14TH & V RESIDENTIAL

STATEMENT OF
P.N. HOFFMAN, INC.
IN SUPPORT OF AN APPLICATION
FOR CONSOLIDATED REVIEW OF A PLANNED UNIT DEVELOPMENT

2101-25 14th Street, N.W.
Square 235
Lots 59, 60, 178, 203, 801, 815, 816, 817, 818, and 820

July 21, 2003

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ZONING COMMISSION
District of Columbia
Case 03-24
EXHIBIT 3

PREFACE

This statement and the attached documents are submitted to the Zoning Commission of the District of Columbia in support of an application for a major new redevelopment project at 14th & V Streets in Northwest Washington. Located in Ward 1 of the city, the redevelopment site is located in Square 235, which is bounded by 13th Street on the east, 14th Street on the west, W Street on the north and V Street on the south. P.N. Hoffman, Inc., the contract purchaser of the property fronting on 14th Street and in the center of Square 235, proposes to construct a residential building with ground floor retail and below grade parking consisting of approximately 314,968 square feet of gross floor area.[1] P.N. Hoffman, Inc. seeks consolidated review and approval of a Planned Unit Development ("PUD") in order to implement this redevelopment plan.

Consisting of approximately 78,198 square feet of land area, the PUD site is "split-zoned." Lots 203, 801, 817, 178 and 820 fronting on 14th Street, N.W. and Lots 59 and 60 fronting on W Street, N.W., are located in the Arts/C-3-A District. The portion of the site located in the center of the square at Lots 815, 816 and 818 is located in the R-5-B District. Approximately 2,107 square feet of land area for the PUD site is located in a portion of the north-south alley to be closed. The western half of the alley that will revert to the PUD site consists of 1,294 square feet and is in the Arts/C-3-A District. The remaining portion of the alley to be closed is in the R-5-B District, of which 813 square feet will be apportioned to the project.

[1] P.N. Hoffman, Inc., has the authorization to proceed with this application from the owners of the affected property.

P.N. Hoffman, Inc. proposes to build a mixed-use development composed of residential, including affordable housing, and retail uses, and a below-grade parking garage on two levels. As set forth below, this statement and the attachments meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

DEVELOPMENT TEAM

Applicant:	P.N. Hoffman, Inc. 4725 Wisconsin Avenue, NW Suite 200 Washington, D.C.
Owners:	Square 235 LP Helen G. Marx/Kathryn G. Rozansky *et al.* George Galich *et al.* 5600 Wisconsin Avenue, Apartment 1004 Chevy Chase, MD 20815 Washington Metropolitan Area Transit Authority 600 5th Street NW Washington, D.C. 20001
Architect:	SK&I Architectural Design Group, LLC 7735 Old Georgetown Road, Suite 1000 Bethesda, MD 20814
Civil Engineers:	Wiles, Mensch Corporation 11860 Sunrise Valley Reston, VA, 703-715-8797
Traffic Consultant:	Wells & Associates, LLC 1420 Spring Hill Road, Suite 600 McLean, VA 22102
Land Use Counsel:	Holland & Knight LLP 2099 Pennsylvania Avenue, N.W., Suite 100 Washington, D.C. 20006

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I.
INTRODUCTION

This statement and the attached documents support the application of P.N. Hoffman, Inc. (the "Applicant" or "PN Hoffman") to the Zoning Commission of the District of Columbia for preliminary and consolidated review and approval of a Planned Unit Development ("PUD"). The application is filed on behalf of the owners of the property, Square 235 LP, George Galich, Helen Galich Marx, Kathryn Galich Rozansky, and the Washington Metropolitan Area Transit Authority ("WMATA"), all of whom have authorized the submission of this application.[2] The Applicant proposes to build a mixed-use development composed of residential, retail and commercial uses, with below-grade parking. The properties that are the subject of the application are Lots 59, 60, 203, 801, 815, 816, 817, 818, 178, 820, in addition to a portion of a public alley to be closed in Square 235.

A. Summary of Project.

The proposed PUD is a mixed-use development of residential, retail and commercial uses composed of approximately 314,968 square feet of gross floor area. A new nine-story residential building consisting of three sections will be constructed along 14th Street to a height of approximately ninety feet. The two-story warehouse buildings located on the interior alley lots will be retained and renovated for residential use, with two floors added above. The project will include approximately 240 to 300 residential units, a portion of which will be devoted to affordable housing. A landscaped promenade will run between the two warehouse buildings, and a pedestrian bridge will connect the

[2] Lot 59 is owned by Helen G. Marx and Kathryn G. Rozansky; Lot 60 is owned by Square 235, LP; Lots 201, 203, 815, 816, 817, 818 and 820 are owned by George Galich, Helen G. Marx, Kathryn G. Rozansky; Lots 178 and 801 are owned by WMATA.

warehouse structures with the new building on 14th Street. A two-level below grade parking garage, as well as a portion of the renovated warehouses, will provide 250-280 parking spaces for the project. The proposed development will have an aggregate floor area ratio ("FAR") of approximately 4.03.

B. The Applicant.

PN Hoffman, on behalf of the current owners of the site, is the applicant for this PUD project. Since 1993, PN Hoffman has been developing upscale condominium residences and mixed-use properties in Washington D.C. The company generally seeks out vacant lots and underutilized buildings to create attractive designs that complement their urban setting. Many of its projects involve historic landmarks or are located in historic districts. Some of the company's more recent developments include the Mather Building at 916 G Street, N.W., the Lofts at Adams Morgan (2328 Champlain Street, N.W.), and the four building mixed-use complex at 14th and P Streets, N.W., known as The Metro, The Hudson, The De Soto and Saxon Court.

II.
PROJECT DESCRIPTION

A. Site Location and Description

1. Site Description

The PUD site is located in the northwest quadrant of the city. Containing approximately 78,198 square feet of land area, the site includes Lots 59, 60, 203, 801, 817, 178, 820, 815, 816, and 818 of Square 235, as well as a portion of a public alley to be closed. The site is "split-zoned," with the portion fronting on 14th Street located in the Arts/C-3-A District and the remainder of the site located in the R-5-B District.

The site is located within the Greater U Street Historic District, an area recognized for its late-nineteenth and early twentieth century residential and commercial buildings, and as the center of the African-American community between 1900 and 1950. The existing buildings located on the 14th Street frontage have been deemed non-contributing to the historic district. The two story warehouses at the interior of the square, however, contribute to the significance of the district and thus are being adaptively reused and incorporated into the design of the new development.

2. Description of Surrounding Area

The surrounding area is characterized by a mixture of low- and high-rise buildings, both modern and historic, devoted to commercial and residential uses. Within Square 235, to the east of the warehouse buildings and separated by an alley, is Harrison Public School, which rises to a height of approximately 65 feet along 13th Street. Two alleys abut the warehouses on the north and south, which separate these structures from the rear yards of the neighboring rowhouses. Two-story rowhouses are located on V Street to the south, while three-story rowhouses with English basements line W Street to the north.

Diagonally across 14th Street to the southwest is the Reeves Center, a District of Columbia municipal office building. The 110-foot building is the largest in the area and has acted as a catalyst for redevelopment in the area. To the south across V Street is the site of the proposed Langston Hughes Condominiums, a mixed-use building approved to a height of 90 feet but being constructed to a height of 72 feet due to project constraints. It consists of 80 residential units and 7500 square feet of retail space. One block to the south on U Street, between 13th and 14th Streets, is the Ellington Plaza Apartments,

presently under construction. This residential building will be constructed to a height slightly in excess of 80 feet and contain 207 rental units. Existing smaller scale buildings line 14th and U Streets, which are the heart of this neighborhood commercial center. Retail shops, business services, restaurants, and arts and entertainment related uses can be found along these two corridors.

B. Project Design and Components

The proposed PUD will serve as a prominent new focal point along the 14th Street commercial corridor and transform the interior of the square into a innovative urban residential enclave that incorporates the existing industrial warehouses into a new modern design. The height, massing and scale of the PUD project have been carefully broken down into four distinct parts to complement the character of the surrounding neighborhood. The project recently received the unanimous support of the D.C. Historic Preservation Review Board ("HPRB") at its June 26, 2003, meeting with respect to height, massing and scale. A copy of the staff report adopted by the HPRB is attached at Exhibit F. Along 14th Street, the building has been separated into three building masses. The south "building" has been articulated in a modernistic mode that emphasizes transparency and glass. The massing departs from a rectangular form and curves inward at the southern end to accommodate the Metrorail tunnel that traverses the site. The north building section is more traditional in its design approach and incorporates more masonry into its façade. The central mass connects the north and south masses in an H-shaped form and is articulated in glass and light-colored masonry. Its distinguishing element is a two-story central gallery to the interior of the site. Entrances to the residential portions of the north and south wings, which will contain approximately 217 units, are located to

either side of this gallery. The height of the central wing is articulated to mirror the gallery opening at the street level.

Organized in a tripartite composition, the base of the building is unified by large commercial storefront windows, reflecting the retail use at the ground level. The elevations of the upper floors reflect the residential character of the building, and the top two floors are set back to reduce the apparent height of the building. The central wing's north arm of the "H" is capped with a modernistic arched roof. The south arm's façade is gently curved to echo the curve of the southern end of the building.

The gallery at the ground level acts as a dramatic entrance to the interior component of the project. Inspired by historic arcades and the intimate spaces of London mews, the design of the renovated warehouse space will create a distinctive urban area for the neighborhood. The exterior walls of the two-story warehouses will be retained and enhanced, with two floors added to the top. The industrial character of these structures will be incorporated into the new design through the use of materials, forms and other design elements, such as glass block, overhead hoists, and industrial-type lights and other fixtures. In contrast, the area between the two warehouses will be treated with landscape features to soften the hard edges of the industrial theme and create a more residential setting for the building's occupants. Special paving and tree boxes will further delineate this open arcade area. Pedestrian bridges will span the two buildings at intervals at the second floor level to physically and visually connect and define this space. A prominent stair tower at the end of the mews, which includes a water feature, adds further visual interest to mark this space. The roofs of the two-story additions have

been carefully articulated as barrel vaults to minimize the apparent height and eliminate their visibility from V and W Streets.

Upon completion, the PUD will revitalize and enhance this important segment of the 14th Street corridor with an architecturally appropriate design that complements the historic district and provides a visual context for the Reeves Center across the street. The provision of neighborhood retail services at the street floor level and a pedestrian promenade to the interior of the square will further enliven the streetscape and significantly contribute to the rebirth of this area.

C. Matter of Right Development Under Existing Zoning

The central portion of the PUD site is located in the R-5-B District, while the properties fronting on 14th Street are located in the Arts/C-3-A District. The R-5-B District is a moderate height and density area that permits all types of urban residential development, including single family dwellings, semi-detached houses, row dwellings, and apartments. The maximum height permitted in the R-5-B District is fifty feet with no limitation on the number of stories. Residential development may achieve a maximum density of 1.8 floor area ratio ("FAR").

The C-3-A District is a medium density commercial area designed for office, retail, housing, and mixed-use developments. Buildings may be constructed to a height of sixty-five (65) feet, and achieve a density of 4.0 FAR for residential uses and 2.5 for non-residential uses, with a total maximum density of 4.0 FAR for any development.

The Arts Overlay allows buildings in an underlying C-3-A District to be developed up to a height of seventy-five (75) feet if certain criteria are met. The Overlay also permits preferred uses, including market and below-market housing and a variety of

retail and service uses, to be developed at a bonus density. A building that includes 3.0 or more FAR devoted to residential use is entitled to a bonus of 0.5 FAR.

D. PUD Development Standards

1. The R-5-B and C-3-A Districts.

The PUD development standards set forth in section 2405.2 of the Zoning Regulations allow building height in the R-5-B District to increase to no more than 60 feet. The PUD development standards allow a maximum height of 90 feet in the C-3-A District. Consistent with these standards, the portion of the PUD located along 14th Street in the C-3-A District will be constructed to a height of 90 feet and the portion located in the R-5-B District will be constructed to a height of approximately 52 feet at the highest point of the roof. All three sections of the 14th Street building, however, will be appropriately set back at the upper floors to reduce the apparent height of the structures.

The PUD development standards allow the R-5-B portion to be developed to a density of 3.0 FAR, while the C-3-A portion of the site may achieve a density of 4.5 FAR, of which no more than 3.0 FAR may be devoted to commercial uses.

2. Five Percent Increase in FAR

Additionally, under section 2405.3, the Commission may authorize an increase of no more than five percent in the maximum floor area ratio, provided that the increase is essential to the successful functioning of the project. Here, the Applicant proposes to increase the total FAR of project by five percent, thereby providing a total gross floor area of approximately 314,968 square feet. Approximately 0.3 FAR of the total project, or 24,000 s.f., will be devoted to retail uses. The remainder of the project is devoted

exclusively to residential uses. The Applicant is foregoing its right to develop 108,962 square feet of gross floor area devoted to commercial office space in order to achieve this exceptional benefit of the project..

The five percent increase is essential to the successful functioning of the PUD. The site suffers from several constraints, which severely limit the Applicant's options in designing the building. First, the Metrorail tunnel and easements at the southern portion of the site preclude construction of the building to the property line at 14th Street. In order to cantilever and construct over this area, the Applicant must spend an additional $1.5 to $2.5 million in structural engineering costs. Second, the lot is an unusual T-shape and split-zoned between the Arts/C-3-A and the R-5-B Districts. Third, the site was used over the last several decade for dry-cleaning and laundry services, auto repair and other heavy commercial and light industrial uses that resulted in significant environmental contamination of the site. In order for the property to be returned to a useful purpose, the contaminants must first be remediated at a cost of approximately $1 million to $1.5 million. Additionally, the project must incorporate the existing historic warehouse structures into the new building and create a design that is compatible with the Greater U Street Historic District. Similarly, unless flexibility is granted as discussed later in this statement, the parking provided at the ground floor level of the converted warehouse space must also count toward the FAR computations because the spaces will be enclosed by more than 50% of the historic warehouse facades.

Without the permitted 5% increase in density, the Applicant will not be able to achieve an extremely distinctive pedestrian gallery and highly creative urban space at the renovated alley buildings. The additional density will generate revenue necessary to

offset the cost of environmental remediation at the site, the additional structural costs to build over Metro, and to direct $1.1 million of the project budget to affordable housing units, in fulfillment of the Mayor's housing initiative and the goals of the Comprehensive Plan. Without the permitted increase in density, the Applicant would be forced to build a much smaller project as a matter of right under existing zoning parameters, without any special benefits or amenities to the community.

E. Tabulation of Development Data

See chart on following page

ZONING TABULATION DATA

	Nine Story Residential Building -- C-3-A			Warehouse/Residential Rehabilitation -- R-5-B	
	Required/Allowed – PUD		**Provided**	**Required/Allowed - PUD**	**Provided**
Lot Area	15,000 s.f.		42,190 s.f.	1 acre	*
Lot Width	None prescribed		310'-6" (average)	None Prescribed	310'-6" (average)
FAR	4.73		4.73	3.15	3.15
Gross Floor Area:	205,934 sf		205,934 sf	109,033 sf	109,033 sf
Residential			181,934 sf		109,033 sf
Retail			24,000 sf		None
Lot Occupancy	75% max		75%	60% max	80% existing
Building Height	90 ft		90 ft	60 ft	51'-10"
Penthouse Height	18.5 ft.		18.5 ft.	18.5 ft	11 ft
Rear Yard	2.5"	per vert ft	40'-0"	8" per vert ft	none existing
Side Yard	None req.		None	None req.	None
Open Court Width	4" per vert ft 26'-8" min		43'-0 each	4" per vert ft 10'-5" min	26'-2"
Parking:					
Residential	109 spaces		150 spaces	None Required	50 spaces
Retail	70 spaces		50 spaces	N/A	N/A
Loading	1 @ 55'-0" 1 @ 30'-0" 1 @ 20' (service)		2 @ 30'-0" 2 platforms @ 100 sf each	None Required	None Provided

*The total land area for the PUD site is 78,198 square feet, or 1.75 acres.

F. Flexibility Under PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than may otherwise be possible under conventional zoning procedures. In addition to the flexibility to increase the density of the project by five percent, and consistent with section 2405 of the PUD guidelines, the applicant also seeks flexibility from several other provisions of the Zoning Regulations. As permitted under section 2405.8, the Commission may grant such flexibility without the need for special exception approval from the Board of Zoning Adjustment or compliance with the special exception standards that might otherwise apply.

1. Loading Berth Requirement

The Applicant proposes to provide two 30-foot loading berths and two 100 square-foot platforms in lieu of the one 55-foot loading berth required under the regulations. The Zoning Commission may reduce the amount of loading berth facilities pursuant to its authority under section 2405.6 of the PUD regulations.

The Zoning Regulations require a 55-foot loading berth and a 200 square-foot loading platform for the residential component of the PUD since it provides more than 50 units. The retail portion of the project requires two 30-foot loading berths and two 100 square-foot loading platforms. Based on the analysis in the traffic study prepared by Wells and Associates, a copy of which is attached as Exhibit E, this minor deviation can be granted without detriment to the purpose and intent of the Zoning Regulations. Because the units in the proposed PUD are modest in size, averaging approximately 880

square feet each, and are marketed primarily to first-time home buyers with one or two persons per household, the traffic engineer has concluded that such households will generate a need for only smaller trucks or transport vehicles. This conclusion is supported by a survey of area condominium projects ranging from 58 to 300 units. The results of that survey indicated that none of the surveyed sites provide a 55-foot loading berth for residential use and that the arrival of a large tractor-trailer is a rare occurrence. Moreover, telephone surveys with truck rental facilities confirm that a 14 or 15-foot van or small truck is most frequently used for moving purposes.

The delivery requirements for the retail portion of the project also will not generate a demand for large tractor-trailers. The retail uses proposed for the site will be neighborhood-oriented services, similar to others located in the area. These shops do no require deliveries from large tractor-trailers and are more likely to be serviced by 30-foot trucks, vans, and smaller delivery vehicles. The retail shops and restaurants in the vicinity average approximately two deliveries per day, the majority by 30-foot trucks.

Given the retail loading characteristics of existing businesses and those projected for the PUD site, the traffic analysis concludes that the project can be adequately served without a 55-foot loading berth. To accommodate any infrequent use of a large tractor-trailer, the Applicant will institute a requirement that resident moving activities are regulated and scheduled to ensure that potential conflicts are minimized. Consequently, a waiver of the 55-foot loading berth requirement will not adversely affect the loading and traffic operations of the PUD.

2. Retail Parking

The Applicant proposes to provide 50 spaces for the retail component of the project in lieu of the 70 spaces otherwise required under the regulations. The Zoning Commission may reduce the amount of required parking spaces depending on the uses and the location of the project, pursuant to its authority under section 2405.6 of the PUD regulations. Based on the formula set forth in section 2101.1 of the Zoning Regulations for retail or service establishments in the C-3-A District, the proposed project should provide a minimum of 70 parking space for the retail uses on the site. The reduction to 50 spaces is merited because, as noted in the traffic report attached as Exhibit E, the retail uses intended for the site are neighborhood oriented services that rely on pedestrian activity generated by adjacent buildings and uses. The proximity to public transportation also reduces the need for the required number of parking spaces. Thus, the provision of 50 parking spaces dedicated to the retail uses is appropriate and will not adversely affect traffic in the surrounding area.

3. Roof Structure Requirements

Section 411.3 of the Zoning Regulations requires all penthouses and mechanical equipment to be place in one enclosure. Additionally, section 411.5 provides that enclosures walls must be of equal height. Finally, the area of a penthouse may not exceed 0.37 FAR. The Applicant seeks to deviate from these requirements by providing roof structures of unequal height and three separate penthouses for the 14th Street portion of the building and the two renovated warehouses at the interior of the lot. The purpose of the number and varying heights of the roof structures is to the reduce the apparent mass and height of the building and create a more appropriate design, consistent with the

approval of the HPRB. The penthouses on the warehouse portion of the project will also exceed the minimum area requirement by approximately 2,384 square feet of space. Whereas the maximum permitted is 12,507 square feet of space, the warehouse penthouse will include 14,891 square feet of space. This increase in area, however, is largely due to the unique barrel vault design of the warehouse roof, which encompasses mechanical equipment. The broken barrel vault that spans the two warehouses was called out by the HPRB staff as an extremely successful and compatible architectural element of the project. Because of this unusual roof design, the existing historic structures on site, and the historic preservation design review requirements, the Applicant is unable to meet the strict requirements of these provisions.

4. Residential Recreation Space

Pursuant to section 773.2 of the Zoning Regulations, residential recreation space must be provided for residential buildings located in commercial districts. The C-3-A District generates a requirement of fifteen percent of the gross floor area devoted to residential space. The Applicant is providing approximately 181,934 square feet of gross floor area devoted to residential use, generating a requirement for 27,290 square feet of residential recreation space. Instead, the project will provide approximately 21,032 square feet of residential recreation space, or twelve percent of the gross floor area devoted to residential use. The unique constraints on the site dictated by the Metrorail tunnel and easement, as well as the existing historic buildings on-site make it difficult to provide the minimum required amount while also providing the other project benefits and amenities. Accordingly, the applicant requests a minor deviation from this requirement. Because the site is located in the Uptown Arts Overlay District and the vibrant 14th & U

Street corridor, there are ample opportunities within the neighborhood for other passive and active recreational activities. Thus, the minor deviation requested will not compromise the intent of this requirement.

5. Street Frontage Requirements

Section 1903.3 of the Uptown Arts Overlay District requires that each new building that fronts on a pedestrian street shall be designed and built so that not less than 75% of the streetwall, to a height of not less than fifteen feet, shall be constructed to the property line. The PUD project will be built so that only 66% of the streetwall is constructed to the property line due to limitations of the property. First, because of the Metrorail tunnel and easement that cross the property at the southern end of the site, the Applicant cannot build any footings or columns to the property line, thus precluding construction of the streetwall to the property line at this end of the building. Additionally, in order to create access to the interior of the site, a 26-foot wide pedestrian gallery was created at the 14th Street elevation. As a result of this site constraint and special design feature of the building, the Applicant is unable to meet the 75% streetwall requirement and thus requests flexibility from this provision of the Uptown Arts Overlay District. In all other respects, the project will comply with this requirement.

6. FAR Calculations for Parking Areas

Pursuant to section 402.5 of the Zoning Regulations, first floor areas used for parking spaces are not counted in floor area ratio calculations if less than 50 percent of the area is enclosed. The Applicant seeks flexibility from this requirement due to the unique constraints imposed on the warehouses by virtue of their historic status. Because the perimeter walls are contributing elements of these structures, they must be retained

and incorporated into the new design, in accordance with the recommendations of the HPRB. If this constraint were not in place, the Applicant could remove a portion of the perimeter wall to meet this 50% test. Because this space will not be used for any habitable purpose but instead will be strictly utilitarian, the requested flexibility will still meet the spirit of the allowance under section 402.5.

7. Construction Phasing

The Applicant requests flexibility to construct the PUD project in two phases. Phase I would consist of the underground parking garage and the 14th Street Building. Phase II would consist of the additions and renovations to the warehouse buildings. While the Applicant intends to file for a building permit for Phase I within the required two-year time period if the PUD project is approved and start construction within three years, the Applicant requests flexibility to commence construction on Phase II within 24 months after completion of Phase I, to the extent such flexibility is necessary.

III.
THE PROJECT MEETS THE STANDARDS OF THE ZONING REGULATIONS AND PUD REQUIREMENTS

A. PUD Process is Appropriate Mechanism for the Project

The PUD process is the appropriate mechanism for guiding the development of the site. It allows the Applicant to replace in a coordinated fashion dilapidated warehouse structures with an exceptional planned community comprised of a variety of residential units, supporting retail and commercial uses. Through the PUD process, the Zoning Commission can ensure the appropriate development of this site by encouraging the participation of the affected community and District agencies and soliciting their comments. Thus, the PUD process gives neighborhood residents, the community at-

large and District agencies ample opportunities to work with the Applicant to ensure a well-planned development.

B. PUD Requirements Under Chapter 24 of the Zoning Regulations

1. Area Requirements Under Section 2402.1(c)

The PUD regulations require a site in the Arts/C-3-A District to contain a minimum of 15,000 square feet of land area. A PUD site in the R-5-B District must contain a minimum of one acre. The total land area of the entire PUD site is 78,198 square feet, or approximately 1.75 acres, and thus meets the minimum area requirements for a PUD.

2. Height and FAR Requirements Under Sections 2405.1 and 2405.2

The proposed development complies with the height standards under section 2405.1 of the Zoning Regulations. The maximum building height for the proposed development within the Arts/C-3-A District is 90 feet, while the R-5-B portion of the site will be 60 feet in height, as permitted under section 2405.1 of the regulations.

The PUD project will be developed to a total aggregate density of 4.03 FAR, or 314,968 square feet of gross floor area. This density is consistent with the maximum permitted in the R-5-B and C-3-A districts included in the project, and the five percent increase allowed under the PUD guidelines, pursuant to sections 2405.2 and 2405.3 of the regulations.

3. Impacts of the Project Under Section 2403.3

The impacts of the Project will not be unacceptable on the surrounding area or upon the operation of city services and facilities. In fact, the project will have a

significantly positive impact. The development of a mixed-use, mixed-income community at the site will complement the surrounding development.

Furthermore, the Project will have no unacceptable impact on traffic. The Traffic Impact Study conducted by Wells & Associates, LLC demonstrates that all of the intersections studied would maintain overall acceptable levels of service during both the AM and PM peak hours with the full development and occupancy of the project. The proposed development provides approximately 250-280 parking spaces – a number that exceeds the City's parking requirement.

Finally, the project will not have an adverse impact on the light and air. The building has been sensitively designed with adequate setbacks and open space to ensure the livability and quality of the residential and commercial uses.

C. Goals and Objectives of the Proposed PUD.

The proposed PUD is designed to achieve several important goals and objectives of the city. First, it will upgrade and enhance the visual appearance of a vacant site along the 14th Street corridor and rehabilitation and adapt for current use obsolete historic warehouses at the interior of the block, thereby making a significant architectural contribution to the revitalization and re-emergence of the 14th and U Street neighborhood.

Second, it will provide new housing and home ownership opportunities at market rate and moderate-income levels. Additionally, service-oriented retail uses will be provided as part of the new development. The proposed residential use with ground level retail will create a stable and vibrant neighborhood while respecting the historic nature of the neighborhood. The Applicant is foregoing the right to construct 108,960 square feet

of gross floor area devoted to commercial office use in order to provide this exceptional housing amenity.

Additionally, because of the historic industrial uses on the site, environmental remediation work will be conducted to decontaminate the property. The project will also make other significant contributions to the community through an annual contribution of $10,000 for five years to the 14th & U Main Street Initiative by the Applicant.

The project has been sensitively designed to complement the competing interests of the surrounding mixed use neighborhood, including the existing historic warehouses at the interior of the site, the medium to high density commercial development along 14th Street and the Reeves Center in particular, the existing rowhouses and public school building within Square 325, and the new residential developments to the south. The project responds to the site's location in one of the most diverse neighborhoods and just a block north of the prominent 14th & U Street corridors. Under the proposed PUD, the 90-foot height of the new building will relate to the height of surrounding buildings, and act as a transition from the 110-foot Reeves Center to the new 72-foot Langston Hughes Condominiums to the south.[3] The highly sensitive architectural treatment of the building will enable the project to successfully blend in with its surroundings and help complete the urban character of 14th Street.

D. Public Benefits and Project Amenities

1. Overview

The PUD guidelines require the evaluation of specific public benefits and project amenities for a proposed project. Public benefits are defined as "superior features of a

[3] This building was approved to a height of 90 feet, but due to project constraints was reduced to 72 feet.

proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from the development of the site under the matter of right provisions...." 11 DCMR 2403.6 (1995). A project amenity is further defined as "one type of public benefit, specifically a functional or aesthetic feature of the proposed development, that adds attractiveness, convenience or comfort of the project for occupants and immediate neighbors." 11 DCMR 2403.7. Additionally, when deliberating the merits of a PUD application, the Zoning Commission is required to "judge, balance and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case." 11 DCMR 2403.8.

The proposed project will achieve the goals of the PUD process by providing high quality residential and mixed-use development with significant public benefits and amenities to the neighborhood and the city as a whole. The project's affordable housing opportunities, exceptional site planning, urban design, architecture, adaptive re-use of historic structures, and landscaping, and other uses of special value to the neighborhood are the exact types of public benefits the PUD process is designed to encourage, as set forth under sections 2403.9 of the Zoning Regulations.

2. Housing and Affordable Housing (Section 2403.9(f))

The single greatest benefit to the area, and the city as a whole, is the creation of new housing and home ownership opportunities consistent with the goals of the Zoning Regulations, the Comprehensive Plan and the Mayor's housing initiative. Additionally, $1.1 million dollars of the new development will be directed to the production of

affordable housing units within the project, to ensure an adequate supply of housing opportunities for existing area residents.

3. Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a))

The high quality of design in the development of the architecture for the project exceeds that of most matter of right projects. The innovative conversion of industrial space to residential use, the use of a pedestrian arcade and landscaping to draw life into the interior of the square, the application of the 14th Street corridor streetscape design guidelines, and the establishment of neighborhood-oriented service retail uses are significant contributions to the urban landscape and complement the character of the 14th and U Street corridor.

4. Historic Preservation (Section 2403.9(d))

The design of the PUD project provides for the adaptive reuse of the historic warehouses at the interior of the square and creates a design that is compatible with and complements the surrounding Greater U Street Historic District. The exceptional quality has been assured through the design review process of the HPRB, which recommended approval of the height and massing of the project in concept at its June 26, 2003, meeting. A copy of the June HPRB staff report is attached as Exhibit F. The design details received a positive staff recommendation and the Applicant will continue with design refinements in consultation with the HPRB and its staff.

5. Transportation Features (Section 2403.9(c))

The off-street parking provided, as discussed in the Traffic Report attached as Exhibit E, exceed the requirements of the Zoning Regulations. The project proposes approximately 280 dwelling units on the split-zoned site, generating a total requirement

of 140 parking spaces. Because the site is well-served by public transportation, including the U Street/Cardozo Metrorail stop and several Metrobus lines, the residential portion of the project is also entitled to a 50 percent reduction, using the Standards of Institute of Transportation Engineering rates. Thus, the amount of parking required for the residential use is 70 spaces. The PUD will, however, provide 200 residential spaces, thus exceeding the requirement by almost 200 percent. Fifty of those spaces will be located at the ground level of the renovated warehouse buildings. Additionally, two to four of the residential parking spaces will be reserved for a "ZipCar" or "FlexCar", car-sharing programs for residents.

The 24,000 square feet of retail space generates a total requirement of 70 parking spaces, whereas only 50 spaces are provided. However, because the ample public transportation serving the site, the retail portion of the project is entitled to a 35 percent reduction, using the Standards of Institute of Transportation Engineering rates. Further, the retail uses are intended to serve the immediate neighborhood, further reducing the demand for retail parking. Under the reduction rate, only 46 spaces would be required. Thus, the provision of 50 retail parking spaces is more than adequate to serve the site.

The traffic circulation will also be improved through the widening of the north-south alley abutting the project. Currently only 12 feet wide, the southern portion of the alley will be closed and a public easement granted to widen the alley to 20 feet. This enhancement will allow two-way traffic to comfortably access the parking and loading entrances to the 14th Street building and the renovated warehouse parking spaces.

6. Uses of Special Value to the Neighborhood

The Applicant will make a annual contribution of $10,000 for the next five years to the 14th and U Main Street Initiative. One of the main purposes of this assistance is to help reinstitute "Ready, Willing, and Able," a jobs program for homeless men and women in the community. Additionally, all new residents will receive a one-year paid membership in the Cardozo-Shaw Neighborhood Association, further strengthening the ties of this development with the community.

7. Environmental Benefits

Finally, construction on the site will prompt the remediation of the several environmental contaminants in the soils from the numerous industrial uses on the property, including laundry and car repair services. The anticipated cost of this remediation work is approximately $1 million to $1.5 million and thus constitutes a significant public benefit to the community.

IV.
COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD advances the purposes of the Comprehensive Plan, is consistent with the Generalized Land Use Map, and furthers and complies with the major themes and elements for the District and Ward 1 in the Comprehensive Plan.

A. Purposes of the Comprehensive Plan

The purposes of the Comprehensive Plan are six-fold:

> (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5)

> Maintain and enhance the natural and architectural assets of the District; and (6) Assist in conservation, stabilization, and improvement of each neighborhood and community in the District.

D.C. Code §1-245(b).

The Project significantly advances these purposes by promoting the social, physical and economic development of the District through the provision of quality residential development that is affordable to a range of incomes; the replacement of obsolete industrial warehouses with development that will enhance the built environment; and the integration of retail that will create a sense of neighborhood while providing employment opportunities. The project will also achieve the community goal of adequate parking through an unobtrusive below-grade parking garage.

B. Generalized Land Use Map

The proposed development is consistent with the Generalized Land Use Map, which designates the PUD site in the medium density residential and moderate density commercial land use categories. The surrounding areas are also largely designated medium density residential and moderate density commercial.

C. Compliance with Major Themes of the Comprehensive Plan

The Project is consistent with many of the Comprehensive Plan's major themes as follows:

1. Stabilizing and Improving the District's Neighborhoods

The majority of the PUD site along 14th Street is vacant and the interior lots are currently improved with two obsolete warehouses. The proposed residential use with ground level retail will create a stable and vibrant neighborhood while respecting the historic nature of the neighborhood. The structural frames of the existing warehouses will

remain to serve as a reminder of the property's historical use. The proposed PUD will include a number of affordable housing units in order to increase housing opportunity in Ward 1 and the District.

2. Respecting and Improving the Physical Character of the District

The Applicant's proposal respects and improves the physical character of the District through the construction of a well-planned and carefully designed development that provides a mix of uses and a range of housing affordability.

3. Preserving the Historic Character of the District

As noted above, the structural frames of the existing warehouses will be maintained in order to serve as a reminder of the Property's historical background. This thoughtful development feature promotes the Comprehensive Plan's recognition of the city as a historic urban center. The proposed PUD will create new housing opportunities in the District while maintaining an area of historic significance in the city. The project has received the support of the Advisory Neighborhood Commission, the community and Councilmember Jim Graham, as shown by the letters attached as Exhibit G.

4. Reaffirming and Strengthening District's Role as an Economic Hub

The Comprehensive Plan encourages maximum use of the District's location for both private and public growth to promote economic development. Housing construction and rehabilitation for all income levels is paramount to the success of the economic goals of the city. This mixed-income, mixed-use project furthers this theme by incorporating ground-level neighborhood retail along with residential development to promote the economic health and well-being of the region.

D. Compliance with Major Elements of the Comprehensive Plan

The proposed PUD furthers the objectives and policies of many of the Comprehensive Plan's major elements as follows:

1. Economic Development Element

According to the Economic Development element of the Comprehensive Plan, the District places a high priority on the generation of new and productive uses of currently underused commercially and industrially zoned lands. *See* 10 DCMR § 200.10. The proposed PUD will dramatically improve upon the vacant parcels along 14th Street, a major north-south corridor, and the outmoded and dilapidated warehouses at the interior of the site, creating attractive and functional housing in its place.

Another priority of the Economic Development Element is stimulating and facilitating a variety of commercial, retail and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area, consistent with the Land Use element and ward plans, with sensitivity to the surrounding area. *See* 10 DCMR § 204.2(m). This project provides residential and retail development outside of the Central Employment Area that will provide both housing and jobs.

In its policies regarding economic development outside of the Central Employment Area, the Comprehensive Plan encourages the support of appropriate redevelopment in the 14th Street and U Street corridors. *See* 10 DCMR § 206.2(b). The proposed PUD development will foster economic growth in these corridors consistent with the policies and objectives of the Comprehensive Plan.

In its discussion of strategic areas of the city, the Comprehensive Plan sets forth Action 27: Focus Business Activity Near Neighborhood Metro Stations. This Action

specifically states that public and private incentives for investment in the areas around neighborhood Metrorail stations – including newly constructed stations like U Street/Cardozo – should be provided. *See* 10 DCMR § 209.6(b)(1). The proposed PUD is in close proximity to the U Street/Cardozo Metrorail station and provides neighborhood retail that will promote economic development in this community.

2. Housing Element

According to the Housing element of the Comprehensive Plan, housing in the District is viewed as a key part of a total urban living system that includes access to transportation and shopping centers, the availability of employment and training for suitable employment, neighborhood schools, libraries, recreational facilities, playgrounds, and other public amenities. *See* 10 DCMR § 300.4. A policy of the Comprehensive Plan is to designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi-unit housing development near selected Metrorail stations. *See* 10 DCMR § 302.2(d). The proposed PUD significantly promotes the characteristics set forth in this element. The Property is located in close proximity to the U Street/Cardozo Metrorail station and will further the total urban living system through its access to transportation and shopping.

Also as stated in the Housing element of the Comprehensive Plan, the District recognizes its obligation to facilitate the availability of adequate, affordable housing to meet the needs of current and future residents. The District strives to stimulate a wider range of housing choices and strategies through the production of new units for a variety of household types. A priority under the District's housing element of the

Comprehensive Plan is to maintain and upgrade the District's affordable rental stock, a goal that is supported by the proposed PUD. *See* 10 DCMR §§ 300.1 – 300.3.

3. Urban Design Element

The Urban Design element states that it is the District's goal to promote the protection, enhancement and enjoyment of the natural environs and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient. *See* 10 DCMR § 701.1.

The Urban Design element also has an objective of encouraging new construction or renovation/rehabilitation of older buildings in areas with vacant or underused land or structures in order to create a strong, positive physical identity. *See* 10 DCMR § 712.1.

The proposed PUD has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the surrounding development. *See* 10 DCMR § 708.2. The massing will, in fact, be a prominent feature of the development's design. The multi-family residential will create a strong street edge, and a varied roof line will be achieved through set back stories and projecting bays. Along V and W Streets, the buildings' top stories will be set back significantly in order to create a scale more consistent with the adjacent existing rowhouses.

The streetscape objective of this element is to establish a clear classification of streets and sidewalks that is functionally efficient and visually coherent, enhances the pedestrian environment, and provides for the orderly movement of goods and services. *See* 10 DCMR § 709.1. The proposed development incorporates a 26-foot wide space between the two buildings that will be landscaped and extended to the commercial edge

of 14th Street. This space will serve as a pedestrian gallery for the renovated warehouses and the new retail on the western portion of the site. Landscaped promenades with bridge connections at the third story will also be provided on the western portion of the site.

4. Preservation and Historic Features Element

According to the Preservation and Historic Features element of the Comprehensive Plan, the District's primary goal is to preserve the important historic features of the city while permitting new development that is compatible with those features. *See* 10 DCMR § 801.1. Specifically, the Plan stipulates that if the original or reasonably intensified historic use is no longer feasible, appropriate adaptive uses consistent with applicable land use regulations should be encouraged. *See* 10 DCMR § 805.1.

The proposed PUD exemplifies the city's preservation goals. The structural frames of the existing historic warehouses will be preserved to serve as a reminder of the Property's original use. The remainder of the abandoned warehouses will be replaced with viable residential development that will maximize the use of the Property while significantly enhancing the surrounding neighborhood.

5. Land Use Element

The Land Use element encourages a substantial amount of new housing primarily in housing opportunity areas and near Metrorail Stations in order for the District to perform its role as the region's urban center providing the greatest density of jobs and housing. 10 DCMR § 1100.2(b). The proposed PUD furthers this goal through its development of high-quality housing and its proximity to the U Street/Cardozo Metrorail station.

Policies designed to support residential neighborhoods include promoting the enhancement and revitalization of District neighborhoods for housing and related uses; ensuring abroad range of residential neighborhood options, and providing wide-ranging assistance for neighborhoods for relatively poor quality by joint public and private action and concentrated governmental attention and resources. 10 DCMR §§ 1104.1 (a), (c), and (e), and 1118.6.

The proposed PUD responds to these goals by replacing two older, abandoned warehouses with high quality residential units. The superior design of the proposed development will enhance and revitalize this residential segment of Ward 1, thereby stimulating new development and job opportunities.

The proposed PUD also includes appropriate commercial development to serve the needs of the District's economy and its neighborhoods through the construction of approximately 24,000 square feet of retail space that will serve both the residents of the buildings and the surrounding neighborhood. *See* 10 DCMR § 1108.1(a).

6. Environmental Protection Element

The Environmental Protection Element of the Comprehensive Plan seeks to protect residential communities from environmental hazards. In order to promote the environmental health and sanitation of the city, the Comprehensive Plan encourages the implementation of programs to dispose of harmful chemical, biological and radioactive materials. *See* 10 DCMR §§ 401.1 and 406.2(c). In furtherance of these goals and objectives, the Applicant will remediate environmental contaminants at the site caused by the numerous industrial uses on the property over the years. The estimated cost of the environmental clean-up is approximately $1-1.5 million.

E. Compliance with Ward 1 Elements of the Comprehensive Plan

The Project fulfills and furthers the specific objectives for this area, as set forth in the Comprehensive Plan for Ward 1.

1. Ward 1 Economic Development

The Ward 1 Economic Development element encourages the support of appropriate development in the U Street and U Street/Cardozo Metrorail station areas and seeks to prioritize redevelopment efforts in these areas. *See* 10 DCMR § 1202.1(b). This element also promotes the fostering of economic growth and the strengthening of public safety in Ward 1, both of which are supported by the proposed PUD. The residential use will bring people to an area of vacant lots and abandoned warehouses, creating a safer environment. The retail component of the proposed development will create both jobs and services needed by neighborhood residents. *See* 10 DCMR § 1202.1(g),(m) and (n). The Ward 1 Economic Development element specifically notes the goal of revitalizing and improving the functioning and appearance of the 14th and U Street area. *See* 10 DCMR § 1203.1(m)(6).

2. Ward 1 Housing Element

The Ward 1 Housing policy emphasizes the necessity for housing and the need for it to be located close to services needed for urban living. *See* 10 DCMR § 1204.1. A major objective in Ward 1 is to stimulate the production of new housing to meet all levels of need and to provide for the housing needs of low- and moderate-income households. *See* 10 DCMR § 1205.1(a) and (b). The proposed PUD substantially furthers the goals of this element through the provision of both market rate and affordable housing units that will be developed over retail services necessary and helpful to urban living. The Plan

also specifically promotes the retention of housing in former industrial areas in Ward 1 by providing for the development of new housing. *See* 10 DCMR § 1207.1(i).

3. Ward 1 Environmental Element

The Ward 1 Environmental element includes an objective to promote land use patterns and transportation services that decrease reliance on automobiles for commuting and routine trips to reduce air pollution. *See* 10 DCMR § 1210.1(a). The location of the proposed development in close proximity to the U Street/Cardozo Metrorail station significantly furthers this objectives, as does the inclusion of retail uses that will be utilized by residents of the buildings. The Environmental element also encourages the elimination of unoccupied and boarded up buildings in Ward 1 in order to address code violations, rodent infestation, and sanitation issues. The proposed PUD supports this policy by replacing two abandoned warehouses. *See* 10 DCMR § 1211.1(d)

The remediation of environmental contaminants at the site caused by the numerous industrial uses on the property over the years will also enhance the environmental objectives of the Ward 1 Plan. The estimated cost of the environmental clean-up is approximately $1-1.5 million.

4. Ward 1 Transportation Element

A major policy of the Ward 1 Transportation element is to support land use arrangements that simplify and economize transportation services in Ward 1, including mixed-use zones that permit the co-development of residential and non-residential uses. Additional development is specifically encouraged in the area of the U Street/Cardozo Metrorail station. *See* 10 DCMR § 1214.1(a). As noted above, the proposed development is both mixed-use and located in close proximity to the U Street/Cardozo Metrorail

station. The Transportation element recognizes that parking spaces are inadequate in commercial and residential areas and encourages the development of parking facilities that will not adversely impact residential communities or parkland. *See* 10 DCMR § 1215.1(g). The proposed PUD includes an underground parking garage, and enclosed parking at grade level, that will provide adequate parking in a completely unobtrusive manner.

V.
CONCLUSION

For the reasons stated above, P.N. Hoffman, Inc., on behalf of the property owners, submits that the PUD meets the standards of Chapter 24 of the Zoning Regulations and is consistent with the purposes and intent of the Zoning Regulations and Zoning Map. Furthermore, the project is consistent with the land use objectives of the District of Columbia, will revitalize the economic, residential and social fabric of the community and, therefore, satisfies the requirements for PUD approval. Finally, the project provides significant public benefits and amenities and furthers the goals and policies of the District of Columbia. Accordingly, P.N. Hoffman, Inc. requests that the Zoning Commission determine that the application has merit and schedule a hearing on the PUD application.

[Signature Page Follows]

Respectfully submitted:

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