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November 11, 2005

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By Hand Delivery

Ms. Carol Mitten
Chairperson, D.C. Zoning Commission
441 4th Street, N.W.
Second Floor
Washington, DC 20001

Re: Zoning Commission Case No. 05-19 - Consolidated Review and Approval of a PUD and Zoning Map Amendment Application for 4100 Georgia Avenue, NW (Square 2910, Lots 35 and 803) – Pre-hearing Statement

Dear Chairperson Mitten and Members of the Commission:

Enclosed please find the original pre-hearing statement of The Neighborhood Development Company, LLC (the "**Applicant**"), for the above referenced case, along with 20 copies of the pre-hearing statement.

The Applicant is requesting the consolidated review and approval of a PUD and a Zoning Map amendment from the C-2-A Zone District to the C-3-A Zone District. The Applicant proposes to construct 72 units of affordable rental housing with ground floor retail.

The following is a list of the exhibits to the pre-hearing statement:

- Updated Architectural Drawings and Elevations, including Tabulation of Development Data (Exhibit A)
- Traffic Impact Study (Exhibit B)
- Outlines of Witness Testimony (Exhibit C)

The hearing fee is also enclosed with this letter.

The Applicant respectfully requests that the Office of Zoning schedule this case for the first available public hearing date. We look forward to the opportunity to

ZONING COMMISSION
District of Columbia
CASE NO.05-19
EXHIBIT NO.14

present the case to you. If you have any questions or comments, please do not hesitate to call or email Allison at (202)663-8853 or Jeff at (202)663-8715.

Sincerely,

Allison C. Prince

Allison C. Prince

Jeffrey C. Utz

Jeffrey C. Utz

Enclosures

cc: ANC 4C
Maxine Brown-Roberts
DDOT
The Neighborhood Development Company, LLC

Document #: 1500724 v.1

THE RESIDENCES AT GEORGIA AVENUE
4100 GEORGIA AVENUE, NW

THE NEIGHBORHOOD DEVELOPMENT COMPANY, LLC

PRE-HEARING STATEMENT TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR CONSOLIDATED REVIEW AND APPROVAL OF A PLANNED UNIT DEVELOPMENT AND ZONING MAP AMENDMENT

November 11, 2005

Zoning Commission
District of Columbia
CASE NO. 05-19
EXHIBIT NO. 14

DEVELOPMENT TEAM

APPLICANT:	The Neighborhood Development Company, LLC 4110 Kansas Avenue, NW Washington, D.C. 20011
ARCHITECTS, ENGINEERS AND CONSULTANTS:	Wiencek & Associates Architects and Planners, PC 3 East Diamond Ave, Suite 100 Gaithersburg, MD 20877
LAND USE COUNSEL:	Pillsbury Winthrop Shaw Pittman LLP 2300 N Street, N.W. Washington, D.C. 20037
TRAFFIC AND PARKING CONSULTANT	Symmetra Design 10480 Little Patuxent Parkway, Suite 400 Columbia, MD 21044

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PREFACE

This statement is submitted by The Neighborhood Development Company, LLC, in support of an application for the consolidated review and approval of a Planned Unit Development and a corresponding amendment to the Zoning Map of the District of Columbia for the properties known as 4100 Georgia Avenue, NW, and 4101 Kansas Avenue, NW (Lots 803 and 35, and the alley between them, in Square 2910), to be known as The Residences at Georgia Avenue (4100 Georgia Avenue, NW), before the District of Columbia Zoning Commission. The property that is the subject of this application is formerly the site of Yabba Motors, a used car lot. It is located along the north side of Taylor Street, NW, between Georgia Avenue, NW, and Kansas Avenue, NW. This PUD application is before the District of Columbia Zoning Commission in conformity with Chapter 24 and Section 102 of the District of Columbia Zoning Regulations. The total land area of the subject property consists of approximately 17,640 square feet of land area.

The Applicant is requesting the consolidated review and approval of a PUD and related Zoning Map Amendment in order to create an exciting residential project on the site that will contribute significantly to the Petworth neighborhood. In total, approximately 72 residential units, all of which will be affordable rental housing, and a ground level retail space will be created as a result of this Project. The proposed Project will include direct pedestrian access to Georgia Avenue, NW, and has been thoughtfully designed to complement the existing structures and properties near the site and enhance and rejuvenate its surroundings.

Submitted in support of this pre-hearing statement are a set of updated architectural drawings, a traffic report, and outlines of witness testimony. This statement and the attached

documents meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

LIST OF EXHIBITS

DESCRIPTION	EXHIBIT
Updated Architectural Drawings and Elevations, including Tabulation of Development Data	A
Traffic Impact Study	B
Outlines of Witness Testimony	C

LIST OF WITNESSES AND ESTIMATE OF TIME REQUIRED TO PRESENT CASE

WITNESSES:

1. Adrian Washington and/or Karl Jentoft, The Neighborhood Development Company

2. Marc Feinstein, Weincek & Associates Architects. To be proffered as an expert witness in the field of architecture.

3. Nicole White, Symmetra Design. To be proffered as an expert witness in the field of traffic and parking.

ESTIMATED TIME REQUIRED TO PRESENT CASE:

1.0 hour

I. INTRODUCTION

A. Summary of Requested Action

This document supports the application of The Neighborhood Development Company, LLC ("**Applicant**" or "**NDC**"), to the Zoning Commission of the District of Columbia ("**Commission**") for the consolidated review and one-step approval of a Planned Unit Development ("**PUD**") and a corresponding amendment to the Zoning Map for the site. The project site consists of Lots 803 and 35, and the alley between them, in Square 2910 (the "**Property**"). The Property is located in the Petworth neighborhood of Ward 4 and consists of approximately 17,640 square feet of land area.

The Property is currently located in the C-2-A Zone District. The Applicant requests a Zoning Map amendment from the C-2-A Zone District to the C-3-A Zone District for the Property to accommodate the proposed development. The proposed height and lot occupancy of the project are significantly less than what the PUD guidelines allow in the C-3-A Zone District, and the proposed density does not exceed those guidelines. Rezoning the site to the C-3-A Zone District is consistent with the overarching goals and policies of the Comprehensive Plan of the District of Columbia ("**Comprehensive Plan**"), as discussed in detail herein.

The Applicant proposes to develop a signature residential project on the Property that will help to enhance and revitalize the surrounding neighborhood. In total, the project will include approximately 72 new residential units comprising approximately 68,593 square feet and a ground floor retail space comprising approximately 10,624 square feet (the "**Project**"). The total gross floor area included in the proposed PUD is approximately 79,217 square feet.

B. The Applicant

The Neighborhood Development Company, LLC, is a developer of both commercial and residential properties. Since 1999, NDC has developed over 200,000 square feet of real estate and expects to begin construction on an additional 300,000 square feet over the next 18 months. In the past year, NDC became an equity participant in development teams selected by the District to redevelop the Old Convention Center and Wax Museum sites. Collectively, these projects will encompass approximately 2 million square feet of mixed-use space. NDC is a minority-owned Local, Small, Disadvantaged Business Enterprise ("**LSDBE**"), headquartered directly across Kansas Avenue, NW, from the Property.

NDC has been a significant developer of residential projects in emerging neighborhoods in the District, focusing on renovating small to medium-size buildings into condominiums as part of neighborhood revitalization projects. In addition to 4100 Georgia Avenue, NW, current projects include the Lamont Street Lofts, a 38-unit condominium project in Columbia Heights, The Lofts at Brightwood, a 32-unit condominium project at the intersection of Georgia and Missouri Avenues, NW, and the New Yorker, a 44-unit condominium project in Stanton Park near the New York Avenue Metro Station. The Lamont Street Lofts project is a renovation of a former commercial storage facility at Lamont Street and Georgia Avenue, NW. The previously vacant property will become a five-story building with condominiums priced at below those of comparable housing. Located in a building that formerly housed a notoriously dangerous nightclub, the Lofts at Brightwood will, as one local newspaper noted, "provide a real boost for the neighborhood and the city. It will rehabilitate a long-vacant building and add new housing stock – without displacing any current residents."[1] The New Yorker, at 3rd Street, NE, and L

[1] THE NORTHWEST CURRENT, April 6, 2005.

Street, NE, will contain 45,000 square feet in a six-story building, with units of both one-bedroom and two-bedroom configurations.

NDC recently completed at least nine other significant residential projects in the District of Columbia. For instance, NDC's Kennedy Flats project, completed in 2004, involved a renovation of 1960's era buildings, with 40 units sold as condominiums and 22 units rented. The prices of the units were exceptionally affordable. The *Washington Business Journal* commented that the prices were "shockingly low," and noted that the average price of the Kennedy Flats condominiums was $200 per square foot, in contrast to the citywide average of $430 per foot for new condominium units.[2]

Adrian Washington, President of the Applicant, was raised in Anacostia and is a graduate of Stanford University and Harvard Business School. In February 2004, Mr. Washington was appointed to the District of Columbia's Comprehensive Housing Strategy Task Force.

C. Project Goals and Objectives and Benefits of Using the PUD Process

The PUD process provides a means for creating a "well-planned development." The objectives of the PUD process are to promote "sound project planning, efficient and economical land utilization, attractive urban design and the provision of desired public spaces and other amenities." The notice and hearing requirements of the PUD regulations ensure that adjacent property owners and area residents will have the opportunity to express their views about the application. The use of the PUD process gives the community and District agencies an opportunity to work together with the Applicant to ensure a well-planned development. The PUD process will also provide the Commission with an opportunity to review the design of the

[2] White, Suzanne, *Developer Adds New Meaning to Condo Sticker Shock*, WASHINGTON BUSINESS JOURNAL, February 13-19, 2004, at 5.

Project in connection with its consideration of the request to rezone the site to the C-3-A Zone District.

This process of engagement with the community has already begun. Indeed, on June 21, 2005, D.C. Councilmember Adrian Fenty announced that NDC had obtained control of the property and its plans to build residential units thereon. Further, on June 13, 2005, the Applicant met with ANC 4C, and won the ANC's support for the Project's crucial financing plan application to the District's Department of Housing and Community Development. The community engagement and discussions with ANC 4C will continue as the Project progresses.

D. Development Timetable

Should the PUD be approved, the Applicant plans to start construction as soon as the PUD covenant is recorded and expects that the total construction period will last approximately 12 months.

II. THE PROPOSED PUD PROJECT

A. Site Location

The Property consists of approximately 17,640 square feet of land area and includes the southern portion of the block between Kansas Avenue, Georgia Avenue, Taylor Street, and Upshur Street, NW. It is commercially zoned and was used as an automobile lot for a number of decades. The square to the west of the Property includes a self-storage facility, an office building, and an auto repair shop directly across from the Property. To the south is a used car lot with parcels of vacant land adjoining it, lining the whole of the south side of Taylor Street, NW, between Georgia Avenue and Kansas Avenue, NW. Directly to the east of the Property, across Georgia Avenue, NW, is a park. Further still, along the east side of 9th Street, NW, are two churches, a vacant lot, and several other structures. Directly to the north, and adjacent to, the

Property along the west side of Georgia Avenue, NW, is a building housing an Internet café and a carry-out restaurant. North of, and adjacent to, the Property along the east side of Kansas Avenue, NW, is a commercial storage structure. North of the retail building and the storage structure, at the intersection of Georgia Avenue and Kansas Avenue, NW, is a gas station. To the southeast of the Property, along the west side of Georgia Avenue, NW, between Taylor Street and Shepherd Street, NW, are retail buildings. Along the east side of Georgia Avenue between Taylor Street and Shepherd Street, NW, is a large, 6-story apartment complex. To the southwest of the Property, along the west side of Kansas Avenue, NW, between Taylor Street and Shepherd Street, NW, are several apartment buildings and along the east side of the block are seven townhouses.

The Property is .3 miles (approximately a five-minute walk) to the Georgia Avenue-Petworth Metro Station. A number of new developments, either proposed or approved, are or will be located along Georgia Avenue, NW, between the Property and the Metro station, including 3910 Georgia Avenue (a proposed mixed-use or retail-only project on 31,000 square feet) of land area, 3646 Georgia Avenue (a proposed development of sit-down restaurants and quick eateries), and a large $40 million mixed-use project at the Metro station that will include 148 condominiums, 17,000 square feet of retail space, and underground parking.

The City's planning objectives call for more residential use in the area of the Property. The site is located in the Low Density Commercial/Moderate Density Residential land use category as shown on the District of Columbia Generalized Land Use Map. The properties to the south of the Property on Georgia Avenue, NW, are in the Moderate Density Commercial/Medium Density Residential land use category. Given its location and prominence on the Georgia Avenue corridor, the Property shares many of the same characteristics of the

properties in this land use category. The properties north, west, and south of the Property are also in the Low Density Commercial/Moderate Density Residential land use categories, as is the property one-half block to the east, and the properties to the northeast, northwest, and southwest. The property beyond one-half block to the east is in the Moderate Density Residential land use category, as is the square to the southeast.

B. Project Description

The plans, elevations and drawings of the proposed Project are attached as Exhibit A. The Applicant will create an inviting residential building with approximately 72 residential units. The new building will be built to a height of 72 feet, below the maximum height under the PUD guidelines for the requested C-3-A zoning. All of the residential units will be affordable rental units. The building will be a gateway for the Petworth neighborhood of today and will also provide impetus and direction for the development of the Petworth community of the near future. The Project is a significant investment in a neighborhood that will greatly benefit from the stimulus.

The building will be primarily masonry and Hardiplank cementitious siding. The massing of the building, decorative masonry base, cornice detailing, corner towers, patterned brick, and projecting bays from the face of building will create an expression appropriate to this neighborhood. The building was significantly redesigned at the request of the Zoning Commission at the October 17, 2005, setdown meeting and the Office of Planning ("**OP**"). The Applicant seeks to implement a design that is both attentive to Commission concerns and brings a fresh energy to Petworth. Different, more subdued, colors are now incorporated in a more cohesive pattern that blends traditional and modern elements. The building materials have been simplified. The first two floors of the building are articulated with a large expanse of brick

masonry, including banded brick accents. A muted and complimentary Hardiplank exterior meets the brick base. A top layer of even lighter color, comprised of Hardiplank exterior tops the façade. A hard coat stucco is used on the bay projections along Taylor Street, NW. The tower elements, have been emphasized and add vibrancy to the Property. All of the stucco is at least two stories above the ground. Windows have been added at the ground level retail along Taylor Street and Georgia Avenue, NW, to create a more inviting space. In addition, the Applicant reduced the unit count from 78 to 72 units, in part to decrease the intensity of the use and the size of the building. The Georgia Avenue elevation's scale has been reduced to be more of a part of the streetscape. The Applicant worked through the design with OP at meetings following the October, 2005 Commission hearing and OP responded favorably to the refinements.

The roof of the new building will serve as a recreation terrace that will allow a lively visual ending to the building that, combined with the tower detailing, will create a memorable skyline.

Ingress to the below-grade parking garage of approximately 36 parking spaces will be from Taylor Street, NW; egress will be onto Kansas Avenue, NW, approximately 75 feet north of Taylor Street, NW (approximately a quarter-way up the block between Taylor Street, NW and Upshur Street, NW). Another vehicular entrance may be added for resident and guest drop-off and pick-up only on Taylor Street, NW. A portion of the parking area is sloped down so that it effectively forms a ramp to slide below the retail space. Residents of the Project can proceed directly from their parking space in the below-grade garage to their units. The main lobby for the residential portion of the building will be accessed from the Georgia Avenue entrance to the Project via a glass entranceway and lobby which creates a visual connection to Georgia Avenue. A pedestrian-only entrance for the retail space will be located on Georgia Avenue, NW. An

emergency entrance to the residential units will be located on Taylor Street, NW. The Project will enliven the street by with its pedestrian access and ground-floor retail.

The proposed Project will include landscape and hardscape improvements on the Property. In addition to a landscaped area on the southwest corner of the building, there will be a green space created along Taylor Street, NW. Prior to the hearing on the application, the Applicant will submit a landscaping plan that will detail an enhanced design. The plans attached as Exhibit A show the areas and existing trees that will be incorporated into the landscaping plan. The result of the landscaping and the exemplary finish on the building will be that the surrounding neighborhood is reinvigorated and the streetscape is energized – all on property that currently detracts from the streetscape and neighborhood in general.

The total gross floor area included in the proposed PUD is approximately 79,217 square feet, for a total Floor Area Ratio ("**FAR**") of approximately 4.5. The building will have a height of approximately 72 feet, as measured from Georgia Avenue, NW. The proposed Project will have a lot occupancy of approximately 68%. The proposed Project is equal to or smaller than the building envelope permitted under the C-3-A District PUD Guidelines (maximum FAR of 4.5 and a maximum building height of 90 feet). It is necessary to rezone the Property to the C-3-A Zone District in order to allow the proposed 72 foot height and FAR of 4.5. The proposed height and FAR on the Property is critical to allow for the affordable housing.

The Project will have approximately 8,954 square feet of residential recreational space (13.1% of the residential space), less than the 15% residential recreational space required in the C-3-A Zone District. It will be comprised of space on the roof terrace, a tenant meeting room, lobby space, and landscaped recreation space.

The loading platform and recycling areas will be enclosed within the building and located at the rear side of the building. They will be accessed from the entrance on Kansas Avenue, NW, as shown on Exhibit A.

C. Development Parameters Under Existing and Proposed Zoning

The PUD guidelines for the C-2-A Zone District allow a height of 65 feet and a maximum FAR of 3.0, with a limit of 2.0 of non-residential FAR. The C-2-A Zone District, as a matter-of-right, permits a maximum height of 50 feet, a maximum lot occupancy of 60% for solely residential uses, and a maximum FAR of 2.5, with a limit of 1.5 of non-residential FAR.

The PUD guidelines for the C-3-A Zone District allow a height of 90 feet and a maximum FAR of 4.5, with a limit of 3.0 of non-residential FAR. The C-3-A Zone District, as a matter-of-right, permits a maximum height of 65 feet, a maximum lot occupancy of 75% for solely residential uses, and a maximum FAR of 4.0, with a limit of 2.5 of non-residential FAR.

D. Flexibility under the PUD Guidelines

The PUD Process was created to allow greater flexibility in planning and design than is possible under conventional zoning procedures. The PUD regulations specifically allow the Zoning Commission to approve any zoning relief that would otherwise require the approval of the Board of Zoning Adjustment ("**BZA**").

The proposed development complies with the broad parameters of the C-3-A Zone District. However, the design scheme proposed for the PUD has created a configuration that does not meet all of the exact requirements of this zone. Specifically, the Applicant seeks to establish 36 parking spaces, rather than the 61 that are required under Section 2101.1 of the Zoning Regulations. This change is requested and is necessary in order to maintain the affordability of the units, while still constructing a high quality residential project that will satisfy

the District and neighborhood planning goals for the area. It would be cost-prohibitive to excavate an additional level of parking on the site. Due to the Property's location so close to the Georgia Avenue-Petworth Metrorail station, as well as Metrobus lines on Georgia Avenue, NW, and because the immediate vicinity of the Property is relatively uncongested, this smaller number of parking spaces will not result in the negative effects Section 2101.1 seeks to avoid. The Applicant's parking report, attached as Exhibit B, supports this conclusion.

Furthermore, the Applicant requests relief from the residential recreation space requirement of 15% of residential gross floor area. Instead, the Applicant seeks to create residential recreational space in the amount of approximately 13.1% of the residential gross floor area. This reduction will not conflict with the spirit or intention of the requirement, as the close proximity of the Upshur Recreation Center (an extensively-equipped park including a lighted basketball court, lighted athletic fields, a swimming pool, a playground, and a multi-purpose room) and the ground floor retail space will provide ample diversionary and recreational outlets for residents of all ages to accommodate the gap between the 13.1% residential recreational space offered by the Project and the 15% required under the Zoning Regulations. In addition, the space that is provided is highly functional and desirable to the tenants. Both the roof deck and the tenants' meeting room are useful spaces. Also, the Project will have a great deal of green space surrounding the building on the Property. Lastly, the Commission is presently considering measures to eliminate this requirement entirely.

The Applicant requires relief from Section 411.3 of the Zoning Regulations. The Project has two roof structures – one houses a stairwell and the elevator and the other houses the emergency stairwell. It would be impractical to connect the roof structures. Such a connection would lead to a greater appearance of height. Also, the design of the roof structures has been

integrated into the design of the tower elements. As a result, the Applicant also requires relief from Section 400.7 of the Zoning Regulations regarding setback of the roof structures. By working the roof structures into the tower elements, the building has become more cohesive and can offer a greater amount of space on the roof for residential recreational space.

Finally, the Applicant requests relief from the requirements regarding the minimum width of courts in buildings with a residential component. The court was created since the elevator shaft has been pushed away from the building in order to give nearby bedrooms windows. The proposed court begins at the top of the first floor's roof and extends 51 feet 8 inches in height. Therefore, a court of 17 feet 3 inches in width would be required. The court provided is 9 feet 6 inches in width. This relief will not violate the intention of the Zoning Regulations and will allow for greater flexibility in design of the building.

III. PLANNING ANALYSIS

A. Introduction

Through the PUD process, the Applicant will implement numerous goals of the District of Columbia in revitalizing the Georgia Avenue Corridor and the Petworth neighborhood.

B. Land Use Impact

The proposed PUD Project will create a significant residential development along the important Georgia Avenue Corridor and will improve dramatically the appearance of the site. The proposed height and massing of the Project is consistent with the buildings in the area and with the District's planning goals for the future of this area of the City. In fact, the Applicant did not fully use the 90 foot height allowance of the PUD guidelines in the C-3-A Zone District. In order to create a more compatible building with the surrounding neighborhood, the Applicant designed the Project to a height of 72 feet.

C. Zoning Impact

The proposed Zoning Map Amendment application can be granted without adversely affecting nearby and adjacent Zone Districts. The proposed C-3-A Zone District is consistent with the Moderate Density Residential/Low Density Commercial Land Use Category designation for the Property and the surrounding Generalized Land Use Map designations. It is particularly consistent with the Medium Density Residential/Moderate Density Commercial Land Use Category designation for the properties on the Georgia Avenue Corridor. Those properties are zoned C-3-A.

Further, the requested rezoning does not constitute spot zoning. The rezoning of the Property comports with the District's planning initiatives in the vicinity of the Property. The recent Small Area Plan study recommends an increase in density for the area (and other areas similarly close to Metro stations). Although it has not yet been adopted, it is expected to be presented to the D.C. City Council in the near future. According to OP, it is likely that within a year after the new Comprehensive Plan is adopted, the Commission will need to consider rezoning this property and surrounding area as a result of the new Comprehensive Plan recommendations. The D.C. Court of Appeals has held that PUDs do not constitute spot zoning. Daro Realty, Inc. v. District of Columbia Zoning Commission, 581 A. 2d 295, 299.

D. Environmental Impact

No adverse environmental impact will result from the construction of this Project. In addition, the increased use of water and sanitary services that will occur as a result of the Project will have an inconsequential effect on the District's delivery systems. The site is currently served by all major utilities. The Project's proposed stormwater management and erosion control plans will minimize impact on the adjacent property and existing stormwater systems. The requisite

erosion control procedures stipulated by the District will be implemented during construction of the Project.

Once the Project is completed, it will have the beneficial impact of urban infill. With the Property changed from a vacant used car lot to affordable housing, the Property would be much more efficiently utilized. Further, many of the residents would be District residents displaced by increasing housing costs in other parts of the District. The Project would allow them to live in the District, and utilize the Metro to get to work, rather than move out to the suburbs and commute into the District for work. As a result, the Project would have the effect of keeping more cars off the roads and assisting in curbing sprawl.

E. Facilities Impact

The proposed Project will not have an adverse impact on the public facilities that it will rely on for service. As previously mentioned, the Property is located within easy walking distance of the Georgia Avenue-Petworth Metro Station. In addition, Metrobus lines utilize Georgia Avenue, NW, such that the Project is well-served by public transportation.

IV. EVALUATION STANDARDS

Section 2403 of the Zoning Regulations provides the standards for evaluating a PUD application.

A. Public Benefits and Project Amenities

Section 2403.9 provides categories of public benefits and project amenities for review by the Zoning Commission. The objective of the PUD process is to encourage high quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning. The instant consolidated application will achieve the goals of the PUD process by creating a high quality

affordable housing and retail building on the Property which will help to enliven and revitalize the Georgia Avenue Corridor and the Petworth neighborhood of Ward 4.

1. Housing and Affordable Housing

Pursuant to Section 2403.9(f) of the Zoning Regulations, the PUD guidelines state that the production of housing is a public benefit that the PUD process is designed to encourage. This Project will create approximately 72 new, rental apartments in the Petworth neighborhood. As a whole, the Project will result in the creation of approximately 68,593 square feet of affordable housing units. Given the current strong interest in the production of affordable housing in the District of Columbia, this is a significant amenity.

2. Urban Design and Architecture

Section 2403.9(a) lists urban design and architecture as categories of public benefits and project amenities for a PUD. As shown in the detailed plans, elevations, and renderings included in Exhibit A, the proposed Project exhibits all of the characteristics of exemplary urban design and architecture. The high level of building finish, freshness of design, and alternating composition of projecting bays combine to create a sense of energy and visual interest. In addition, the Applicant is providing enhanced landscaping on the Property, as will be detailed by a landscaping plan before the hearing. Finally, the building as a whole employs traditional, time-tested materials in new and modern ways in a design that is aesthetically enduring and which adds to the fine urban texture of the city. As stated, the Applicant revised and enhanced the design to address the comments of OP and the Commission. The result is an exemplary development.

3. Site Planning

Pursuant to Section 2403.9(b) of the Zoning Regulations, "Site planning, and efficient and economical land utilization" are public benefits and project amenities to be evaluated by the Zoning Commission. The proposed Project has been designed to provide residents and their guests with open and inviting spaces, including the roof terrace and landscaped area. In addition, the Project would bring much needed retail space to the area and a great deal of affordable housing to an area close to the Metro. The Project would be an efficient use of the Property and take advantage of its many positive characteristics.

4. Effective and Safe Vehicular and Pedestrian Access

The Zoning Regulations, pursuant to Section 2403.9(c), state that "Effective and safe vehicular and pedestrian access" can be considered public benefits and project amenities of a project. The proposed Project will provide a parking garage with approximately 36 parking spaces. The entrance to this garage will be on Taylor Street, NW, and the exit will be on Kansas Avenue, NW. Both will be one-way driveways and appropriately landscaped and buffered from neighboring properties. Creating both driveways as one-way will reduce vehicular and pedestrian conflicts on the site and simplify the traffic pattern. Residents of the Project will be able to proceed directly from their parking space in the garage to their units, and patrons of the retail space will be able to park in designated retail parking spaces. The Project will also provide two separate entrances/exits for pedestrians on Georgia Avenue, NW – one for the retail space and one for residents. There will be an emergency exit for residents on Taylor Street, NW. These separate and distinct entrances/exits will mitigate any potential pedestrian and vehicular conflicts.

5. Revenue for the District

According to Section 2403.9(i), "uses of special value to the neighborhood or the District of Columbia as a whole" are deemed to be public benefits and project amenities. The addition of a new building with approximately 72 households will result in the generation of significant additional tax revenues in the form of income, sales, use and employment taxes for the District. Further, the provision of new affordable living space will mean that a segment of the District workforce presently being pushed out of the District by increasing housing costs will remain, thereby supporting the businesses where they work.

6. First Source Employment Program

According to Section 2403.9(e), "employment and training opportunities" are representative public benefits and project amenities. Therefore, the Applicant will voluntarily enter into an agreement to participate in the Department of Employment Services ("**DOES**") First Source Employment Program to promote and encourage the hiring of District of Columbia residents.

7. Local Business Opportunity Program

Pursuant to Section 2403.9(e), the use of local firms in the development and construction of the Project is a representative public benefit and project amenity. Therefore, the Applicant will enter into a Memorandum of Understanding ("**MOU**") with the Local Business Opportunity Commission ("**LBOC**") to use the resources of the LBOC to utilize LSDBEs in the development of this Project.

Further, the Applicant is an LSDBE in accordance with the spirit of D.C. Law 12-268. The District should make a particular effort to allow the Applicant this opportunity to grow its business in strength and vitality, and to allow the Applicant to be a key participant in

"stimulating economic development in the District." It should be noted that the Property is directly adjacent to the Applicant's headquarters.

8. Comprehensive Plan

According to Section 2403.9(j), public benefits and project amenities include "other ways in which the proposed planned unit development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan." As described in greater detail in Section V, the PUD is consistent with and furthers many elements and goals of the Comprehensive Plan.

9. Public Benefits of the Project

Sections 2403.12 and 2403.13 require the Applicant to show how the public benefits offered are superior in quality and quantity to typical development of the type proposed. The Applicant has addressed this issue in the text of the statement. It is only as a result of the additional density and height provided through the PUD process that the Applicant is able to construct such a well-designed project and provide so much new affordable housing. The building will be well designed and integrated into it surroundings and equipped with all modern safety amenities as well as parking and recreational space. As a substantial investment, the Project will be a valuable addition to the urban fabric of the Petworth neighborhood. The architectural detailing of the proposed building, landscaping, and the large amount of quality affordable housing provided in this Project set it apart from a matter-of-right residential project. Whereas a matter-of-right project would not be required to provide any affordable housing, the approval of this PUD application will result in the creation of approximately 68,593 square feet of high-quality affordable housing. In addition, the surrounding neighborhoods will greatly

benefit from the first floor retail space, likely to be a pharmacy. The Project is likely to have a highly desirable catalytic effect on the immediately surrounding area.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters the goals and policies enumerated in the District of Columbia Comprehensive Plan ("**Comprehensive Plan**"), D.C. Law 12-275, 10 DCMR (Planning and Development) § 100 et seq. (1998).

The purposes of the District of Columbia Comprehensive Plan Act are to:

> (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions and matters affecting the District and its citizens; (3) Promote economic growth in 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) (1994 Supp.).)

The proposed Project significantly advances these purposes by furthering the social and economic development of the District through the creation of approximately 72 new residential units and active ground level retail space on a site that is critically important to the development of the Georgia Avenue Corridor. The affordability of the units is a realization of a main aspect of the Comprehensive Plan.

A. Compliance with Major Themes

Three major themes that are applicable to this Project were adopted as part of the Comprehensive Plan. The Applicant's proposal is consistent with these themes as follows:

1. Stabilizing the District's Neighborhoods

The creation of approximately 72 new residential units which will be rented rather than sold will help stabilize the Petworth neighborhood by providing an opportunity for District residents to live in desirable housing in the District even if they cannot afford or do not wish to buy. The creation of a significant retail and residential development on the Property is also likely to help stimulate additional residential development and further stabilize the neighborhood. The influx of new residents in the neighborhood will help provide the critical mass of customers needed to patronize existing, and hopefully new, commercial uses along Georgia Avenue, NW. In addition, the first floor retail space will bring much-needed services to the area and begin the active streetscape that the District seeks – particularly if the tenant is a pharmacy.

2. Respecting and Improving the Physical Character of the District

The proposed Project has been designed to improve the site's integration with the surrounding neighborhood and put it to a more beneficial use than the current vacant lot. By increasing the density and maximizing the lot usage, the Project will not only contribute to the streetscape along Georgia Avenue, NW, but also create a new streetscape on Taylor Street, NW. While the building will be taller than its immediate neighbors, the Project's architects have used materials, banding, and layering of textures to unite the building with its surroundings and scale. Thus, the Project will not overwhelm the neighborhood and will fit in well with the surrounding buildings. The Georgia Avenue and Taylor Street facades, landscaped areas, green space along Taylor Street, NW, and alternating composition of projecting bays, all combine to create a sense of scale and visual interest.

3. Preserving and Ensuring Community Input

The Applicant is currently in a dialogue with the community to obtain further community input. As previously mentioned, on June 21, 2005, Councilmember Fenty announced that the Applicant had obtained site control of the Property and its plans to develop residential units thereon. Furthermore, on June 13, 2005, the Project won the support of ANC 4C for the Project's crucial financing plan application to the District's Department of Housing and Community Development.

Throughout the PUD process and development of the Property, the Applicant will continue to work with representatives of ANC 4C, as well as the immediate surrounding neighborhood, to create a new residential community that is a benefit to the neighborhood and the District of Columbia.

B. Compliance with Major Elements.

The Comprehensive Plan also contains 11 major elements. The proposed Project furthers the objectives and policies of several of these elements as follows:

1. Housing Element

The Comprehensive Plan includes the following goals with regard to the production of new housing:

> "Encourage the private sector to provide **new housing** to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives" (10 DCMR § 302.2(a));
>
> "Review and recommend **suitable regulatory zoning**, tax and financing incentives under appropriate controls to meet housing production goals, particularly for low-income, **moderate income** and elderly households" (10 DCMR § 302.2(b)); and

> "**Encourage housing** on suitably located public or private properties that are **vacant**, surplus, **underutilized**, or **unused** . . ." (10 DCMR § 302.2(e)); and
>
> "Encourage the private sector to meet housing needs through the development of **infill housing** . . ." (10 DCMR § 302.2(f)). (Emphasis added.)

The Comprehensive Plan includes the following goal of the District with regard to the production of low and moderate-income housing:

> "Provide **zoning incentives**, as appropriate to developers prepared to build low-and moderate-income housing, **such as permitting additional densities in exchange for incorporating low-and moderate-income housing in development projects**" (10 DCMR § 303.2(d)); (Emphasis added.)

The creation of approximately 72 rental residential units on this currently underutilized property fully satisfies all of the above-noted provisions of the Housing Element of the Comprehensive Plan. As previously stated, the Project will provide approximately 68,593 square feet of affordable housing. The inclusion of these affordable units in the Project is entirely consistent with the provisions of the Comprehensive Plan noted above.

2. Urban Design Element

It is the goal of the District to:

> "Encourage in-fill development to be complementary to the established character of the area. In-fill development in stable areas shall not create sharp changes in physical pattern which might lead to deterioration." (10 DCMR § 711.2(a))

As shown in the detailed plans, elevations, and renderings included in Exhibit A, the proposed Project exhibits all of the characteristics of exemplary urban design and architecture. The construction of a prominent residential building will complement and enhance the neighborhood that surrounds the site. The integration of the site design into a prominent lot at the corner of Georgia Avenue, Kansas Avenue, and Taylor Street, NW, and the offering of street level

retail will tie the Project into the neighborhood. The Applicant met with OP several times on the proposed Project. As a result of OP's input and the comments of the Zoning Commission during the setdown hearing, the design was greatly enhanced. The result is an exemplary design that utilizes modern materials for a traditional appearance.

3. Generalized Land Use Map

As previously mentioned, the Generalized Land Use Map includes the Property in the Moderate Density Residential/Low Density Commercial Land Use Category. It should be noted that, while the Generalized Land Use Map typically is helpful in determining appropriate uses and density in areas of the city, it is not intended to serve as a "general" zoning map, nor does it mandate a parcel-by-parcel limitation on permitted development.

The proposed Project and C-3-A Zone District are consistent with the flexibility that the Moderate Density Residential/Low Density Commercial Land Use category provides for the Property. Such a designation supports the construction of a high-quality affordable housing project with a retail component on the site of a vacant lot.

In addition, the Georgia Avenue corridor adjacent to the property is a long stretch designated as Medium Density Residential/Moderate Density Commercial. Therefore, the Project would fit well in the plan for the establishment of Georgia Avenue as a rejuvenated vibrant corridor.

4. Ward 4 Goals and Policies

The Ward 4 Element of the Comprehensive Plan seeks to "capitalize on Metrorail station areas as focal points for retail services...and community activities" (10 DCMR § 1501.1(d)), "create and expand retail activity" (10 DCMR § 1505.1(a)), expand development on vacant commercial properties (10 DCMR § 1506.1(a)), maintain, conserve, and expanding the housing

stock, particularly of affordable housing, (10 DCMR § 1507.1(a)), provide affordable housing in particular near the Georgia Avenue-Petworth Metro Station (10 DCMR § 1507.3)), provide for the housing needs of moderate-income households (10 DCMR § 1508.1(a)), encourage the private sector to provide new housing (10 DCMR § 1508.1(c)), and support the construction of rental housing (10 DCMR §1508.1(d)). Furthermore, the Ward 4 Land Use Plan calls for the implementation and upgrading of local neighborhood centers in a small area that includes the Property (10 DCMR § 1530.1 (h)(2)(C)(ii)). The proposed PUD is consistent with these provisions of the Ward 4 Elements of the Comprehensive Plan. It is difficult to imagine a project that better satisfies the goals and objectives of the Ward 5 Element of the Comprehensive Plan.

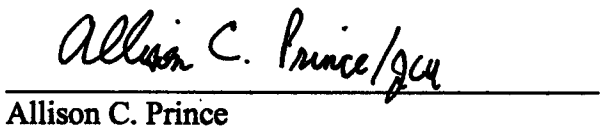
VI. CONCLUSION

For the foregoing reasons, the Applicant submits that the consolidated PUD and Zoning Map amendment application meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a consolidated PUD and Zoning Map Amendment; provides significant public benefits; and advances important goals and policies of the District of Columbia.

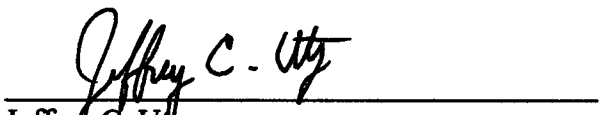
Accordingly, the Applicant respectfully requests the Zoning Commission approve and adopt the PUD and accompanying Zoning Map Amendment applications.

Respectfully submitted,

PILLSBURY WINTHROP SHAW PITTMAN, LLP



Allison C. Prince



Jeffrey C. Utz

Date: November 11, 2005

Document #: 1500721 v.1

EXHIBIT A

The Residences at Georgia Avenue

4100 Georgia Avenue, NW

WASHINGTON, D.C.

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WMATA Bus #70 & 71
WMATA Bus #62
WMATA Bus #60
ROOSEVELT HIGH SCHOOL
16TH STREET
14TH STREET
9TH STREET
IOWA AVE
UPSHUR STREET
TAYLOR STREET
KANSAS AVE
GEORGIA AVE
NEW HAMPSHIRE AVE
ELDRIDGE AVE
M
METRO

Educational
UPSHUR STREET
4 Story Commercial
2 Story Commercial
2 Story Commercial
KANSAS AVE
2 Story Commercial
2 Story Retail
4100 Georgia
GEORGIA AVENUE
9TH STREET
2 Story Commercial
TAYLOR STREET
6 Story Apartment
Used Car Lot
2 Story Town-house
2 Story Town-house

PROJECT SITE

1 – Composite Elevation of Kansas Avenue looking East

PROJECT SITE

2 – Composite Elevation along Taylor looking North

PROJECT SITE

3– Composite Elevation along Georgia looking West

4 – Looking South from Upshur

5 – Apartment building on SE corner of Georgia/9th and Taylor

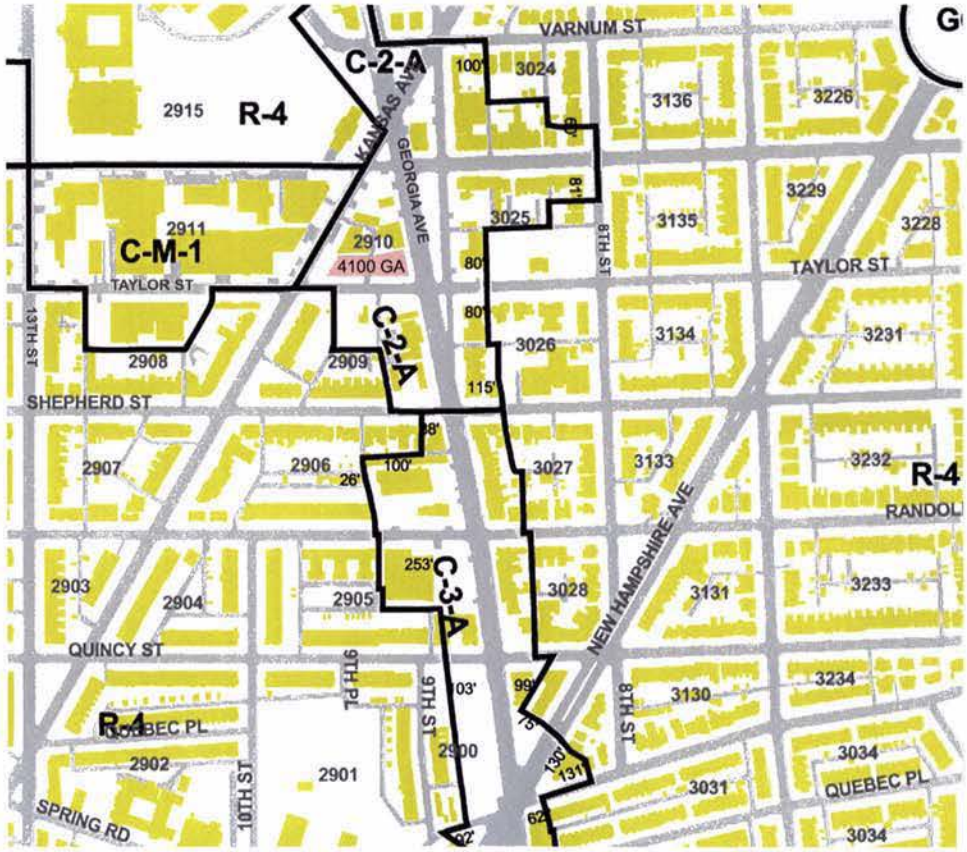
6 – Looking SW along Kansas from site

PROJECT SITE

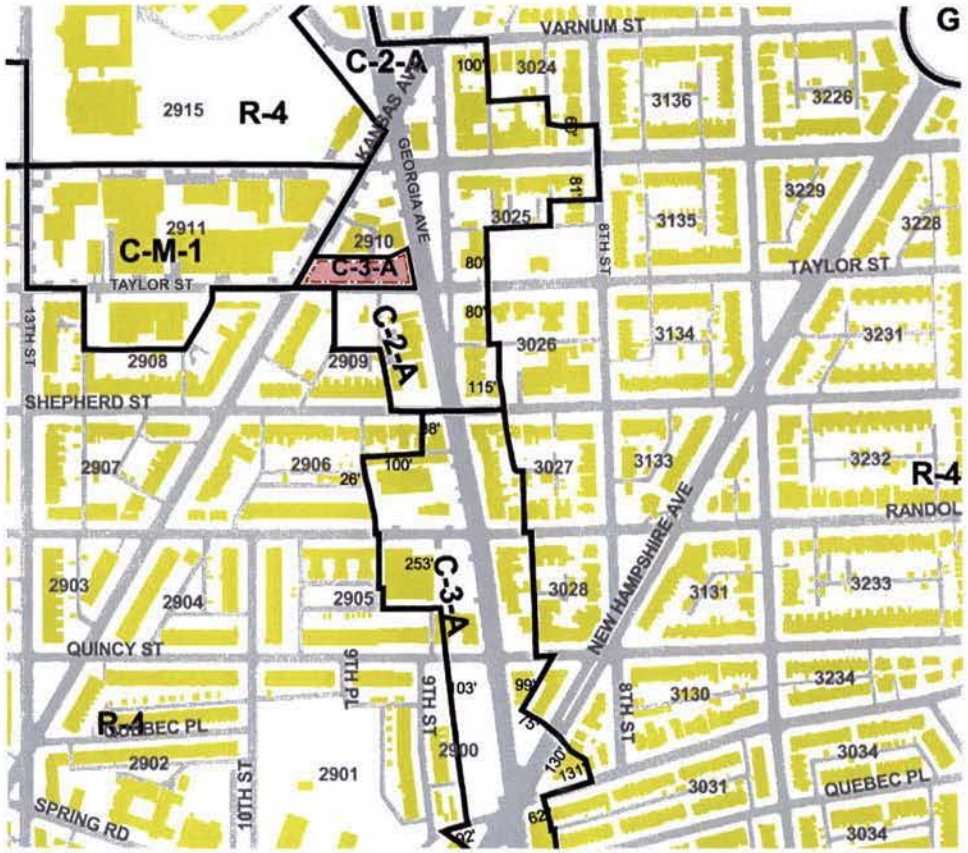
7 – Panorama from site facing Georgia

SITE

8 – Panorama from Upshur & Georgia looking south

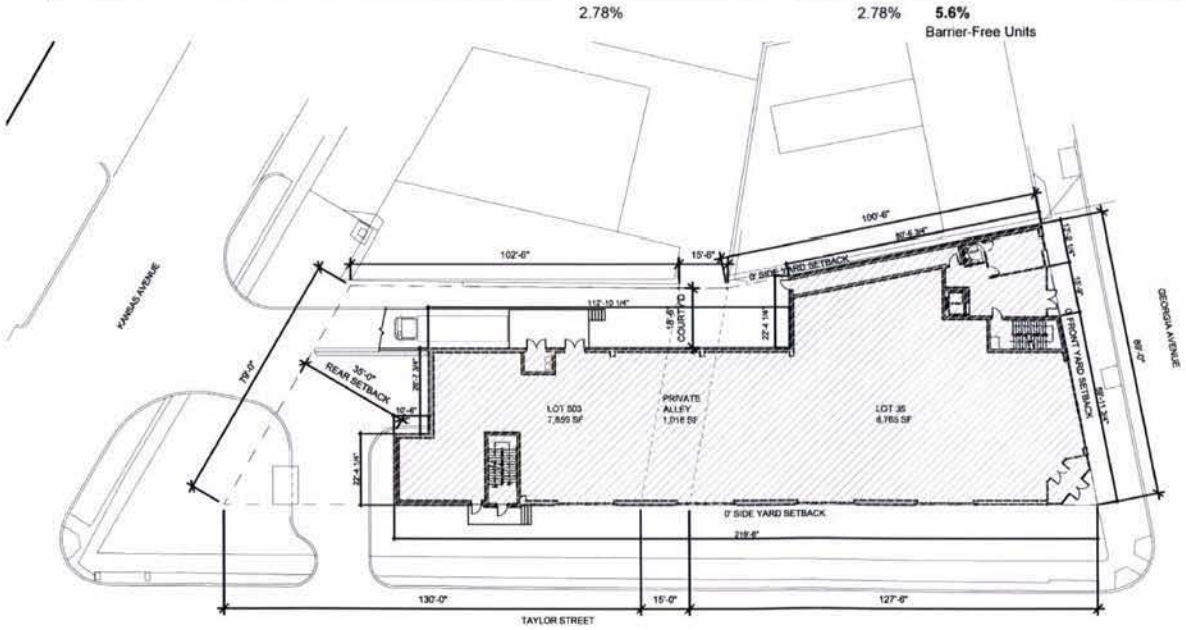


EXISTING ZONING



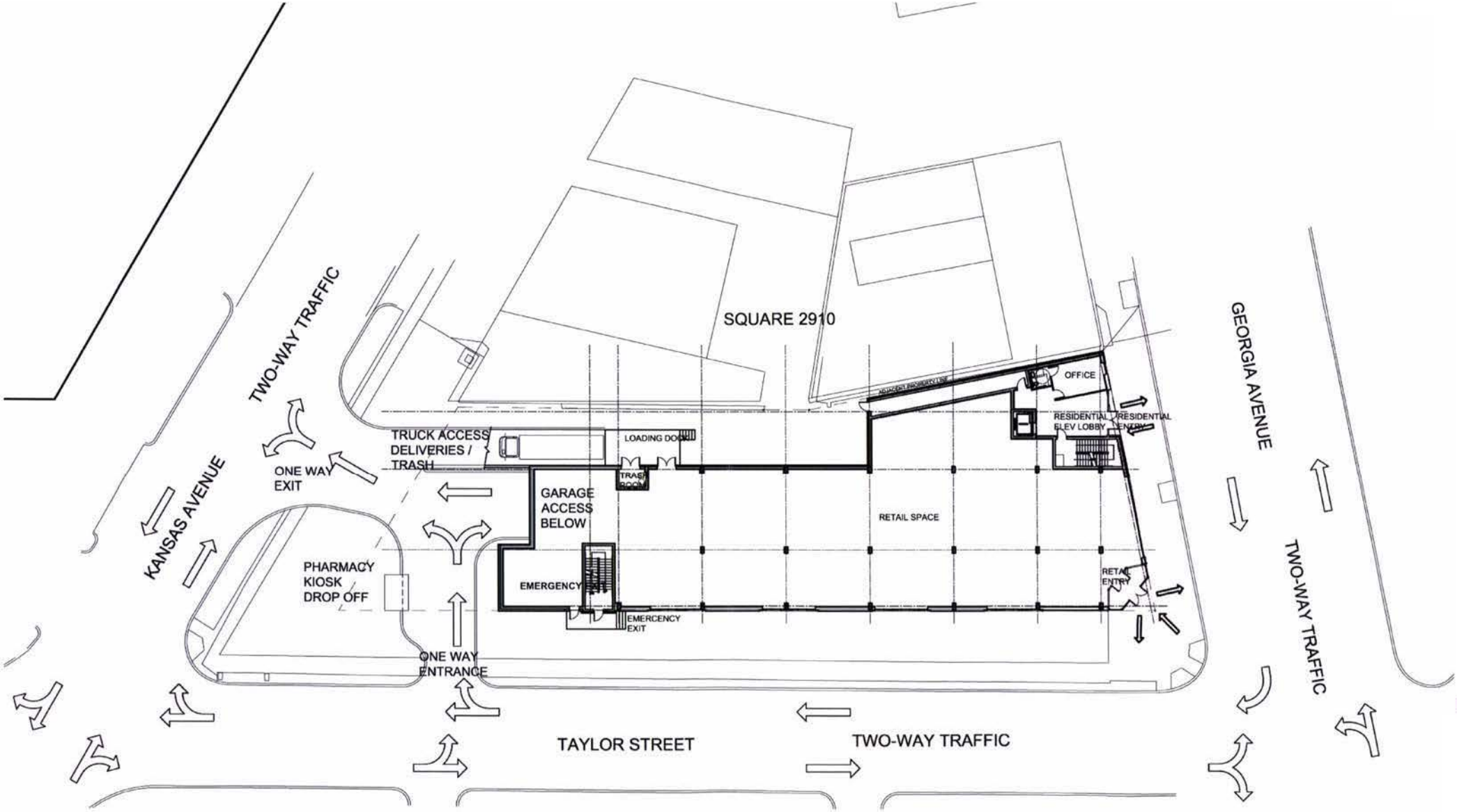
PROPOSED ZONING

UNIT & AREA TABULATION Floor Area (NSF)	One Bedroom Units Typ. Unit 587	One Bedroom Units Corner 612	One Bedroom Units Corner 704	One Bedroom Units B.F. 587	Two Bedroom Units Typ. Unit 789	Two Bedroom Units Bay Unit 813	Two Bedroom Units B.F. 789	Total Units (Qty)	Total Units (NSF)	Resid. Trash and Utility (NSF)	Resid. Laundry (NSF)	Gathering Space (SF)	Resident Circulation and Ext. Wall (SF)	Resid. Area Total (GSF)	Retail Area Total (NSF)	GRAND TOTAL AREA (GSF)
Basement (below grade cellar)	-	-	-	-	-	-	-	0	-	-	-	-	-	*8,327*	*5,413*	*13,740*
Basement (above grade)	-	-	-	-	-	-	-	0	-	-	-	-	-	394	256	650
Ground Floor	-	-	-	-	-	-	-	0	-	56	-	-	2,415	2,471	10,230	12,701
2nd Floor	4	1	1	0	2	4	0	**12**	8,494	43	124	708	2,037	11,406		11,406
3rd Floor	3	1	1	1	2	4	0	**12**	8,494	43	124	-	2,161	10,822		10,822
4th Floor	3	1	1	1	1	4	1	**12**	8,494	43	124	-	2,161	10,822		10,822
5th Floor	4	1	1	0	1	4	1	**12**	8,494	43	124	-	2,161	10,822		10,822
6th Floor	4	1	1	0	2	4	0	**12**	8,494	43	124	-	2,161	10,822		10,822
7th Floor	4	1	1	0	2	4	0	**12**	8,494	43	124	-	2,161	10,822		10,822
Roof	-	-	-	-	-	-	-					2,303	600	600		600
TOTAL FAR AREA	22	6	6	2	10	24	2	**72**	**50,964**	**314**	**744**	**3,011**	**15,857**	**68,981**	**10,486**	**78,867**
GRAND TOTAL AREA														**77,308**	**15,899**	**93,207**



LOT AND BUILDING DIMENSION DATA

TABULATION OF DEVELOPMENT DATA	C3A PUD Zoning Requirement/ Allowance	Proposed
Lot 35		8,765
Lot 803		7,859
Alley (privatized)		1,016
TOTAL LOT SIZE		**17,640**
GROSS FLOOR AREA - Residential		68,981
GROSS FLOOR AREA - Retail		10,486
TOTAL GROSS FLOOR AREA		**79,467**
FAR - RESIDENTIAL		3.91
FAR - RETAIL		0.59
TOTAL F.A.R.	4.5	**4.50**
LOT OCCUPANCY - RESIDENTIAL	75%	**65%**
LOT OCCUPANCY - ALL USES	n/a	72%
Lot Coverage - Residential (sf)		11,406
Lot Coverage - Total (sf)		12,701
BUILDING HEIGHT (feet)	90'	72'
NUMBER OF STORIES	n/a	7
Resid. Recreation Space (%)	15%	**13%**
Resid. Recreation Space (sf)	10,347	8,954
Retail Parking	1/300 gsf over 3,000 gsf = 25	13
Residential Parking	1 / 2 units = 36	20
TOTAL PARKING	61	**33**
Front Yard Setback	0	0
Rear Yard Setback	12' min; 2.5"/foot = 17'	**18'-6"**



NDC The Residences at Georgia Avenue
NeighborhoodDevelopmentCompany

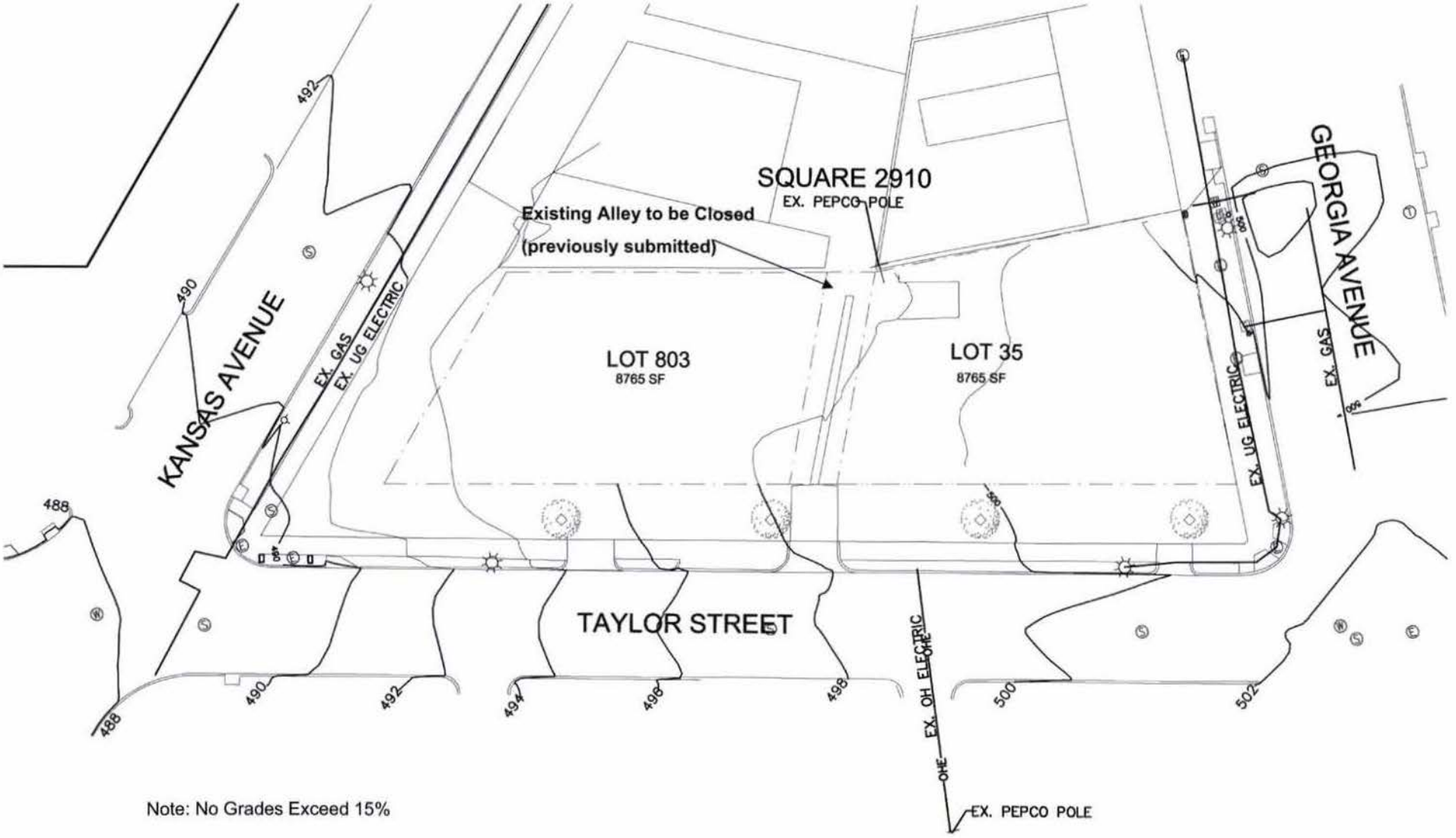
4100 Georgia Avenue NW

Wiencek + Associates
Architects + Planners, PC

SCALE: 1" = 30' (0, 15, 30, 60)

November 9, 2005

Circulation Plan



Note: No Grades Exceed 15%

NDC The Residences at Georgia Avenue
NeighborhoodDevelopmentCompany

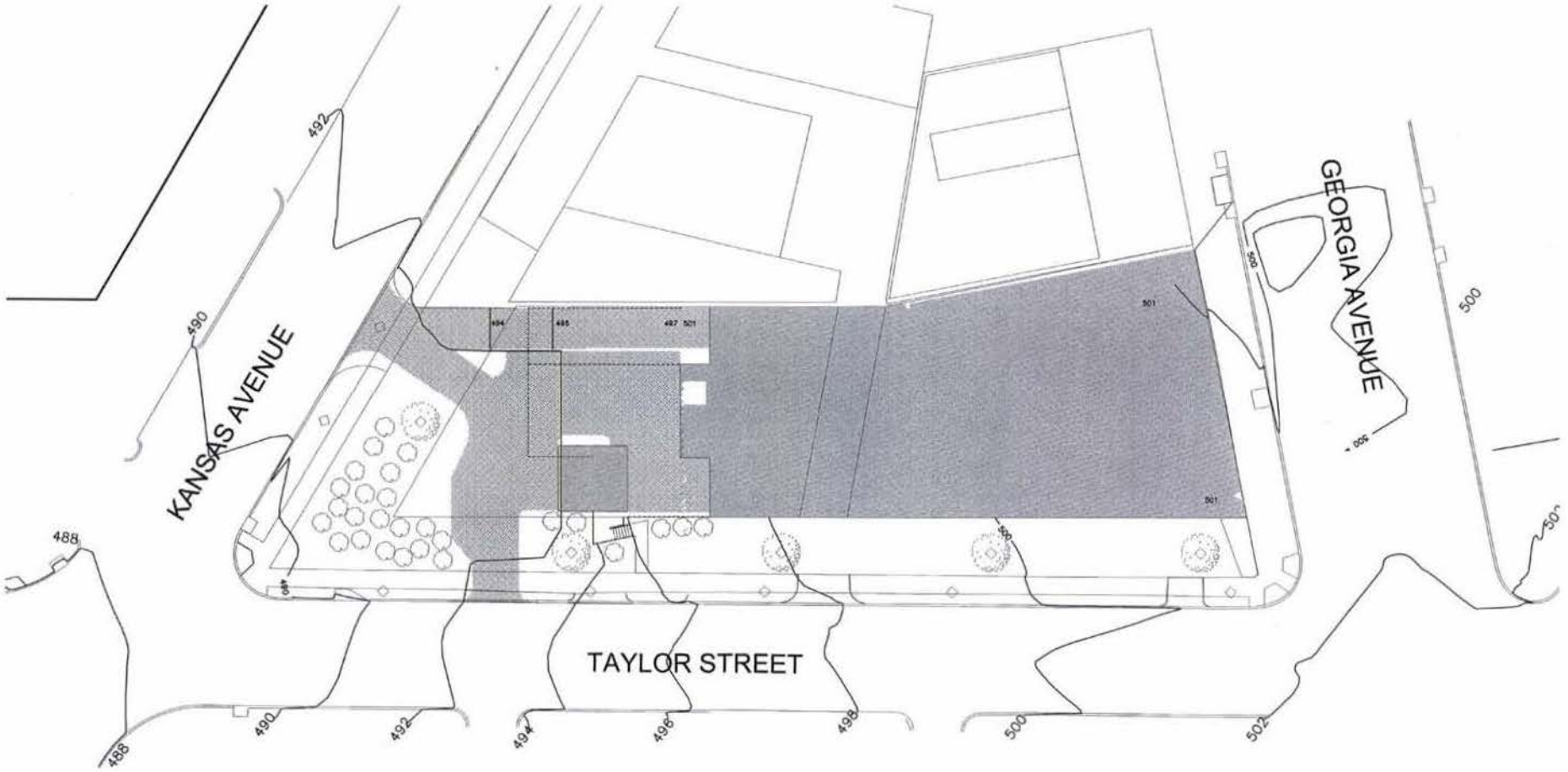
Wiencek + Associates
Architects + Planners, PC

4100 Georgia Avenue NW

SCALE: 1" = 30'

November 9, 2005

Existing Conditions Grading Plan



NDC The Residences at Georgia Avenue
NeighborhoodDevelopmentCompany

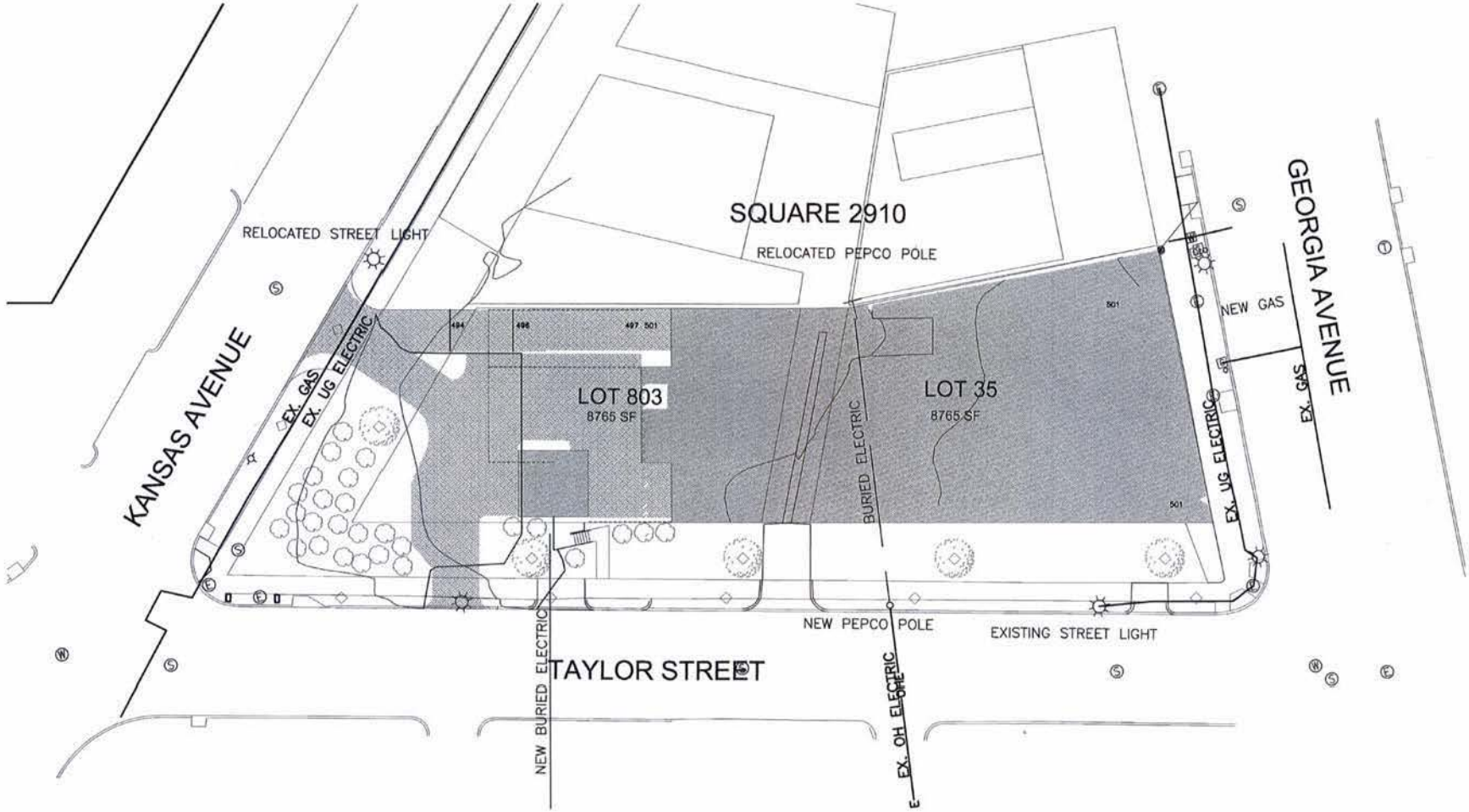
Wiencek + Associates
Architects + Planners, PC

4100 Georgia Avenue NW

SCALE: 1" = 30'

November 9, 2005

Proposed Grading Plan



NDC The Residences at Georgia Avenue
NeighborhoodDevelopmentCompany

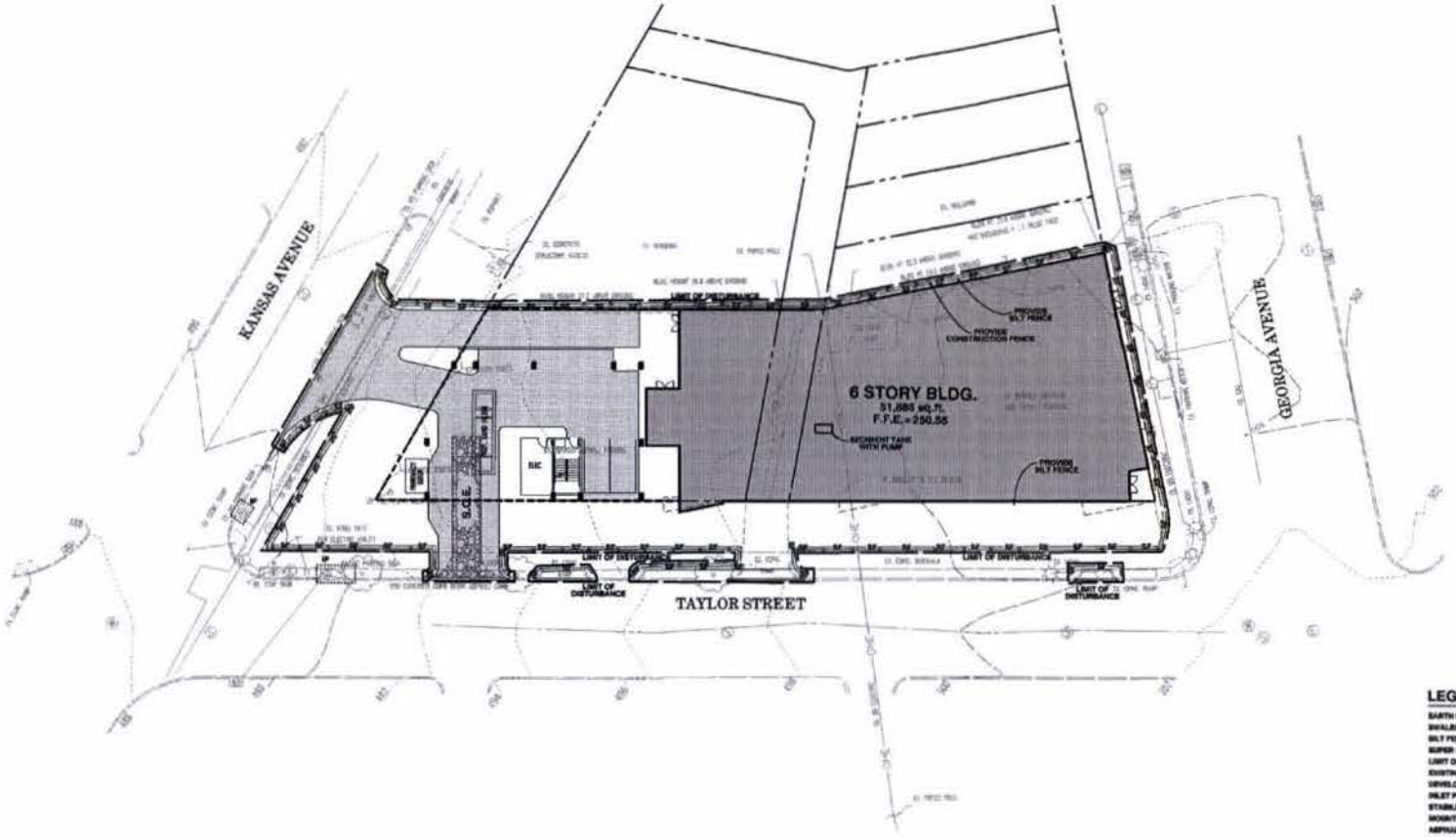
Wiencek + Associates
Architects + Planners, PC

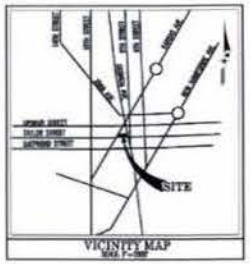
4100 Georgia Avenue NW

SCALE: 1" = 30'

November 9, 2005

Utility Plan





GENERAL NOTES

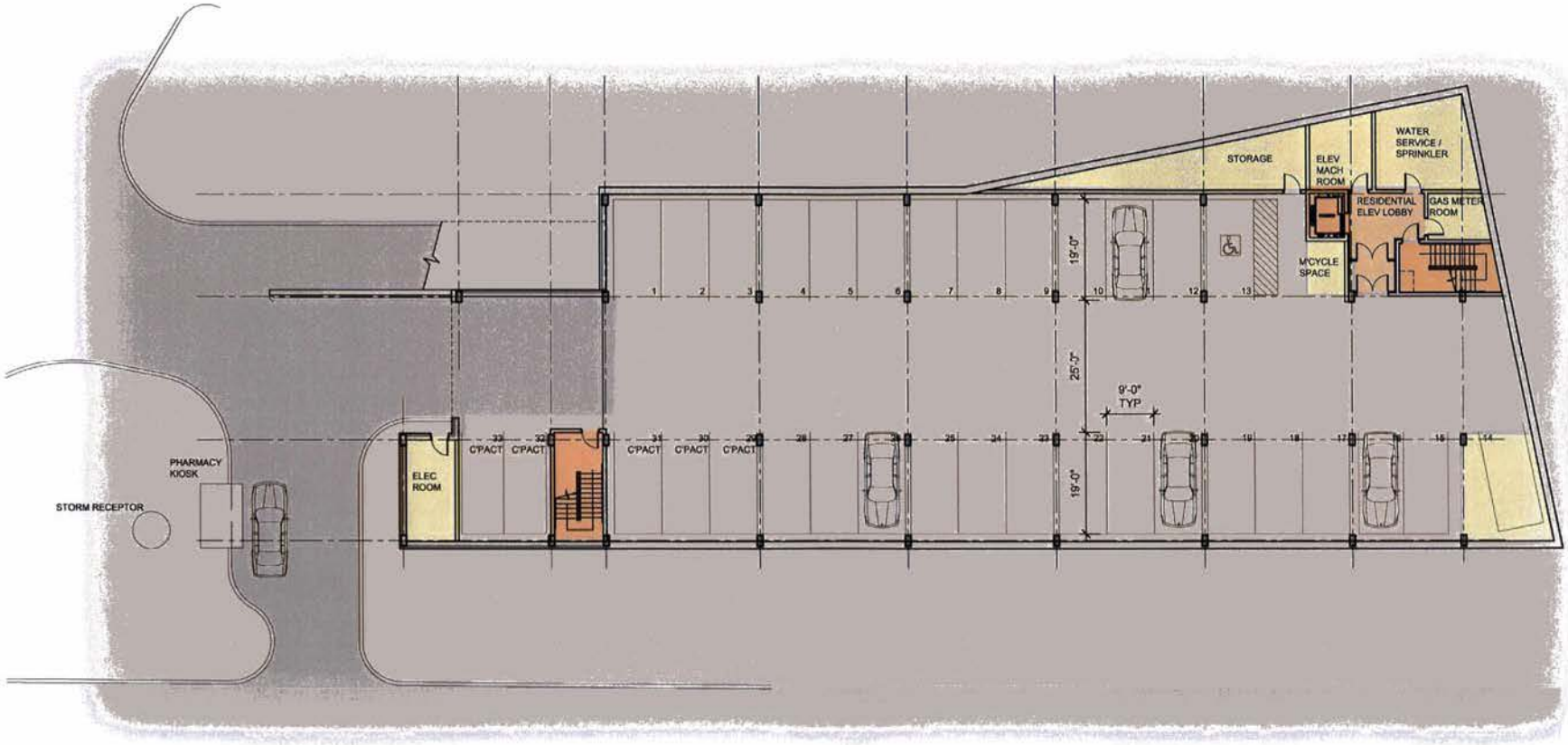
1. Excavation requiring slopes greater than 2:1 shall require soil retention devices and shall be approved by the Inspector.
2. Contractor will maintain positive drainage at all times. All ponding water shall be filtered through a portable sediment tank prior to discharge into the public storm drain system.
3. All grading shall be accomplished to provide a smooth transition between grade changes and when tying into the existing pavement, curb and sidewalks.
4. The limits of disturbance shown is approximate only.
5. All erosion and sediment controls shall be installed prior to any ground disturbance.
6. All erosion and sediment control measures shall be maintained throughout all the phases of demolition and construction.
7. Erosion and sediment control measures may be removed upon written approval of the Inspector.
8. All paved areas shall be kept wet and dust free at all times. The Contractor will provide adequate means of cleaning all equipment and vehicles.
9. Backfill around new inlets and install inlet protection immediately upon completion of connecting the storm drain pipe.

LEGEND

EARTH DIKES
SWALES
SILT FENCE
SUPER SILT FENCE
LIMIT OF DISTURBANCE
EXISTING DRAINAGE DIVIDES
DEVELOPED DRAINAGE DIVIDES
INLET PROTECTION
STABILIZED CONSTRUCTION ENTRANCES
MOUNTABLE BERMS
ASPHALT DIKES
STRAW BALE DIKES
TREE PROTECTION FENCING
SAFETY FENCE
SOILS LINES
EXISTING GRADE
PROPOSED GRADE
STREAM VALLEY BUFFERS
EXISTING WETLAND LIMITS
EXISTING FLOODPLAIN LIMITS

THIS PLAN FOR SEDIMENT CONTROL ONLY

20 10 0 20 40
SCALE: 1"=20'



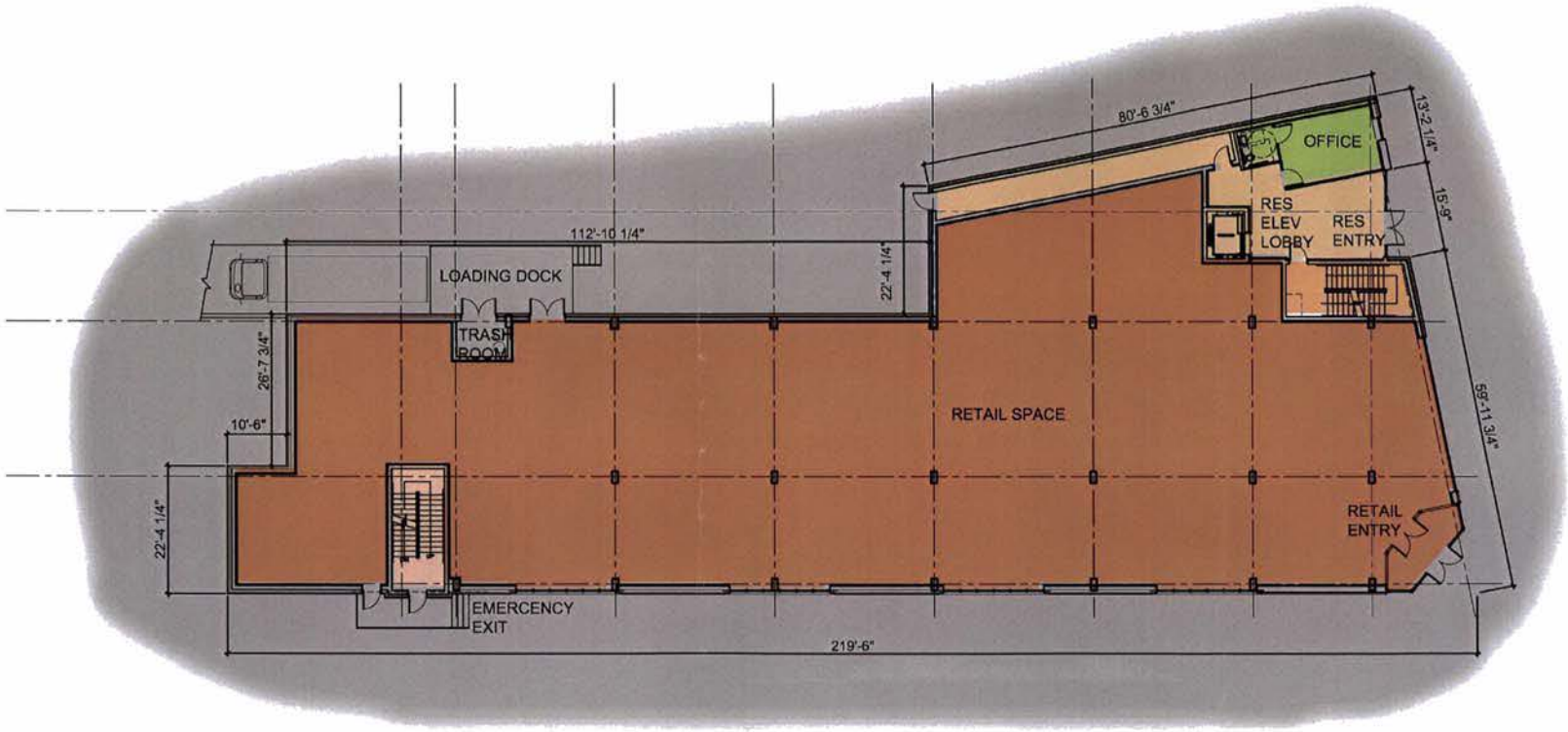
NDC The Residences at Georgia Avenue
NeighborhoodDevelopmentCompany

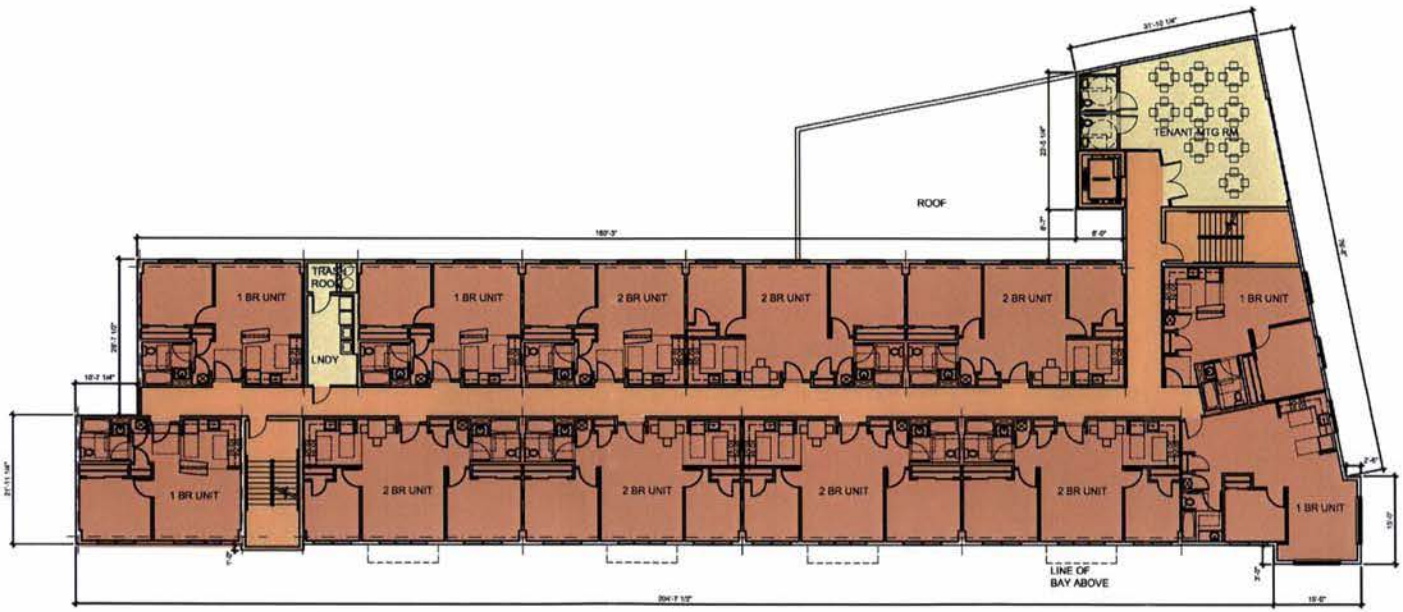
4100 Georgia Avenue NW

Wiencek + Associates
Architects + Planners, PC

Garage Floor Plan

November 9, 2005


80'-6 3/4"
13'-2 1/4"
15'-9"
OFFICE
RES ELEV LOBBY
RES ENTRY
112'-10 1/4"
LOADING DOCK
22'-4 1/4"
TRASH ROOM
26'-7 3/4"
10'-6"
RETAIL SPACE
59'-11 3/4"
22'-4 1/4"
RETAIL ENTRY
EMERCENCY EXIT
219'-6"


ROOF
TENANT MTG RM
TRASH ROOM
LNDY
1 BR UNIT
2 BR UNIT
LINE OF BAY ABOVE

General Concept Notes:

Structural
- Concrete column structure with cast in place flooring
- Fire partitions at stairs and elevator to be rated masonry walls
- All other walls to be steel stud

Mechanical
- Split system gas fired units in each apartment unit. Condensing units will be on roof.
- Split system zoned gas fired units for retail space. Condensing units will be on roof
- Corridor ventilation with R.T.U

Electrical
- New service to building from Kansas St.
- Work with Pepco to bury overhead line currently running through site.
- New electrical service to each unit per code
- New telephone and cable in each unit

Plumbing
- New gas and water to site tapped off lines in Georgia Ave.
- Water heaters in each unit
- Gas to run to each unit for operation of HVAC and range

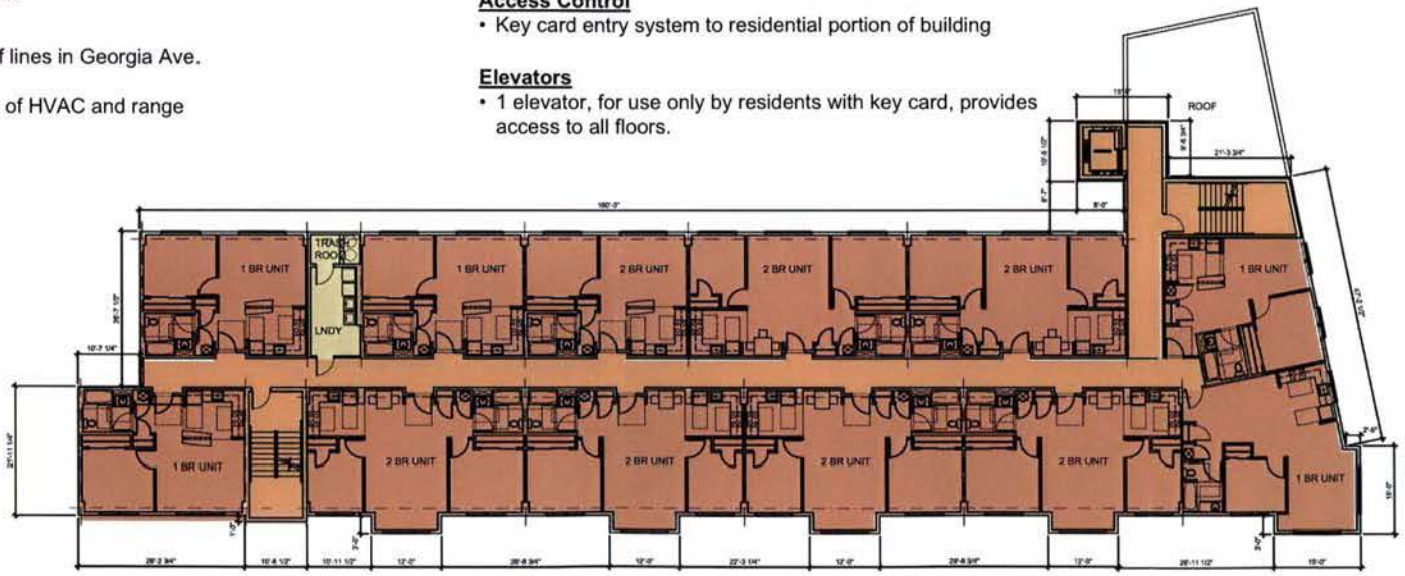
Finishes
- Carpet with pad in all corridors
- Ceramic tile in lobby and elevator lobbies.
- Carpet in all bedrooms and living rooms
- Vinyl in all bathrooms and kitchens

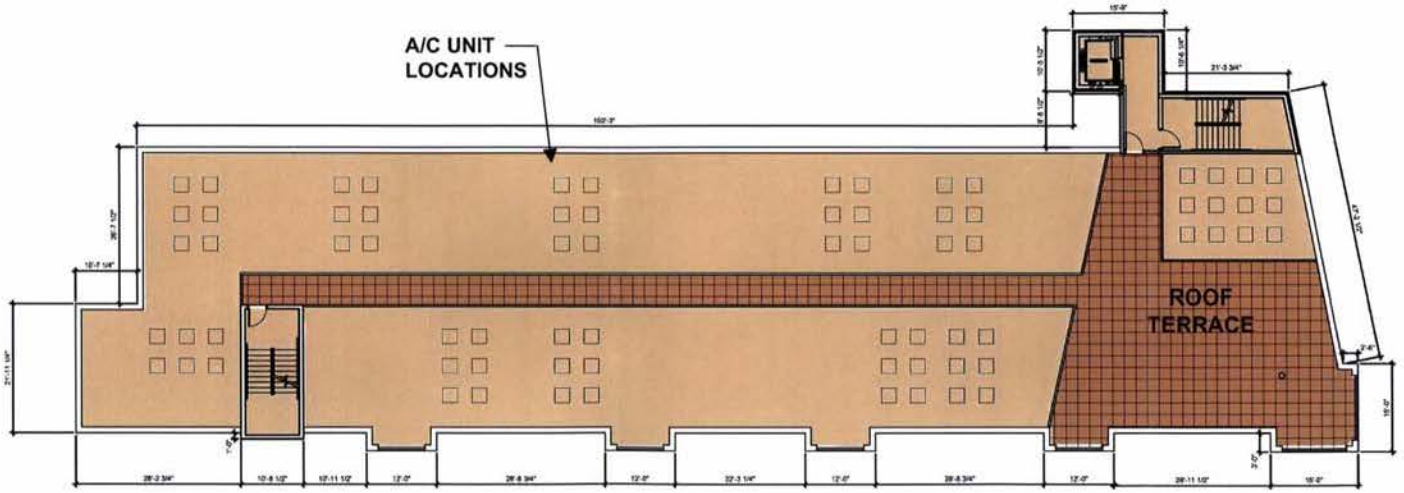
Windows and Doors
- Levered hardware on all doors
- Single hung windows in all apartment units
- New mini-blinds on all unit windows
- All windows and glass to be double glazed low E-glass

Life Safety
- Sprinkler system throughout
- Hi-rise fire alarm system throughout.

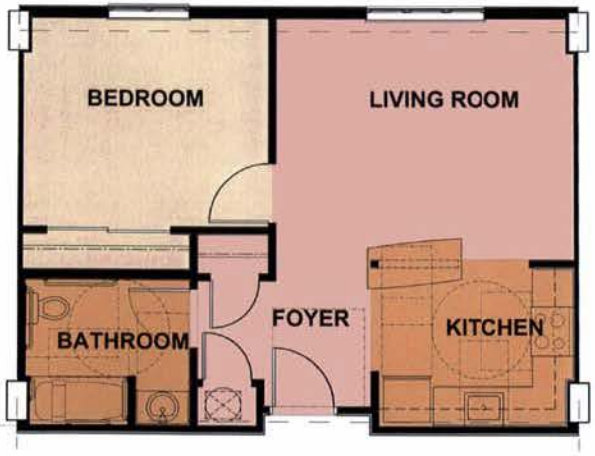
Access Control
- Key card entry system to residential portion of building

Elevators
- 1 elevator, for use only by residents with key card, provides access to all floors.

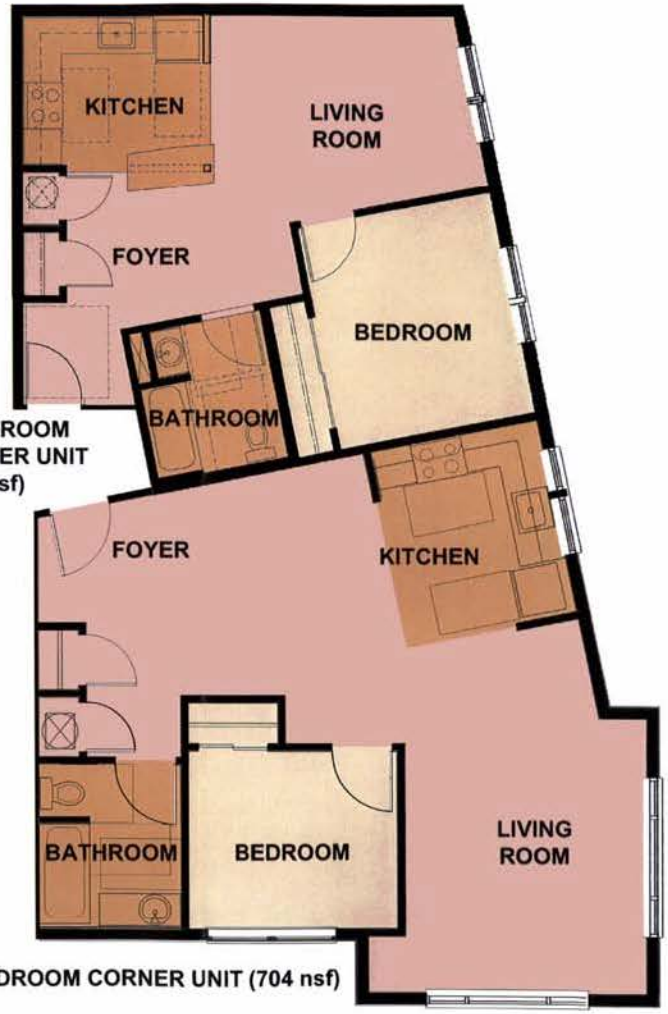



A/C UNIT
LOCATIONS
ROOF
TERRACE

TYPICAL 1-BEDROOM UNIT (587 nsf)

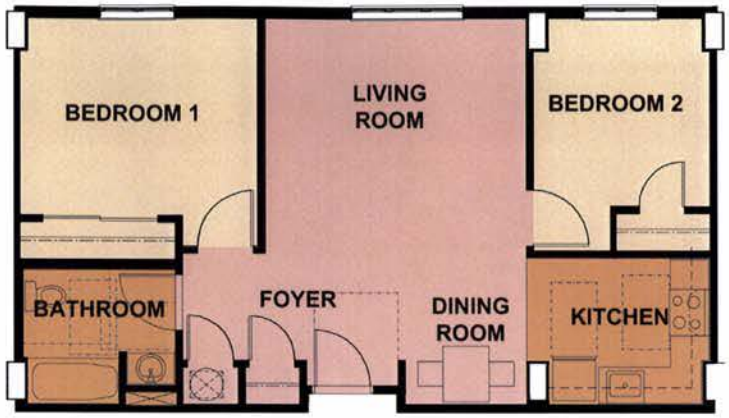


1-BEDROOM BARRIER-FREE UNIT (611 nsf)

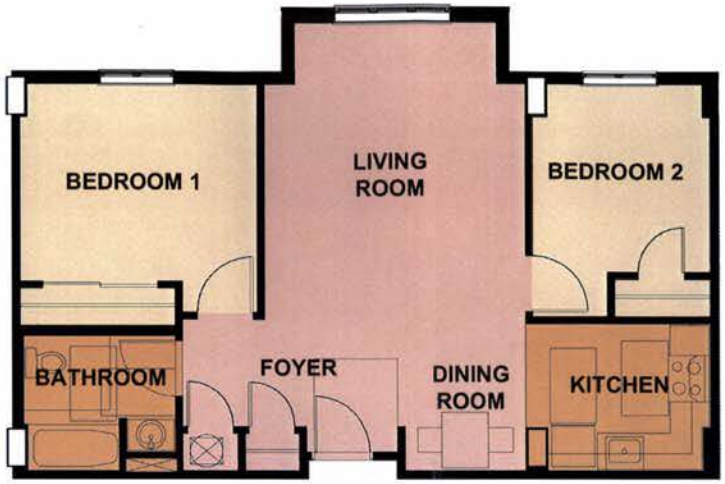


1-BEDROOM CORNER UNIT (704 nsf)

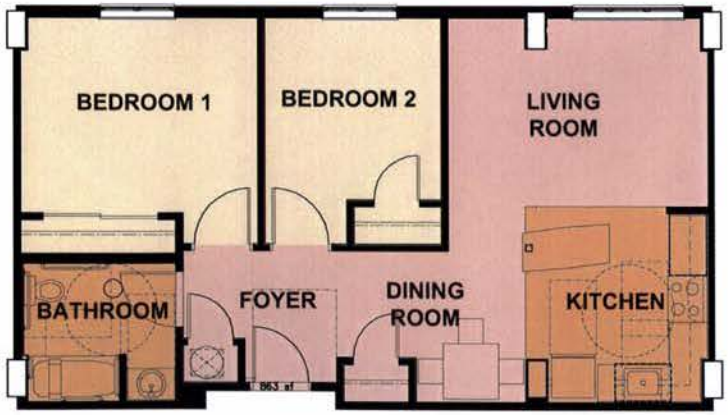
1-BR Unit Floor Plans



2-BEDROOM UNIT (789 nsf)



2-BEDROOM BAY UNIT (813 nsf)

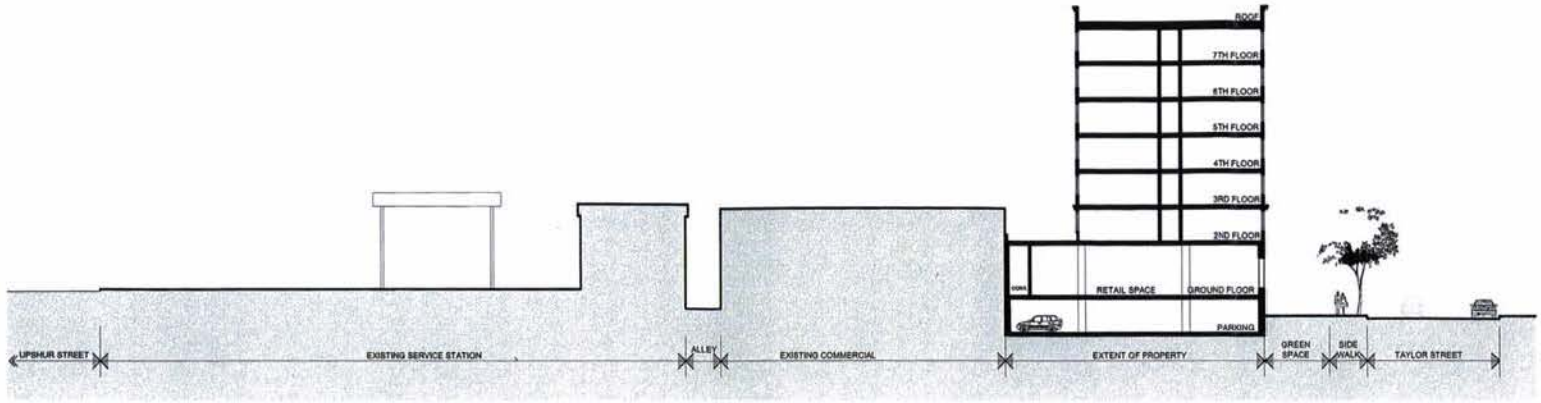


2-BEDROOM BARRIER-FREE UNIT (789 nsf)

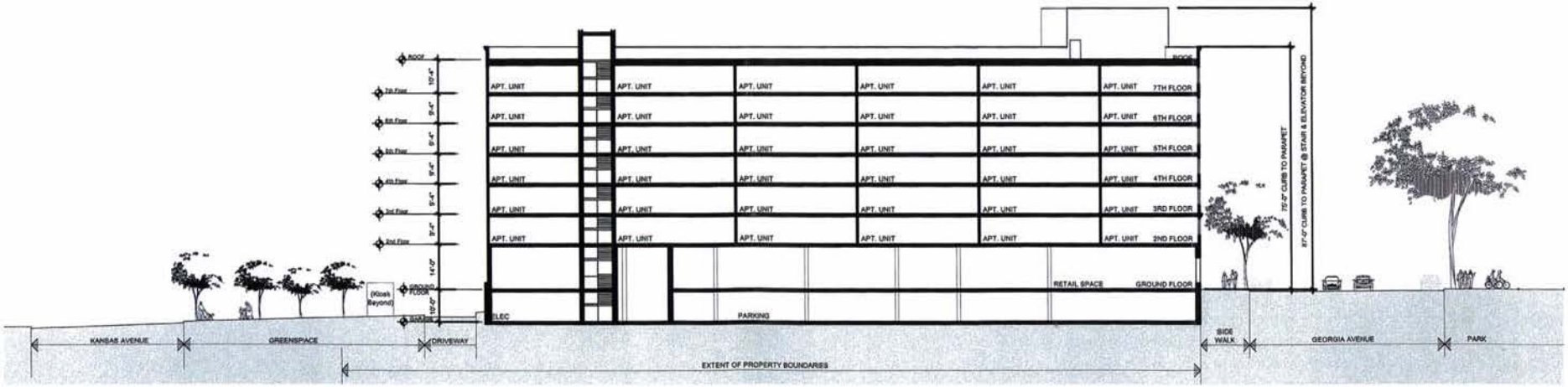
TOWER DETAIL
METAL COPING
HARDI-PLANK SIDING
PROFILED CORNICE
RAILING
VERTICAL HARDI-PLANK SIDING
STUCCO AT PROJECTING BAY
CORNER TOWER
ROOF TERRACE
RETAIL ENTRY
ARTICULATED MASONRY BASE WITH BANDED ACCENT BRICK

EAST ELEVATION (Georgia Avenue)

WEST ELEVATIONS (Kansas Avenue)



NORTH-SOUTH



EAST-WEST

Site Sections

EXHIBIT B

symmetra design

The Residences at Georgia Avenue
4100 Georgia Avenue NW

Washington, DC

Traffic Impact Study

November 8, 2005

Prepared for

NDC NeighborhoodDevelopmentCompany

10480 Little Patuxent Parkway
Suite 400
Columbia, MD 21044

Phone: 410-740-8760
Fax: 410-740-8761
www.symmetradesign.com

INTRODUCTION

The following report is a Traffic Impact Study for the proposed 4100 Georgia Avenue residential/retail project in northwest Washington, D.C. The project, located at the corner of Georgia Avenue and Taylor Street, will consist of 72 apartment units, 11,020 square feet of ground floor retail space and 36 parking spaces (31 below-grade garage spaces and 5 covered ground floor surface lot spaces). The proposed site is located within the DC Office of Planning's Georgia Avenue-Petworth Metro Station Area and Corridor Plan Revitalization Strategy area. Currently, the proposed site is a vacant lot with an unutilized[1] private alley (between Lots 35 and 803). The alley will be eliminated as part of this project. Figure 1 shows a map with the site location. The project is planned to be completed in 2007.

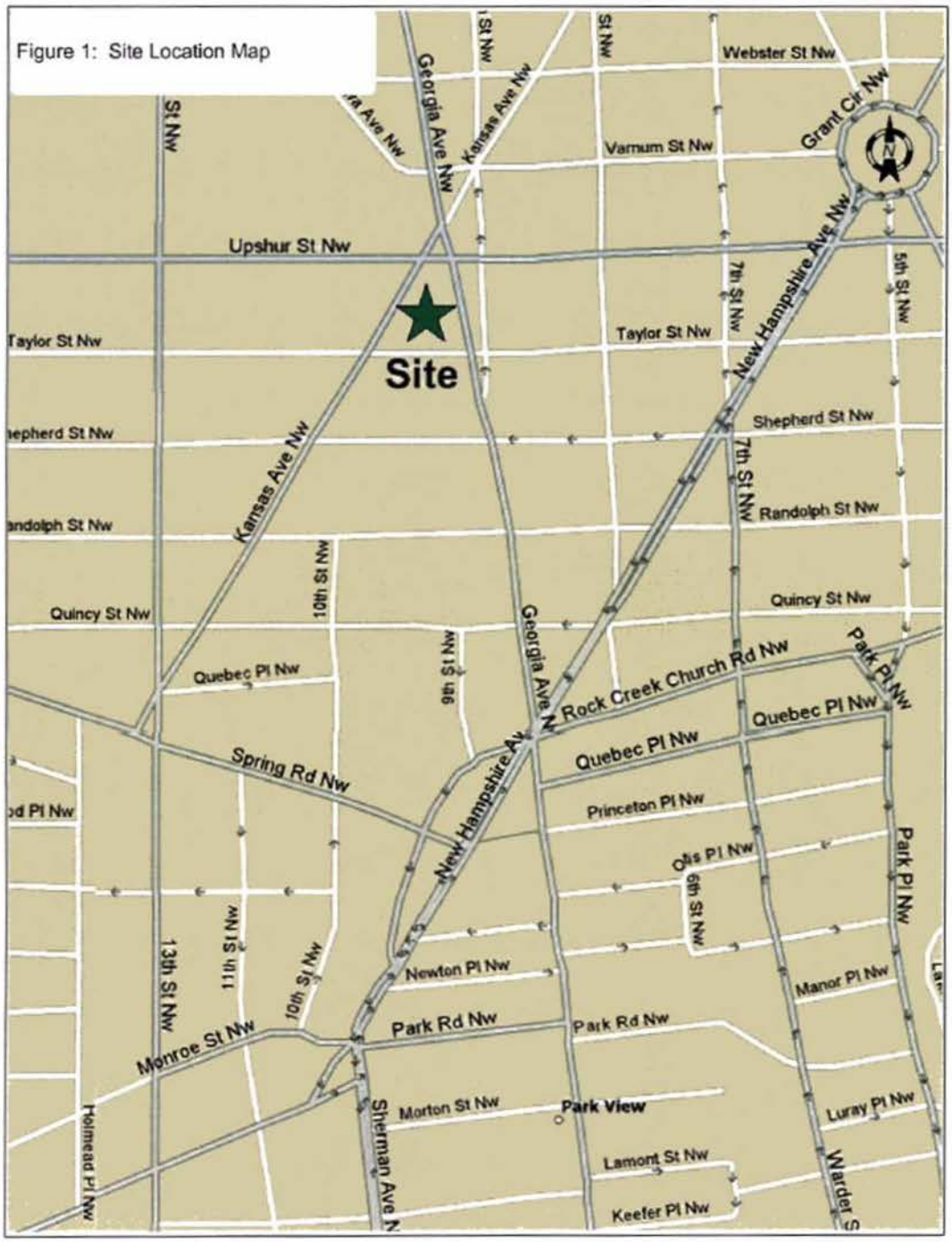
Scope of Study

This study includes an assessment (Level of Service analysis) of existing and future traffic conditions for the AM and PM peak hours. The study area intersections for this project are as follows:

- Georgia Avenue/ Taylor Street (unsignalized)
- Kansas Avenue/ Taylor Street (unsignalized)
- Kansas Avenue/ Upshur Street. (signalized)

This Traffic Impact Study also includes an assessment of existing parking conditions within the site vicinity (two block radius) and projected parking requirements for the project. Report sections on loading and pedestrian, bicycle and transit access are also included in this study.

1 Based on peak period field observations.



symmetra design

EXISTING CONDITIONS

Roadway Network

The roadways included as part of the 4100 Georgia Avenue study area are described below:

- Taylor Street is a two-lane east-west local street that extends from Rock Creek Church Road NW to Arkansas Avenue NW. Curb parking is permitted on both sides of the street between 8th Street and 13th Street.

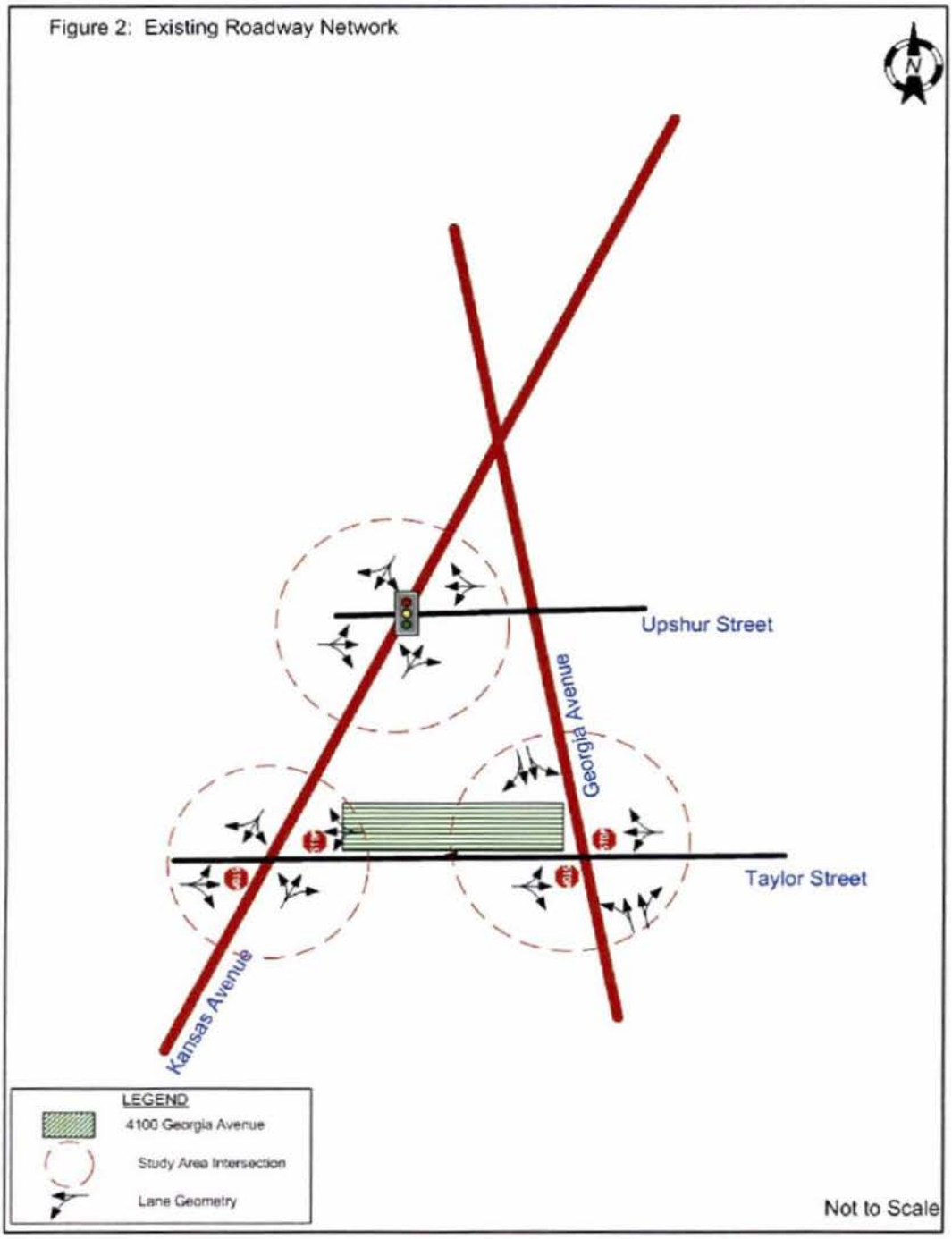
- Upshur Street is a two-lane east-west collector that extends from Rock Creek Church Road NW and terminates just east of Rock Creek Park. Curb parking is permitted on both sides of the street except between Kansas Avenue and 9th Street.

- Kansas Avenue is a minor arterial that runs northeast-southwest and extends from the Maryland State Line in Hyattsville to Spring Road, NW. It has one travel lane in each direction but allows for traffic to use two lanes in each direction near the study intersections. Parking is allowed on both sides of the street near the project site except between Georgia Avenue and 9th Street where parking is prohibited on the northbound side of the street.

- Georgia Avenue is a principal arterial that runs north to south from the Maryland State Line in Silver Spring to Florida Avenue, NW. It has four travel lanes-- two in each direction. Parking is allowed on both sides of the street near the project site.

The roadway network and intersection lane configurations are illustrated in Figure 2.

Figure 2: Existing Roadway Network



Traffic and Pedestrian Counts with Field Observations

Traffic data (turning movement counts), pedestrian counts, and field observations were conducted on Thursday September 22, 2005 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM for the Georgia Avenue/Taylor Street and Kansas Avenue/Taylor Street intersections. Traffic data (turning movement counts), pedestrian counts, and field observations were conducted on Tuesday September 27, 2005 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM for the Kansas Avenue/Upshur Street intersection. Based on data collected during these time periods, the peak hours were determined to be 7:30 AM to 8:30 AM, and 4:45 PM to 5:45 PM. Peak hour traffic data is shown in Figure 3.

Field observations revealed traffic traveling through the study intersections flowed well during both the AM and PM peak periods. A relatively heavy amount of tow truck traffic was observed on Taylor Street accessing the auto mechanic shop located across from the proposed site. Tow truck backing maneuvers sometimes caused a slight delay to motorists on Taylor Street.

Pedestrians and Bicycles

There are crosswalks at each of the study intersections. The sidewalks in the area provide access to and from the proposed site.

Currently, there are two designated bikeways within the study area, one along Kansas Avenue east of Georgia Avenue and one on 13th Street.

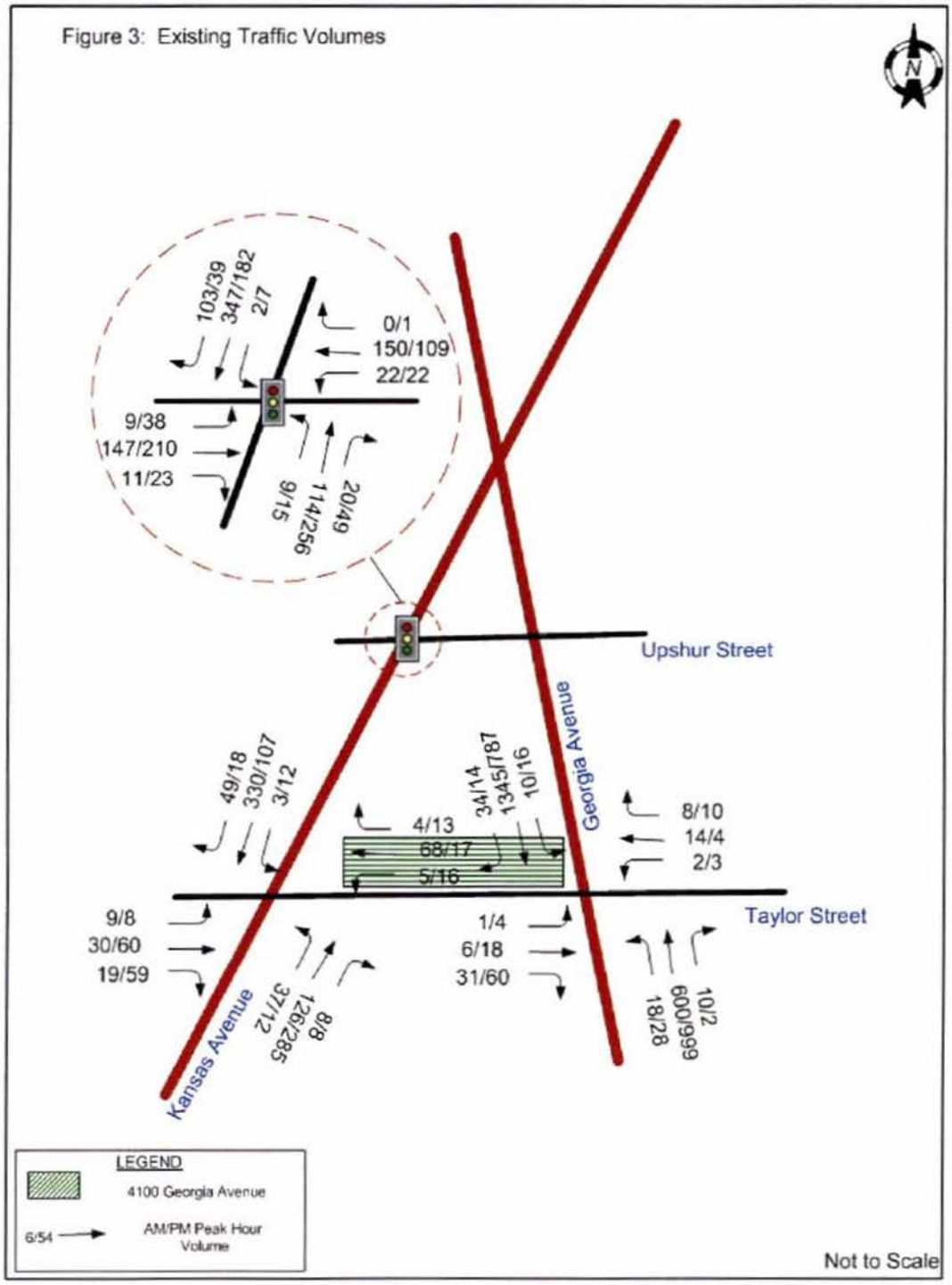


Figure 3: Existing Traffic Volumes
N
103/39
347/182
2/7
0/1
150/109
22/22
9/38
147/210
11/23
9/15
114/256
20/49
Upshur Street
Georgia Avenue
49/18
330/107
3/12
34/14
1345/787
10/16
4/13
68/17
5/16
8/10
14/4
2/3
Taylor Street
9/8
30/60
19/59
1/4
6/18
31/60
Kansas Avenue
37/12
8/8
126/285
18/28
600/999
10/2
LEGEND
4100 Georgia Avenue
6/54
AM/PM Peak Hour Volume
Not to Scale

Capacity Analysis

Existing conditions Level of Service (LOS) capacity analyses were conducted for the study area intersections using SYNCHRO 6 software. Capacity analyses results can range from LOS "A" (best) to LOS "F" (worst) based on the average delay experienced by motorists. LOS "D" is typically accepted by the District Department of Transportation (DDOT) as the minimum delay threshold limit for intersections.

The results of the LOS analyses are summarized in Table 1 below:

Table 1
Existing Conditions Level of Service

	AM Peak			PM Peak		
	LOS	Delay (sec/veh)	Max v/c ratio	LOS	Delay (sec/veh)	Max v/c ratio
Kansas Avenue/Upshur Street	C	21.7	0.59	C	34.2	0.86
Georgia Avenue/Taylor Street	A	2.3	0.48	A	3.1	0.48
Kansas Avenue/Taylor Street	A	4.6	0.29	A	4.0	0.22

As Table 1 indicates, the study intersections currently operate at an overall LOS C or better during both the AM and PM peak hours. The volume-to-capacity ratios (v/c) at each intersection indicate that the intersections are operating under capacity (v/c less than 0.9 is deemed as operating with a volume less than the capacity of an intersection). The delay (in seconds per vehicle) represents the overall average delay experienced by all motorists for the intersection.

Local Transit

The study area is served by Metrobus routes as well as the Georgia Avenue-Petworth Metrorail station just to the south of the development. The four Metrobus routes that serve the area are as follows:

- 60 – Fort Totten Metrorail Station to Georgia Ave-Petworth Metrorail Station
- 62 – Takoma Metrorail Station to Georgia Ave-Petworth Metrorail Station
- 70 – Silver Spring Metrorail Station to Half & O St., SW
- 71 – Silver Spring Metrorail Station to Buzzard Point.

The 60 and 62 buses serve the area seven days a week, the 70 bus serves the area only on weekdays, and the 71 bus serves the area only during the peak weekday periods.

The closest Metrorail station within the site vicinity is the Georgia Ave-Petworth Metrorail station on the green line. The Georgia Ave-Petworth Metrorail station is located at 3700 Georgia Ave between Quincy Street and New Hampshire Avenue, approximately four blocks from the proposed site location.

Parking

Parking inventory and occupancy surveys were conducted on Wednesday May 18, 2005 and Thursday May 26, 2005 for the curb parking areas within a two block radius of the site location (see Figure 4 for parking study area). This survey area was selected because 75% of people in urban settings are willing to walk approximately two blocks to their destination[2]. The number of parked vehicles in each of the parking locations was counted at 2:00 PM, 5:00 PM, and 10:00 PM. These time periods were selected because they represent typical peak parking conditions for a retail facility (2:00 PM) and the surrounding residential areas (10:00 PM). Surveys were conducted at 5:00 PM to capture a period when retail parking would be high and people were starting to travel home from work. There were 237 curb parking spaces on the streets near the site. The peak demand for parking spaces occurred at 2:00 PM when 135 or 57% of the parking spaces were occupied.

2 *Transportation Planning* by Institute of Transportation Engineers

Figure 4: On-Street Parking Study Area
UPSHUR STREET
KANSAS AVE
GEORGIA AVENUE
9TH STREET
SITE
TAYLOR STREET

FUTURE CONDITIONS

Future Conditions traffic analyses include traffic associated with the 4100 Georgia Avenue project plus other currently planned/approved projects in the area.

Planned Projects

The following planned project was considered for future traffic projections:

- Park Place – Located at Georgia Avenue and Quincy Street (at the Georgia Avenue-Petworth Metrorail Station), this mixed-use development will consist of 148 condominium units and 17,000 square feet of retail space.

Traffic associated with the Park Place mixed-use development was generated by using the trip generation rates presented in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7th Edition. The number of trips generated by a 148-unit condominium building (ITE Land Use Code 232 – "High-Rise Residential Condominium/Townhouse") with a 17,000 square foot retail component (ITE Land Use Code 814 – "Specialty Retail Center") is summarized in Table 2 below. Due to the proximity of transit (bus and rail) to the proposed Park Place site, vehicle trips were reduced by 60%. This 60% reduction factor is based on information reported in *WMATA's Development-Related Ridership Survey II.*

Projected Park Place trips shown in Table 2 below were distributed throughout the roadway network based on existing travel patterns in the area.

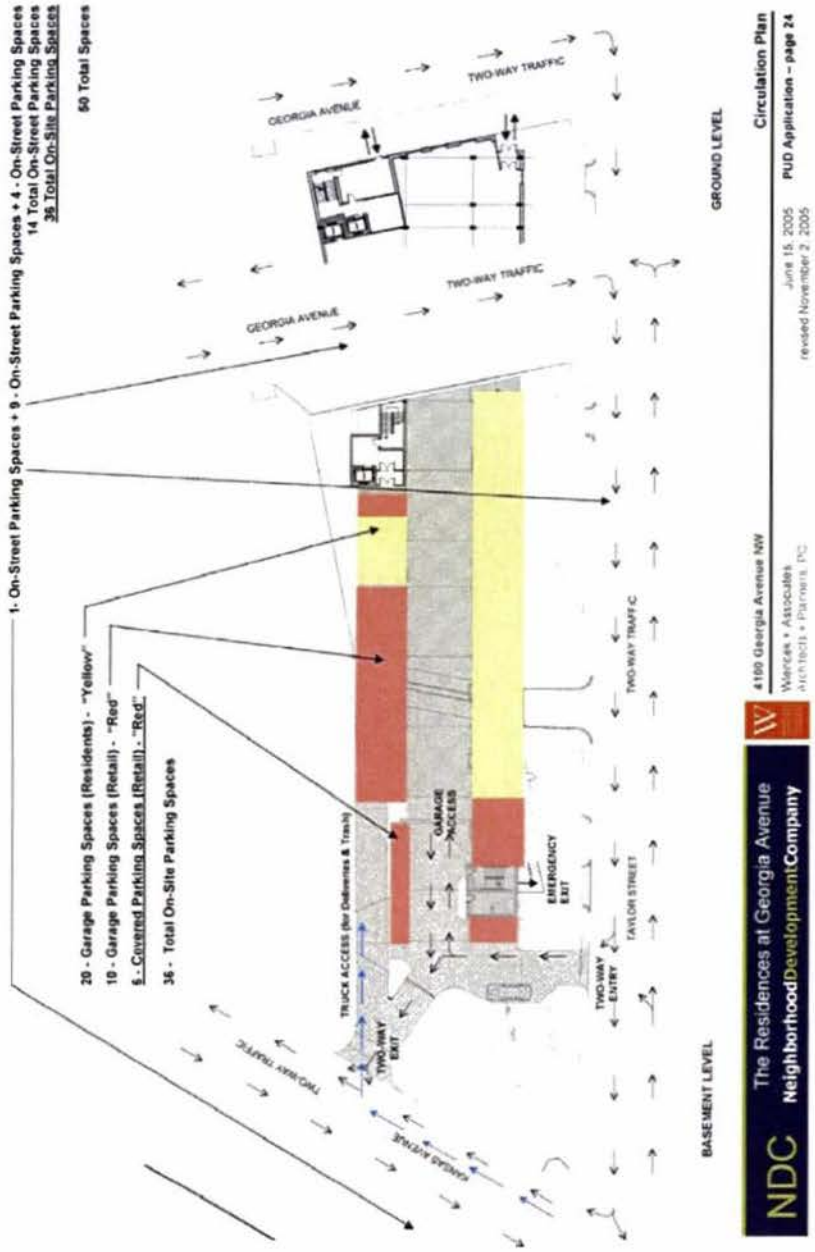
Table 2
Trips Generated by Park Place (ITE Land Use Codes 232 and 814)

	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
Residential Trips (148 Units)	9	41	36	21
Retail Trips (17,000 Sq. Ft.)	56	60	20	26
Subtotal	65	101	56	47
Total Trips w/ 60% Transit Reduction	**26**	**40**	**22**	**19**

Future Site Access

Access to the 4100 Georgia Avenue site will be via a one-way driveway system with an entrance on Taylor Street and egress on Kansas Avenue. The entrance will be accessible from both eastbound and westbound Taylor Street. The site access is shown in Figure 5.

Figure 5: Site Access and Circulation



4100 Georgia Avenue Trip Generation and Distribution

Traffic associated with the proposed 4100 Georgia Avenue residential/retail building was generated by using the trip generation rates presented in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7th Edition. The number of trips generated for a 72 unit apartment building (ITE Land Use Code 223 – "Mid-Rise Apartment") with an 11,020 square foot retail component (ITE Land Use Code 880 – "Pharmacy/Drugstore without Drive-Through Window"[3]) is summarized in Table 3 below. Due to the proximity of transit (bus and rail) to the proposed site, vehicle trips generated by the proposed project were reduced by 60%. This 60% reduction factor is based on information obtained from *WMATA's Development-Related Ridership Survey II.*

Table 3
Trips Generated by 4100 Georgia Avenue

	AM Peak		PM Peak	
	IN	**OUT**	**IN**	**OUT**
Residential Trips (72 Units)	6	15	17	12
Retail Trips (11,020 Sq. Ft.)	21	14	46	46
Subtotal	27	29	63	58
Total Trips w/60% Transit Reduction	**11**	**12**	**25**	**23**

3 A pharmacy and general retail are both being considered as land uses for the retail component of the project. Since the exact retail use has not been confirmed, the retail land use with the higher trip generation rates was used in order to represent the worst case scenario. Pharmacy has higher trip generation rates than "specialty retail center".

Future Traffic Projections

Traffic projected by the proposed project was distributed throughout the roadway network using the directional distribution shown in Figure 6. This directional distribution is based on existing traffic patterns in the area.

Traffic projections for the Park Place project plus the proposed 4100 Georgia Avenue project were added to existing traffic data to obtain future traffic volumes (see Figure 7).

Capacity Analysis

The traffic volumes shown in Figure 7 were analyzed using SYNCHRO 6 software. The results of the analysis are summarized in Table 4 below.

Table 4
Future Conditions Level of Service

	AM Peak			PM Peak		
	LOS	Delay (sec/veh)	Max v/c ratio	LOS	Delay (sec/veh)	Max v/c ratio
Kansas Avenue/Upshur Street	C	22.0	0.60	D	35.1	0.88
Georgia Avenue/Taylor Street	A	2.5	0.44	A	3.7	0.56
Kansas Avenue/Taylor Street	A	4.7	0.30	A	4.2	0.24
Kansas Avenue/ Site Exit	A	0.3	0.25	A	0.8	0.22
Taylor Street/Site Entrance	A	0.3	0.05	A	0.5	0.04

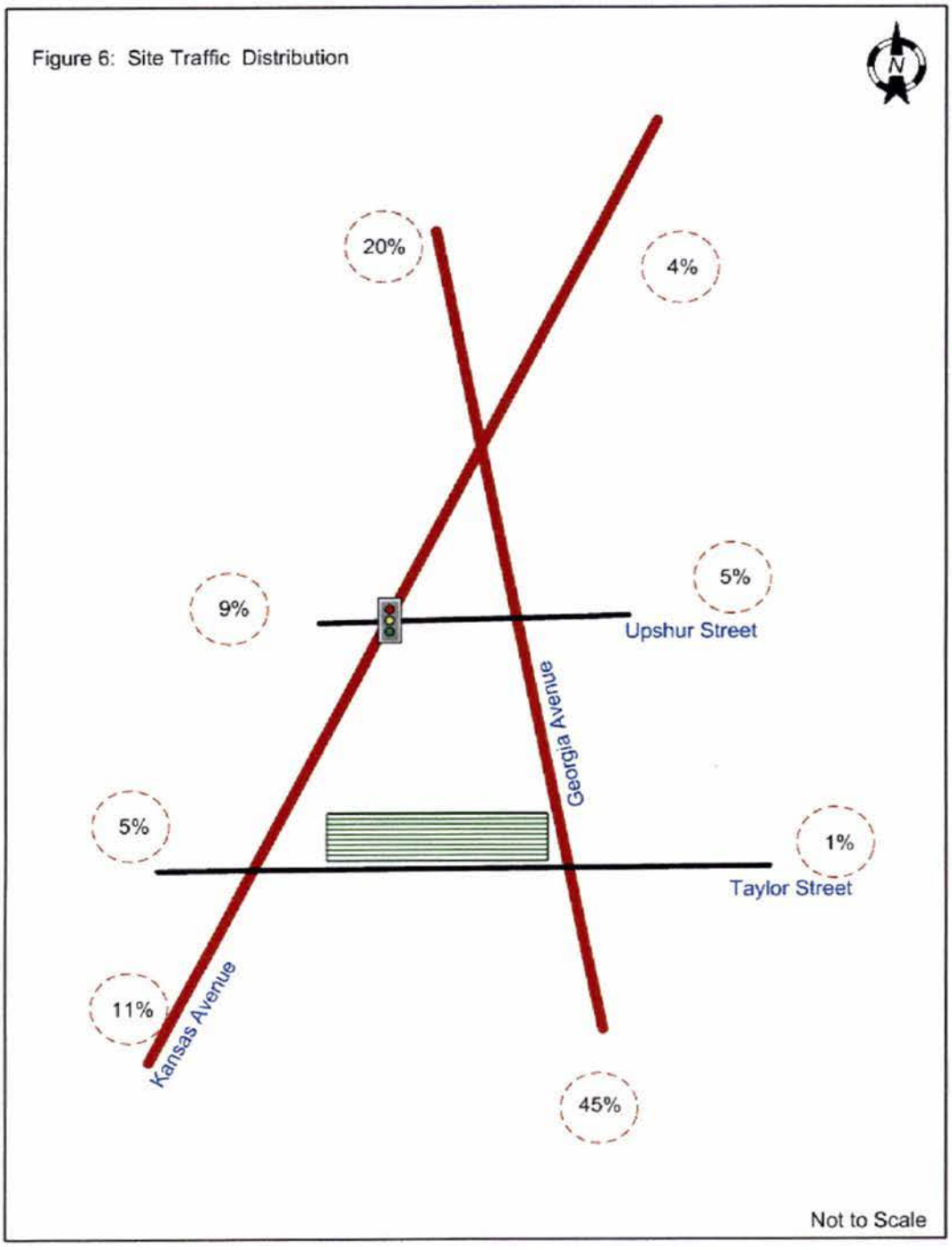


Figure 6: Site Traffic Distribution
N
20%
4%
5%
9%
Upshur Street
Georgia Avenue
5%
1%
Taylor Street
11%
Kansas Avenue
45%
Not to Scale

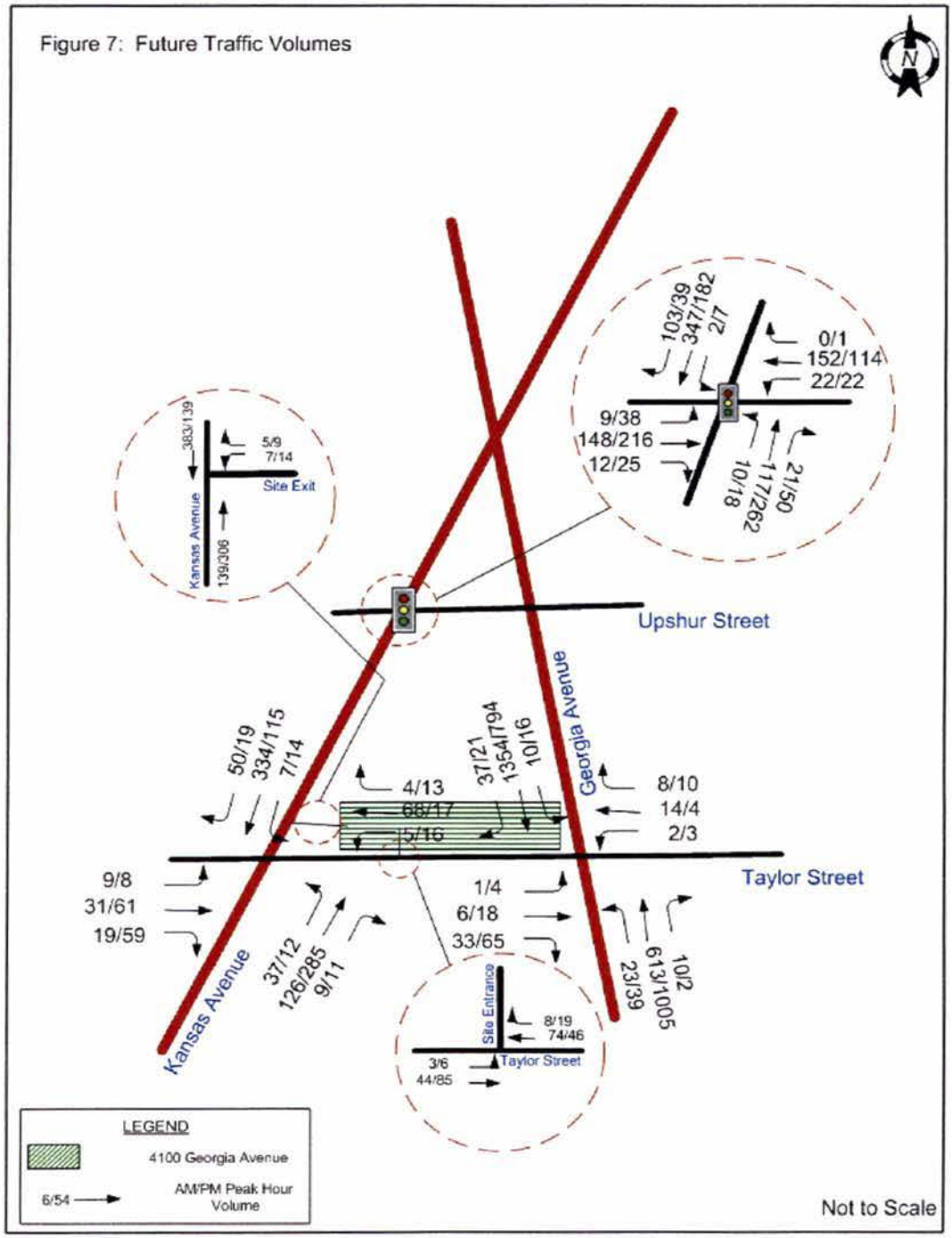


Figure 7: Future Traffic Volumes
N
Upshur Street
Georgia Avenue
Taylor Street
Kansas Avenue
Site Exit
Kansas Avenue
383/139
139/306
5/9
7/14
103/39
347/182
2/7
0/1
152/114
22/22
9/38
148/216
12/25
10/18
117/262
21/50
50/19
334/115
7/14
4/13
68/17
5/16
37/21
135/794
10/16
8/10
14/4
2/3
9/8
31/61
19/59
37/12
126/285
9/11
1/4
6/18
33/65
23/39
613/1005
10/2
Site Entrance
8/19
74/46
3/6
44/85
Taylor Street
LEGEND
4100 Georgia Avenue
6/54
AM/PM Peak Hour Volume
Not to Scale

As Table 4 indicates, the study area intersections will continue to operate at acceptable Levels of Service during both the AM and PM peak hours. A 0.9 second increase in delay from existing conditions to future conditions caused the Kansas Avenue/Upshur Street intersection to decrease to a LOS D during the PM peak hour. The volume-to-capacity ratios at each intersection show that the intersections will operate under capacity during the AM peak period and near capacity during the PM peak period.

Parking

The 4100 Georgia Avenue residential/retail development will include 36 parking spaces (31 garage and 5 covered ground floor surface parking spaces). Zoning regulations (Section 2101.1 for C3A PUD Zoning) indicate 63 parking spaces would be required (27 retail spaces and 36 residential spaces). However, a parking analysis of projected parking demand throughout the day indicates the 36 parking spaces that are being provided will be sufficient. Parking generated by the proposed facility was projected using the ITE *Parking Generation, 3rd Edition* rates for high-rise apartment (located in the CBD) and pharmacy without drive-through window. The total required parking spaces were projected for 2:00 PM, 5:00 PM, and 10:00 PM. Table 5 summarizes the parking demand for both land uses throughout the day.

Table 5 – Projected Parking Demand

	Parking Supply	**Parking Demand**		
		2:00 PM	5:00 PM	10:00 PM
Retail		20	20	7
Residential		11	14	24
Total	**36**	**31**	**34**	**31**

As Table 5 indicates, the parking supply (parking spaces provided by the project) exceeds the parking demand during each of the study time periods. In addition, 101 or 43% of the curb parking spaces within the site vicinity are currently vacant and could be used for overflow parking.

Transportation Management

The 4100 Georgia Avenue project is conveniently located four blocks away from a Metrorail station and is located along several bus routes (see the Local Transit section on page 8). The project will provide reduced parking which will also be a factor in managing traffic levels generated by the project. As another transportation management strategy, the project developer will work with the District to provide Flexcar at a convenient off-site location to be used by residents of the project that register with Flexcar.

Loading Operations

The 4100 Georgia Avenue project has an off-street loading facility located on the northwest side of the building. Access to the loading dock is provided via a driveway on Kansas Avenue.

CONCLUSIONS

The primary conclusions that were presented in this study are as follows:

- All three study intersections currently operate at acceptable Levels of Service C during both the AM and PM peak hours.

- All three study intersections plus the site entrance and exit will operate at acceptable Levels of Service (with a slight increase in delay) during both the AM and PM peak hours after the development of 4100 Georgia Avenue project.

- The project will provide adequate parking (36 surface lot/garage parking spaces) to meet the projected peak residential and retail demand. In addition, available on-street/curb parking spaces within the site vicinity will allow for overflow parking if needed.

EXHIBIT C

OUTLINE OF TESTIMONY OF ADRIAN WASHINGTON/KARL JENTOFT; REPRESENTATIVES OF THE APPLICANT, THE NEIGHBORHOOD DEVELOPMENT COMPANY, LLC

I. Introduction of Applicant

A. Recent Projects in the District of Columbia

II. General Description of Site

A. C-2-A Zone District

B. Petworth neighborhood of Ward 4

C. Property is currently a vacant parking lot

D. Southern portion of Square 2910 – at the intersection of Taylor Street, Kansas Avenue and Georgia Avenue, NW

E. The Property is .3 miles (approximately a five-minute walk) to the Georgia Avenue-Petworth Metro Station.

F. Approximately 17,640 square feet

III. Requested Relief

A. Consolidated review and approval of a Planned Unit Development and a corresponding amendment to the Zoning Map

B. Requests a Zoning Map amendment from the C-2-A Zone District to the C-3-A Zone District for the Property to accommodate the proposed development.

IV. Description of Project

A. Affordable residential project with ground floor retail

B. 72 condominiums, approx. 69,000 s. f., retail space of approx. 11,000 s.f., 4.5 FAR

V. Amenities of Project

A. Affordable housing

B. Enhanced Architecture

C. Landscaping and Streetscape

D. Environmental Benefits

E. Production of New Housing - Revenue for the District

F. DOES First Source Agreement

G. LBOC Memorandum of Understanding

VI. Community Dialogue Process

OUTLINE OF TESTIMONY OF MARC FEINSTEIN;
PROJECT ARCHITECT,
WIENCEK & ASSOCIATES ARCHITECTS

I. Introduction

A. Project Architect, Wiencek & Associates Architects

B. Recent Projects

II. Site Location and Description

A. Overview of Site, Surrounding Area, and Land Use

1. 4100 Georgia Avenue, NW, and 4101 Kansas Avenue, NW (Lots 803 and 35, and the alley between them, in Square 2910), to be known as The Residences at Georgia Avenue (4100 Georgia Avenue, NW)

2. Formerly the site of Yabba Motors, a used car lot

B. Site Planning and Compatibility with the Surrounding Area

C. Urban Design

III. Project Design

A. Greatly Redesigned at the Request of the Commission and OP

B. Design Considerations and Site Layout

C. Review of Building Massing and Height

D. Review of Landscape Plans

E. Review of Traffic and Parking

F. Additional Relief Requested

1. Court

2. Parking

3. Roofstructures – setbacks and number of structures

4. Residential Recreational Space

OUTLINE OF TESTIMONY OF NICOLE WHITE;
TRAFFIC AND PARKING CONSULTANT,
SYMMETRA DESIGN

I. Introduction

- A. Nicole White; Traffic and Parking Consultant, Symmetra Design
- B. Experience in the District of Columbia and Surrounding Jurisdictions

II. Traffic and Parking Study Performed for 4100 Georgia Avenue, NW

- A. Project Background
- B. Study Scope
  - 1. Traffic and Trip Generation Analysis
  - 2. Parking Analysis

III. Roadway and Parking Conditions

- A. Site Location
- B. Existing Traffic Conditions
- C. Existing Parking Situation

IV. Impact Assessment of 4100 Georgia Avenue Proposal

- A. Vehicular Trip Generation and Parking Considerations

V. Conclusion and Recommendations