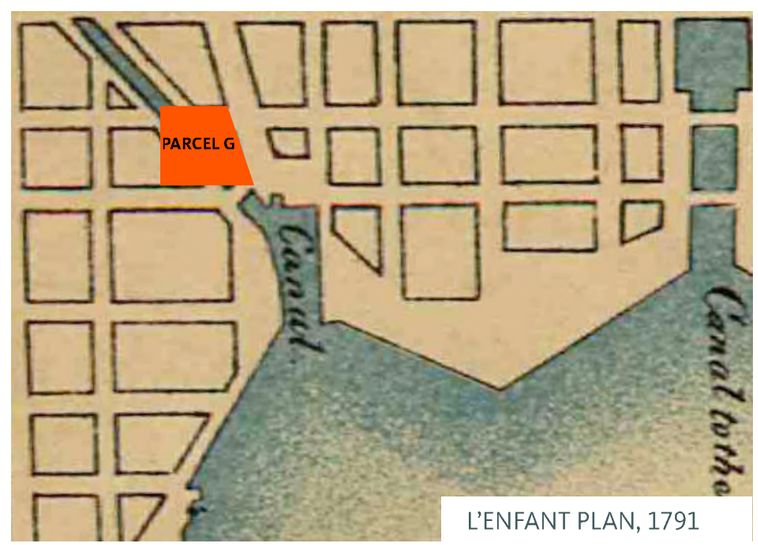
EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY: SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFP, PALADINO, ASADOORIAN, AND GOROVE-SLADE

Historical Overview
PARCEL G & L'ENFANT PLAN

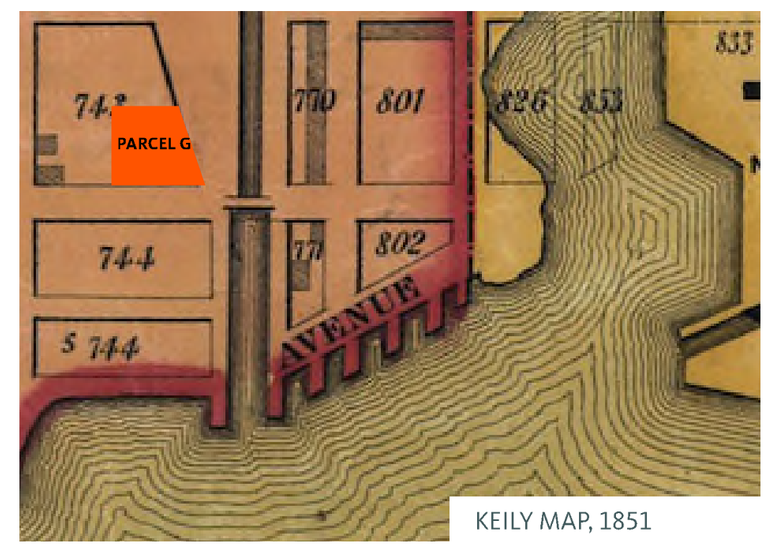
Parcel G is in the Southeast Federal Center Redevelopment Zone. According to the Historic Preservation Design Guidelines (Section 5.6.1), the design goals of the Redevelopment Zone are to reintegrate the area into the pattern of the L'Enfant Plan and to enhance the L'Enfant Plan through the establishment of new urban design features.

Parcel G conforms to these requirements. Its eastern border, New Jersey Avenue SE, is one of the five avenues which converge on the U.S. Capitol in the original L'Enfant Plan. Parcel G will anchor the southern terminus of New Jersey Avenue while engaging a smaller-grained neighborhood and its lively pedestrian corridor of the proposed 1 ½ Street SE to the west. Its southern border, N Street SE, will become reinforced as the primary east-west artery by the new sense of vitality brought by the development of the Southeast Federal Center Zones.

L'ENFANT PLAN, 1971

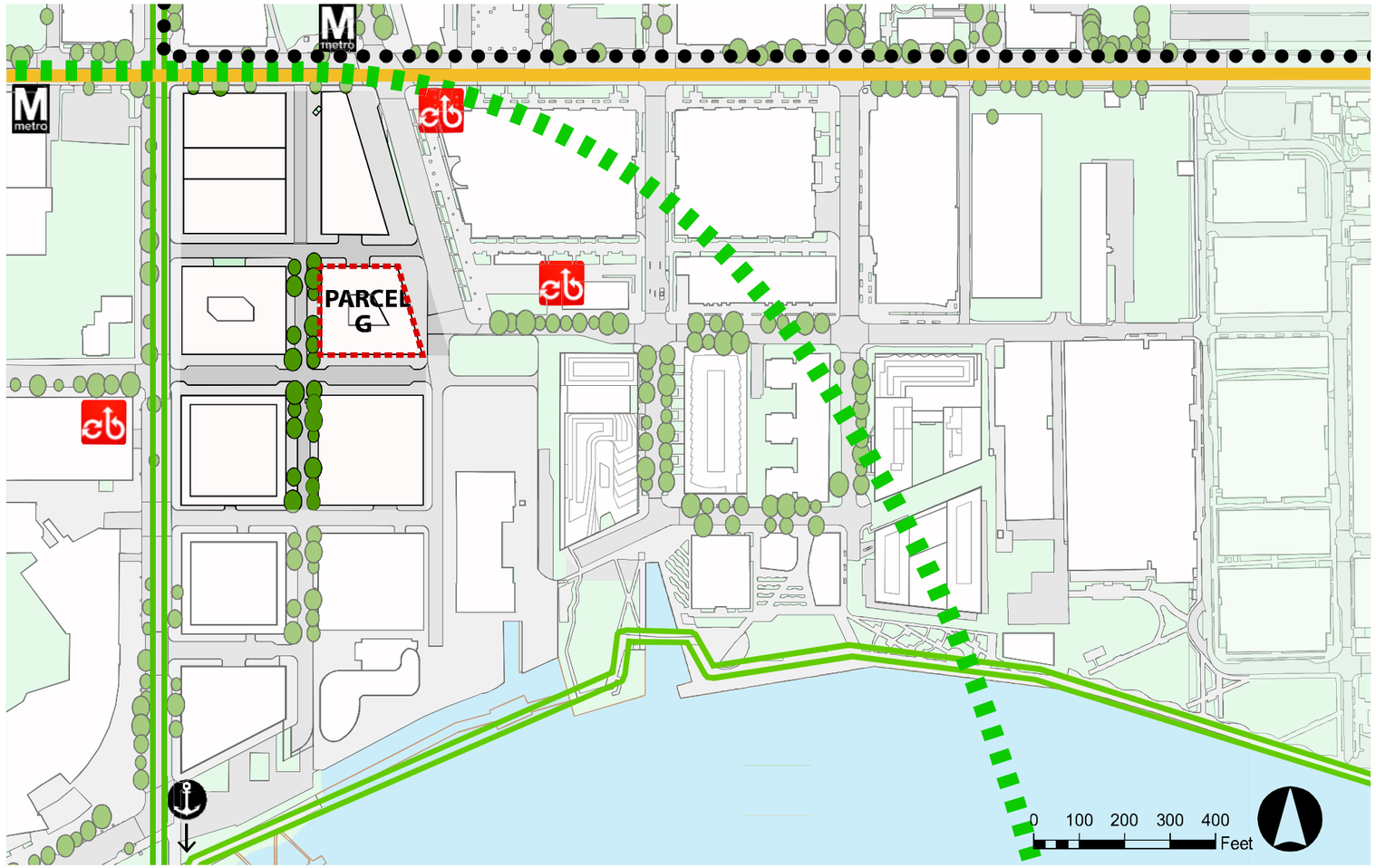


L'ENFANT PLAN, 1791



KEILY MAP, 1851

Public Transit



CAPITAL BIKESHARE

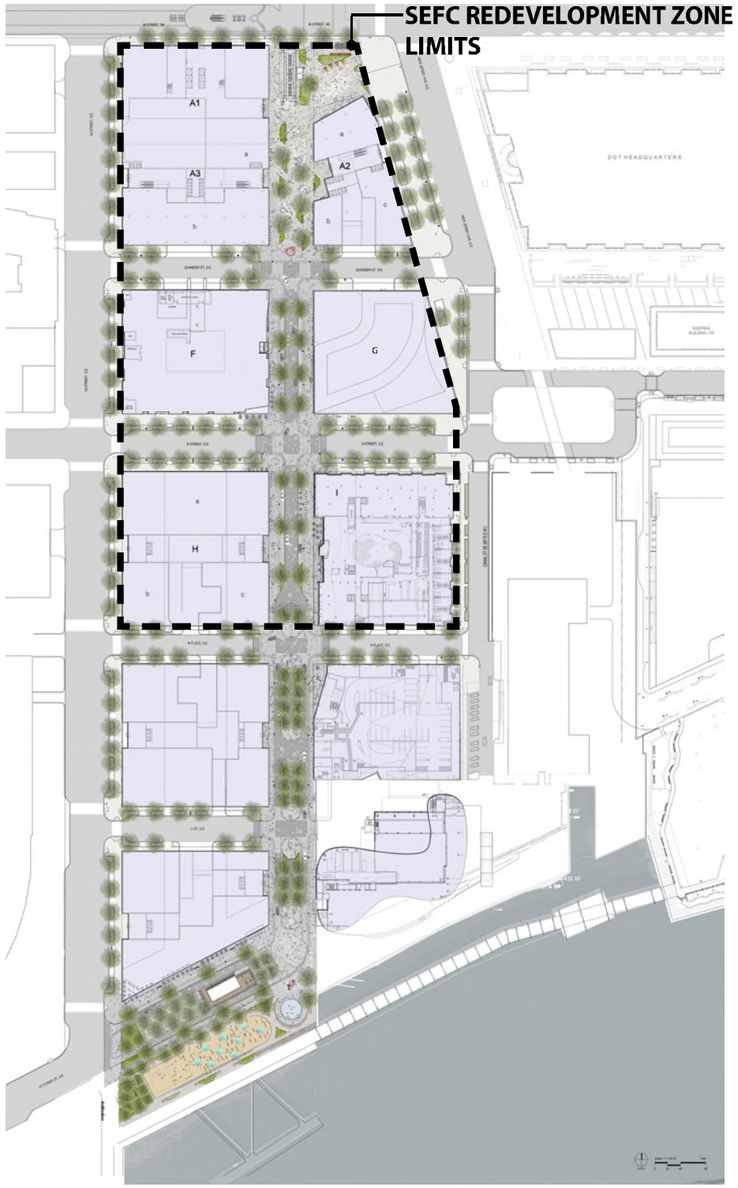
BIKE ROUTE TYPES

METRO RAIL

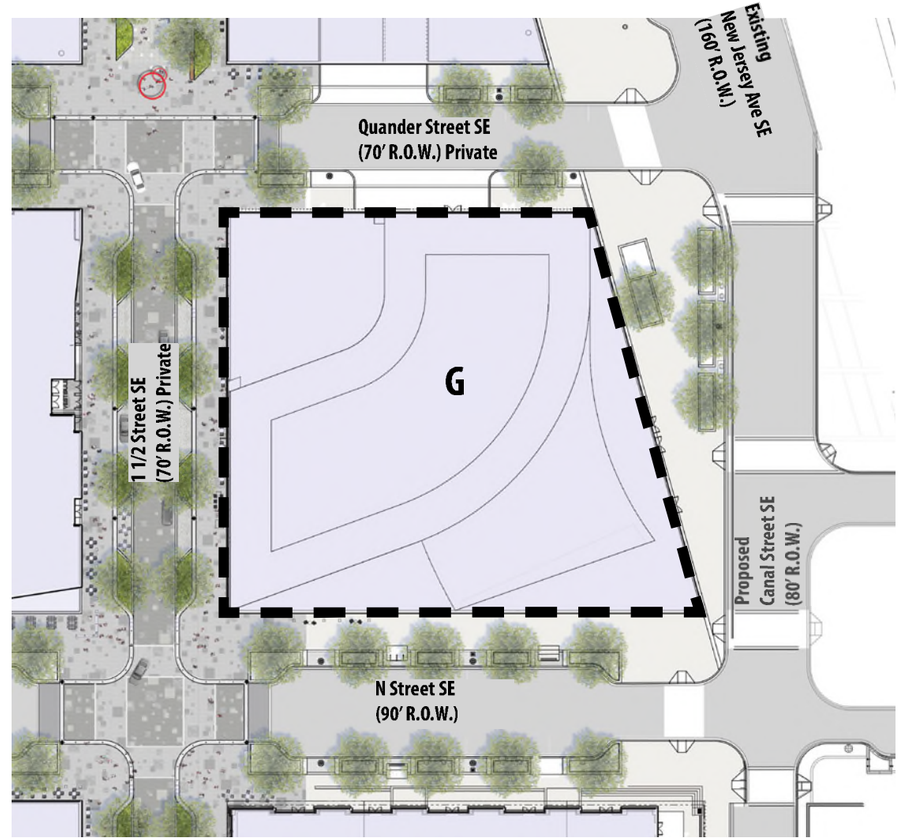
METRO BUS

POSSIBLE FUTURE STREETCAR

Site Plan
PARCEL G



Yards West Overall Site Plan



PARCEL G Enlarged Site Plan

Parcel G is bounded by two streets that are considered part of the original L'Enfant Plan: N Street and New Jersey Avenue. The third and fourth streets, forming the western and northern boundaries, are new streets. These new streets, also known as 1 1/2 Street and Quander Street respectively, bisect the original 743 Square.

Setbacks adjacent to the streets are part of the original L'Enfant Plan and are controlled by the DC Zoning Commission regulations. All setback requirements for the Southeast Federal Center are outlined by the DC Zoning Commission SEFC Regulations, Chapter 11-K2. Parcel G is part of the SEFC Zone. Although part of the original L'Enfant Plan, these streets are not included as part of the National Register listing for the L'Enfant Plan, and hence the do not fall under the jurisdiction of the DC Historic Landmark and Historic District Protection Act (DC Law 2-144, as amended).