

**STATEMENT OF
DOUGLAS DEVELOPMENT CORPORATION
IN SUPPORT OF AN APPLICATION
FOR CONSOLIDATED REVIEW OF A PLANNED UNIT DEVELOPMENT
AND ZONING MAP AMENDMENT**

CHANNING PLACE, N.E.

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D.C. OFFICE OF ZONING

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**ZONING COMMISSION
District of Columbia**

CASE NO. 06-518
EXHIBIT NO. 5

PREFACE

This statement and the attached documents are submitted to the Zoning Commission for Douglas Development Corporation, on behalf of Jemal's Channing Place LLC (the "Applicant"), in support of its request for consolidated review and approval of a planned unit development ("PUD") and related Zoning Map Amendment on that certain property consisting of approximately 101,132 square feet and located on the north, south and west sides of Channing Place, N.E., north of Rhode Island Avenue, in the District of Columbia, also known as Square 3846, Lots 74, 854, 855, 857 and 858 (the "Property"). Currently, the Property is improved with vacant warehouse buildings on the north and south sides of the street. A portion of the Property, on the west side of Channing Place, is vacant. The Property is currently zoned C-M-2.

The Applicant proposes to rezone the property to C-2-C in order to construct a mixed-use development composed of approximately 461,049 square feet of gross floor area for residential, retail and office uses, and parking. The maximum building height will be 80 feet. The building on the south side of Channing Place will be retained, and an addition of approximately 99,688 square feet is proposed to be constructed. The existing building with the addition will contain approximately 70-90 dwelling units and approximately 56,219 square feet of live/work professional space. The building on the north side of Channing Place will be razed, and a new building of approximately 225,203 square feet is proposed which will contain approximately 170-190 dwelling units, approximately 6,827 square feet of retail, and approximately 87 parking spaces. A parking garage is proposed for the vacant parcel on the west side of Channing Place, which will provide approximately 194 parking spaces. A green roof will be incorporated

on top of the parking garage. The project would have an aggregate floor area of approximately 461,049, and a FAR of 4.56.

The Applicant proposes that all of the dwelling units will be "workforce" housing, defined as affordable to households earning no more than 120% of the area median income (AMI).

The Property is currently zoned C-M-2, and the Applicant proposes a change to C-2-C. The maximum allowable FAR for a PUD in the C-2-C District is 6.0, however the Applicant proposes only a 4.56 FAR.

The Notice of Intent to file this application was mailed on May 12, 2006 to Advisory Neighborhood Commission 5B and to the owners of all property within 200 feet of the Property, in accordance with Section 2406.7 and Section 2406.9 of the Zoning Regulations.

DEVELOPMENT TEAM

Developer/Applicant:	Douglas Development Corporation 702 H Street, N.W. , Suite 400 Washington, D.C. 20001
Property Owner:	Jemal's Channing Place LLC 702 H Street, N.W. Suite 400 Washington DC 20001
Architect:	GTM Architects 7735 Old Georgetown Road, Suite 700 Bethesda, MD 20814
Civil Engineers:	Dewberry & Davis LLC 203 Perry Parkway, Suite 1 Gaithersburg, MD 20877
Traffic Consultant:	O. R. George Associates 10210 Greenbelt Road, Suite 310 Greenbelt, MD 20706
Land Use Counsel:	Holland & Knight LLP 2099 Pennsylvania Avenue, N.W., Suite 100 Washington, D.C. 20006

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LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Architectural Plans and Drawings (including zoning map)	A (submitted separately)
Plat of Survey	B
Notice of Intent to File, Certificate of Service, and List of Property Owners within 200 Feet of Project	C

I. **INTRODUCTION**

A. Project Overview

The proposed PUD is a mixed use development consisting of approximately 461,049 square feet of gross floor area for residential, retail and office uses, and parking. The building on the south side of Channing Place will be retained, and an addition of approximately 99,688 square feet will be added. The existing building with the addition will contain approximately 70-90 dwelling units and approximately 56,219 square feet of professional and similar office space. The building on the north side of Channing Place will be razed, and a new building of approximately 225,203 square feet is proposed which would contain approximately 170-190 dwelling units, approximately 6,827 square feet of retail, and approximately 87 parking spaces. A parking garage is proposed for the vacant parcel on the west side of Channing Place, which will provide approximately 194 parking spaces. The project would have an aggregate floor area of approximately 461,049, and a FAR of 4.56. The PUD would significantly benefit the District by rehabilitating an existing property, removing the existing blight caused by the vacant buildings currently on the Property, and providing additional housing in an area designated as a Development Opportunity Area on the District's Generalized Land Use Policies Map. The continued redevelopment and revitalization of the area surrounding the Rhode Island Avenue Metro Station is consistent with several policies of the Comprehensive Plan.

B. The Applicant

Since its inception in 1985, Douglas Development has tallied numerous redevelopment successes in the District of Columbia, as well as suburban Maryland and Virginia. Douglas Development has earned a reputation for creating value and a "sense of place" in underdeveloped

yet emerging areas. Douglas Development continues to win praise from the press, community leaders, and neighbors for its pioneering enhancing communities.

Douglas Development has earned a reputation for trusted stewardship in the redevelopment of historic buildings. All members of Douglas Development's design and construction teams are handpicked by Douglas Jemal, President of Douglas Development, for their abilities to appreciate and preserve the legacy of each historic building. Douglas Development's project teams include nationally recognized architects, leading historical consultants, and proven construction managers.

Douglas Development's projects in the District include The Historic Row, located at 800 F Street, N.W., a mixed use project containing residential, retail, and office uses, which is home to the International Spy Museum; the Woodies Building at 1025 F Street, N.W., which fills an entire city block bounded by 10th and 11 Street and F and G Streets and consists of 497,268 square feet of office and retail uses; and Historic 7th Street at 700-738 7th Street, N.W., a project that involved the renovation of 8 small-scale commercial buildings originally constructed between 1866 and 1881, and in 2004 was awarded the Washington Chapter of the American Institute of Architects, Merit Award Under Architecture Historic Resources category. Among its projects, Douglas Development is currently redeveloping the property at 910-916 F Street for the construction of a twelve story mixed-use project, to be known as Ventana, that includes 62 dwelling units totaling 79,135 square feet and 11,580 square feet of retail use; and the Atlantic Building property presently under construction to the west of the Ventana Site.

II.

PROJECT DESCRIPTION

A. Site Location and Description

The Property consists of 101,132 square feet located on the northwest and south sides of Channing Place, N.E. and is more particularly described as Square 3846, Lots 74, 854, 855, 857 and 858. It is improved with two vacant buildings. A vacant parcel on the north side of the commercial buildings is also part of the Property (Lot 855).

The District of Columbia Comprehensive Plan Generalized Land Use Map designates the Property for Production and Technical Employment uses. The District of Columbia Generalized Land Use Policies Map includes the Property within the Rhode Island Avenue Metrorail Development Opportunity Area. The Property is located in the C-M-2 District.

B. Description of Surrounding Area

The Property is situated north of Rhode Island Avenue at the intersection of Channing Place and 9th Street N.E. It is approximately 800 feet from the Rhode Island Avenue Metro Station.

The area immediately east of the Property is zoned C-2-C, which permits a 6.0 FAR with a 90 foot height, and presently consists primarily of commercial buildings. There are other commercial uses to the south and west along Rhode Island Avenue. As stated above, the Rhode Island Avenue Metro Station is directly across Rhode Island Avenue as is the Home Depot Shopping Center. Directly west are the elevated Metro Rail lines. Farther west, past the rail tracks, are the Edgewood Terrace Apartments. The land to the east and west of the Property is primarily designated for High Density Residential uses by the Generalized Land Use Map. The

areas north and south of the Property are designated for Production and Technical Employment uses.

C. Project Design and Components

The Channing Place project, which fronts Reed Street and Channing Place, was designed with the idea of transforming Channing Place into a vibrant pedestrian friendly street with the addition of live-work professional offices, convenience retail and a balance of multi-family residential. Proximity to the Rhode Island Metrorail station and an abundance of on-site parking make this project very accessible and convenient to both resident commuter and visitor.

The project incorporates the existing four-story industrial building that fronts both Channing Place and Reed Street. The design of the project includes the use of masonry materials, with loft style detailing consistent with the industrial character of the site. In working with the existing building, a two-story retail space has been designed facing Reed Street that is directly accessible from a retail lobby at street level.

A common lobby has been designed at the end of Channing Place to link the original structure to the proposed building. This lobby acts as the visual terminus to Channing Place while providing a physical connection between the original and proposed buildings. The common lobby also resolves the variations in floor-to-floor heights between the two structures, and creates a common and secure access point for the residents.

The loft-type live-work units are proposed to face Channing Place, and can accommodate a variety of professional live-work scenarios. The basement and part of the second floor of the existing building will incorporate additional live-work space to create flexibility for units that require additional work space.

A second building incorporating retail and multi-family residential has been designed to face Channing Place on the north, creating a bookend for the proposed pedestrian street and for the retail component facing Channing Place. The new building was designed with an internal landscaped courtyard and with materials that complement the masonry and concrete façade of the existing industrial building.

Due to the proximity of the project to the adjacent Metrorail along the rear of the site, a five-story parking structure is provided to act as a buffer for the proposed residential units. A green roof amenity area with landscape screening and seating areas has been designated at the uppermost level of the proposed parking structure. The landscape buffer, in combination with the mass of the parking structure, minimize views of the track from the proposed residential units. Parking for the project is provided in the five-story detached parking garage and in one level of underground parking.

Two loading areas have been provided for the project. Access to the primary loading area will occur from Reed Street, with a secondary loading area provided at the rear of the existing building facing the Metrorail. Trash pickup will be accessed from Reed Street, with trash rooms contained inside of the buildings and screened with doors from the street.

D. Matter of Right Development Under the Existing C-M-2 Regulations

The Property is located within the C-M-2 District. The C-M-2 District prohibits residential development except as otherwise specifically provided. 11 DCMR §800.4. As a matter-of-right, property in the C-M-2 District can be developed with a maximum FAR of 4.0 and a maximum lot occupancy of 100%. The maximum permitted building height in the C-M-2 District is 60 feet. On the subject property, 404,528 square feet of gross floor area would be permitted as a matter-of-right.

E. Matter of Right Development Under the Proposed C-2-C District Regulations

The Applicant seeks a Zoning Map amendment in order to change the Property from C-M-2 District to the C-2-C District.

1. C-2-C District

The maximum permitted height of a building in the C-2-C District is 90 feet. 11 DCMR §770.1. Housing for mechanical equipment of a stairway or elevator penthouse on the roof of a building shall not extend above 18 feet 6 inches in height of the housing, and shall be setback from all exterior walls a distance at least equal to its height above the roof upon which it is located. 11 DCMR §770.6. The maximum FAR permitted in the C-2-C District is 6.0, of which 2.0 may be for commercial use. 11 DCMR §771.2. Under the Zoning Regulations, the maximum lot occupancy for the C-2-C District is 80%. 11 DCMR §772.1. The zoning regulations require that each structure located in the C-2-C District have a rear yard with a minimum depth of 15 feet. 11 DCMR §774.1. While a side yard is not required under the C-2-C district, where one is provided, it must be at least 6 feet wide. 11 DCMR §775.5. A mixed use development with a total gross floor area of 806,727 square feet would be a matter of right in the C-2-C District

2. PUD Guidelines

Even with a rezoning to the C-2-C District, the PUD would be governed by the provisions of Chapter 24 of the Zoning Regulations and the terms of the Zoning Commission Order.

Chapter 24 requires that a PUD have a minimum lot area of 15,000 square feet. The maximum permitted building height does not increase for a PUD in the C-2-C District; it remains

at 90 feet. For a PUD in the C-2-C District, the maximum permitted FAR is 6.0, but the FAR that can be devoted to commercial use increases from 2.0 to 2.5. 11 DCMR §2405.1 – 2405.2.

The proposed PUD complies with the above C-2-C District and PUD requirements. The maximum height of the buildings will be 80 feet. The PUD will have a gross floor area of 461,049, equal to an FAR of 4.56. Again, the proposed FAR is substantially below the permitted maximum of 6.0. The PUD will have 50,893 square feet of residential recreation space, which is approximately 15% of the PUD area devoted to residential use. Finally, the project will have 281 parking spaces where the Zoning Regulations require 91 parking spaces.

F. Flexibility Under PUD Guidelines

The Applicant seeks flexibility under the roof structure provisions of Section 411 of the Zoning Regulation. The proposed development consists of three buildings of varying stories. The five story building does not require flexibility from the roof structure provisions. The seven story building has only one roof structure, but its enclosure ranges from 15 feet to 18 feet, six inches over the elevator override. The eight story building includes four roof structures. The flexibility under the roof structure provisions is requested to permit a substantial amount of rooftop residential recreation space, which requires multiple and separated access. The walls of uneven height on the seven story building are preferable to extending the 18 foot, six inch enclosure for the entire length of the structure.

G. Tabulation of Development Data

	Required/Allowed	Provided
Lot Area	15,000 s.f.	101,132 s.f.
FAR	6.0	4.56

Gross Floor Area	606,792	461,049
Lot Occupancy	80% max	68%
Building Height	90 feet	80 feet (Building A) 80 feet (Building B) 50.3 feet (Building C)
Residential Recreation Space	50,797 s.f.	50,893 s.f.
Rear Yard	15 feet	15 feet
Side Yard	13 feet, 3.5 inches	13 feet, six inches
Open Court Width	26 feet, 8 inches	79 feet
Closed Court Width	None	None

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 Property. It allows the Applicant to develop the Property with an exceptional planned residential community. Also, through the PUD process, the Zoning Commission can ensure the appropriate development of the Property 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 opportunity to work with the Applicant to ensure a well-planned development.

B. Impacts of the Project Under Section 2403.3

The PUD will have a positive impact on the surrounding area and contribute favorably to the city's policies and goals. It will improve the aesthetics and streetscape of the area while creating new housing and redevelopment consistent with the objectives and policies of the

Comprehensive Plan. The PUD will support the continued revitalization of Rhode Island Avenue Metro Station area by replacing the blight caused by existing vacant and under-utilized structures on the Property. The proposed development will bring new residents to the area, increasing neighborhood vibrancy and stability.

C. Public Benefits and Project Amenities

The PUD guidelines require the evaluation of specific public benefits¹ and project amenities² for a proposed development. 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.

As discussed below, the proposed development offers a number of the public benefits and project amenities that the PUD process encourages. The Applicant is not aware of any potential adverse effects from the project.

1. Housing and affordable housing. 11 DCMR §2403.9(f). Arguably, the single greatest benefit to the area and to the District as a whole is the creation of new housing opportunities consistent with the goals of the Zoning Regulations, the Comprehensive Plan and the Mayor's housing initiative. The PUD provides approximately 314,800 square feet of residential use on the Property. This new housing will be part of an urban living system that includes the retail, commercial, and entertainment establishments, and the public transportation

¹ Public benefits are defined as “superior features of a 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.

² 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.

system via the Rhode Island Avenue Metrorail Station and Metrobus lines. The Applicant proposes that all of the dwelling units be "workforce" housing, affordable to households earning 120% or less of the area median income (the "AMI").

2. Urban design, architecture, landscaping and open space. 11 DCMR §2403.9(a). The PUD provides an appropriate urban design solution for the development of a new multiple family residential development adjacent to a Metrorail Station. Further, the overall design is consistent in scale, mass and architectural detailing with adjacent structures. The design will help to create a vibrant and pedestrian friendly street with the addition of live-work professional offices, convenience retail and a balance of multi-family residential.

As noted, the project incorporates the existing four-story industrial building that fronts both Channing Place and Reed Street. The design of the project includes the use of concrete and masonry materials, with loft style detailing consistent with the industrial character of the site. In working with the existing building, a two-story retail space has been designed facing Reed Street that is directly accessible from a retail lobby at street level. The common lobby at the end of Channing Place serves as both a visual terminus to Channing Place and a physical connection between the original and proposed buildings. Additional design features are detailed above.

A five-story parking structure is provided as a buffer between the residential units and the adjacent Metrorail along the rear of the site. A green roof amenity area with landscape screening and seating areas has been provided at the uppermost level of the proposed parking structure.

3. Site planning and efficient and economical land utilization. 11 DCMR §2403.9(b). The PUD provides an efficient design solution that is respectful of the adjacent structures in terms of mass, scale and architectural character, while maximizing parking and

creating additional open space. The project is providing 15% of its gross floor area a residential recreation space.

4. Transportation features. 11 DCMR §2403.9(c). The Property is currently improved with warehouse uses, many of which are underutilized and in a state of disrepair. These mixed industrial uses have in the past generated a substantial volume of traffic during both peak and off-peak periods. The mixed-use development proposed under the current PUD will provide 240-280 residential units and 12,079 gross square feet of retail space. It is important to note that, based on the Property's proximity to the Rhode Island Avenue Metrorail Station and Metrobus transit services, the proposed development will be considered a Transit Oriented Development (TOD) with low vehicular trip generation. The retail portion of the development will be primarily local-serving in character, and is intended to meet the needs of the surrounding neighborhood.

The transportation access needs of the development are consistent with the city's current plans and policies. The trip generation of the development should not result in any significant adverse impact on the local roadways. The PUD site is in close proximity to both Metrorail and Metrobus stations. The area is also well-served by pedestrian facilities, including sidewalks and crosswalks with pedestrian signals at intersections. The Property is in proximity to city bicycle routes, notably the Metropolitan Branch Trail which provides connectivity to the New York Avenue Metrorail Station, the North of Massachusetts Avenue (NoMA) and Capitol Hill areas, and Catholic University. As part of the development process, the abutting sidewalk facilities will be upgraded as a project amenity, providing a public benefit for current and future residents of the area.

The Applicant and its Traffic Consultant, O.R. George Associates, met with staff of the District of Columbia Department of Transportation ("DDOT") to discuss the proposed project. DDOT staff indicated support for the project, and noted that the section of Rhode Island Avenue providing access to the site from east and west has very good levels of service, and that the intersection of Rhode Island Avenue and Reed Street is already a signalized intersection. DDOT staff recommended that certain nearby roads be studied for traffic impacts, notably to the north and northeast of the proposed development. O.R. George Associates will prepare a thorough analysis of these areas, as well as parking and loading, and this report will be provided as a supplement.

5. Historic preservation. 11 DCMR §2403.9(d). The Project is not located within an historic district, and none of the buildings is a designated landmark. Notwithstanding, the PUD includes the rehabilitation of a structure considered to have merit by the Office of Planning and the staff of the Historic Preservation Division.

6. Employment and training opportunities. 11 DCMR §2403.9(e). In order to further the District of Columbia's policies relating to the creation of employment opportunities, the Applicant will commit to make a bona fide effort to utilize local, small or disadvantaged business enterprises certified by the District of Columbia Local Business Commission in order to achieve, at a minimum, the goal of 35% participation in the contracted development costs in connection with the development of the Project. The Applicant will also enter into a First Source Agreement with the Department of Employment Services, ensuring cooperation with the Department for employee recruitment for jobs created by the PUD with the objective that 51% of the employees hired in connection with the development of the PUD are District of Columbia residents.

7. Daycare Facility. The proposed project includes an on-site daycare center that will provide a highly desirable amenity to building residents. The daycare facility will also help to accomplish the live-work philosophy of the proposed development.

8. Environmental Benefits. The Applicant proposes to incorporate a "green roof" on the proposed parking garage, as detailed above.

IV. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The PUD advances the purposes of the Comprehensive Plan, is consistent with the Generalized Land Use Map, and supports the major themes and elements for the District and Ward 5 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 §301.62(b).

The PUD significantly advances these purposes by promoting the social, physical and economic development of the District, generally, and Ward 5, specifically, through the provision of quality residential development that includes the rehabilitation of a vacant and under-utilized structure and architectural and design elements that embrace that of the existing neighborhood.

B. Generalized Land Use Map

The Property is designated for Production and Technical Employee uses by the District of Columbia Comprehensive Plan Generalized Land Use Map and is included in the Rhode Island Avenue Metrorail Station Development Opportunity Area. The Office of Planning's report, Industrial Land in a Post-Industrial City District of Columbia Industrial Land Use Study, evaluated the suitability of Production, Distribution and Repair uses throughout the city and determined that a land use change on the Property is appropriate. Rezoning the Property to the C-2-C District is therefore not inconsistent with the Comprehensive Plan.

C. Compliance with Major Themes of the Comprehensive Plan

The PUD supports several major themes of the Comprehensive Plan as follows:

1. Stabilizing and improving the District's neighborhoods. 10 DCMR §101.1(a). The PUD helps to stabilize and improve the area by replacing the existing abandoned structures with a well-designed development that brings additional housing to the area. The design of the PUD includes the rehabilitation of one building as well as architectural elements that are compatible with and complimentary to the existing structures in the immediate area.

2. Preserving and ensuring community input. 10 DCMR §101.1(f). The PUD process, including the notice requirements, and ANC 5B, meetings with neighborhood organizations, and public hearings ensure community input in the review and approval of the proposed PUD.

3 . Preserving the historic character of the District. 10 DCMR §101.1(g). The Project is not located within an historic district, and none of the buildings is a designated landmark. However, as noted above, the PUD includes the retention and expansion of the existing building located on the south side of Channing Place.

4. Reaffirming and strengthening the District's role as the economic hub of the National Capital Region. 10 DCMR §101.1(h). The Property is ideally located in proximity to the Rhode Island Avenue Metrorail Station, Rhode Island Avenue, North Capitol Street and other major roadways. This location allows for maximum utilization of the District's urban infrastructure, which includes employment, residential, transportation, social and cultural resources.

5. Promoting enhanced public safety. 10 DCMR §101.1(i). By removing the blight caused by the vacant buildings currently on the Property and replacing it with a well-designed residential mixed use project, the PUD helps to enhance the public safety in the immediate area and promotes the safety of the general surrounding area.

D. Compliance with Major Elements of the Comprehensive Plan

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

1. Economic Development Element

Among the policies established in support of economic development outside Downtown and the Central Employment Area is to promote the appropriate development of, among other areas, selected metro rail stations. 10 DCMR §206.2(b). The PUD furthers this policy by providing new residences in proximity to the metro station that are compatible with the existing residential development in the area and providing new housing opportunities close to Downtown and the Central Employment Area.

2. Housing Element

A central theme of the Housing element is that the District must stimulate a wider range of housing choices and strategies through the preservation of sound older stock and the production of new units for a wide variety of housing types. 10 DCMR §300.2. The

Comprehensive Plan also recognizes housing in the District as a key part of the 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. 10 DCMR §300.4. Several policies have been established in support of the Housing element, including: to encourage new housing at locations consistent with District land use policies and objectives; designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi-unit housing development near Metrorail stations, at locations adjacent to Downtown, and adjacent to proposed employment centers and office areas; and encourage the private sector to meet housing needs through the development infill housing. 10 DCMR §302.2(a), (d), (e), and (f).

The PUD supports the foregoing objectives and policies by providing new housing in this area, which is designated as a Development Opportunity Area on the Generalized Land Use Policy Map. The Applicant proposes that all of the dwelling units will be "workforce" housing-defined as affordable to household earning no more than 120% of the area median income. The PUD is compatible with the existing residential development in the surrounding area and is appropriately located within one block of the Rhode Island Avenue Metrorail Station. Its proximity to the Rhode Island Avenue Metrorail Station, as well as to Downtown, the Central Employment Area, New York Avenue and other major roadways, supports the development of the District's total urban living system and allows for maximum utilization of the District's transportation, employment, social, and cultural infrastructure.

3. Environmental Protection Element

One objective of the Environmental Protection Element is improving air quality in the District and the region by promoting landscape patterns and transportation services that decrease reliance on automobiles for commuting and other routine trips. 10 DCMR §403.2(c) This can be achieved through reducing dependence on automobiles, clustering of residences, shopping and work places where they can be served efficiently by Metrorail or frequent bus service. 10 DCMR §403.2(c). The PUD furthers this objective because it is located within one block of the Rhode Island Avenue Metrorail, thereby minimizing dependence on private automobiles.

4. Transportation Element

Among the policies established to support the Transportation element objectives is supporting land use arrangements that simplify and economize transportation services, including mixed-use zones that permit the co-development of residential and non-residential uses to promote higher density residential development at strategic locations, particularly near appropriate Metrorail stations. 10 DCMR §502.2(a). The Comprehensive Plan also encourages reverse commute options that provide District residents with access to the regional job market that is essentially equal to that afforded to suburban residents commuting to the District. 10 DCMR §502.2(j). Measures that would increase the use of mass transit in the District and the region and reduce dependence on the private passenger automobile are also major objectives of the Comprehensive Plan. 10 DCMR §503 – §504.

The policies and objectives of the Transportation element are supported by the PUD. First, the PUD, as a multi-unit development, is appropriately located within two blocks of the Rhode Island Avenue Metrorail Station and will provide potential new riders for the Metrorail system at this location. Second, its proximity to Metrorail, Downtown, and the Central

Employment Area help to reduce dependence on the private passenger automobile and allow residents to experience an urban live/work environment.

5. Urban Design Element

The Comprehensive Plan 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. 10 DCMR §701.1. One objective of this element is to maintain those areas of the District that have a positive physical image and to provide that new development and renovation within or adjacent to these areas is complimentary in scale and character. 10 DCMR §711.1. The Comprehensive Plan encourages new development or the renovation and the rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity. 10 DCMR §712.1.

The foregoing policies and objectives of the Comprehensive Plan are supported by the PUD. The project contributes to the positive physical image and neighborhood identity of the area. This is achieved through the design of a multi-unit residential development that is consistent in scale, mass and architectural detailing with adjacent and nearby structures. Finally, the PUD provides a design solution that complements the existing physical environment by providing additional open space within the neighborhood through the design of the landscaped interior courtyard.

6. Preservation and Historic Features Element

The preservation and historic features goal for the District is to preserve important historic features of the District while permitting new development that is compatible with those

features. 10 DCMR §801.1. The Property is not located in an historic district, nor are any of the buildings located on the Property designated historic landmarks. However, the Applicant has met with the staff of the Historic Preservation Division (the "HPD") to discuss the Project. At the suggestion of HPD staff, one of the buildings will be retained and added to in a design in keeping with the existing building. The scale and architectural elements of the new construction will be compatible with and complimentary to the existing development in the immediate area.

7. Land Use Element

The Comprehensive Plan objectives for residential neighborhoods include conserving and enhancing the essentially satisfactory qualities of the District's neighborhoods. 10 DCMR §1102.1(a). Some of the policies in support of this and other residential neighborhood objectives are: (i) to promote the conservation, enhancement, and revitalization of residential neighborhoods for housing and neighborhood related uses; (ii) to encourage the retention and expansion of residential uses in mixed use neighborhoods to help maintain the residential character of these areas; and (iii) to protect low and moderate density residential neighborhoods that are also designated for commercial uses from uses that are incompatible with residential neighborhoods and from activities, particularly those of a commercial nature that generate excessive traffic, noise, litter, and other damaging environmental impacts. 10 DCMR §1104.1.

E. Compliance with Ward 5 Elements of the Comprehensive Plan

The PUD fulfills and furthers the specific objectives for Ward 5, as set forth in the Comprehensive Plan.

A vision of the Ward 5 plan is that neighborhoods will benefit from new and rehabilitated housing, increased retail and public services, and expanded employment opportunities. 10 DCMR 1800.4.

1. Ward 5 Economic Development

An objective of the Plan is to enhance and expand the ward's economic activity and employment centers, particularly in the underused industrial and commercial area. 10 DCMR 1805.1(a).

The Ward 5 Plan recognizes that retail and service facilities in the area are woefully inadequate in responding to the needs and demands of the resident population and other potential patrons and clients.

The Project complies with this element by bringing appropriate economic development to the area. It creates additional residential opportunities in the ward while increasing income and property tax revenues to the District. The Project provides 12,079 square feet of retail uses, which will serve both building residents and the surrounding neighborhood.

2. Ward 5 Housing

"(A)n objective of this element is to stimulate the production of new housing..... and rehabilitate and improve housing.....to meet the needs of all the ward's residents..." 10 DCMR 1808.1(b).

A policy in support of the housing objective is to provide affordable new or rehabilitated housing for low and moderate income residents. 10 DCMR 1809.1(c). The Project will bring additional housing stock to the city and all of the dwelling units will be "workforce" housing.

3. Ward 5 Transportation

An objective of this element is to increase the use of mass transit while minimizing problems associated with parking around Metrorail stations and commercial areas. 10 DCMR 164.1(a). This mixed use development is located in close proximity to Metrorail and Metrobus routes, thereby encouraging the use of mass transit.

4. Ward 5 Urban Design

Objectives for urban design include: Promoting a physical environment that upgrades the ward's aesthetic qualities, enhances neighborhood stability, emphasizes neighborhood identity and function, and physically enhances the gateways and entrance ways into the city; 10 DCMR 1620.1(a); giving special design attention to those areas within the ward that have a poor physical image, where new development can improve the neighborhood's visual qualities while providing needed services; 10 DCMR 1620.1(b); strengthening the design and visual character of commercial nodes and corridors that serve ward neighborhoods; 10 DCMR 1620.1(d); and, through the design of new structures, decreasing the potential for illegal activity by eliminating sites or locations that would attract and harbor the criminal element. 10 DCMR 1620.1(e).

The Project improves the aesthetic quality of the area with strong visual character and utilizes otherwise vacant property.

5. Ward 5 Land Use

Encourage and support an appropriate mix of uses in all economic development, where appropriate, including uses such as housing, parks and open space. 10 DCMR 1629.1(c). The Project is an appropriate mixed-use development with superior design elements that is not inconsistent with the Comprehensive Plan Generalized Land Use Map.

6. Ward 5 Environmental

Environmental objectives and policies include planting and maintaining street trees in sections of the ward, where needed 10 DCMR 1611.1(e) and promoting and encouraging private planting and maintenance of public spaces within the ward by citizens of the ward. 10 DCMR 1612.1(a)(2)(D). The Project furthers these goals with its extensive landscaping plan and green roof on the parking garage.

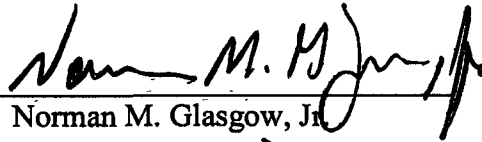
V.
CONCLUSION

The Applicant proposes the development of a well-designed residential PUD consisting of approximately 461,049 gross square feet of development. The PUD meets the standards of the Zoning Regulations, specifically those for PUDs in the C-2-C District as set forth in Chapter 24, and provides a number of public benefits and project amenities, including the rehabilitation of an existing vacant structure, providing new housing opportunities in proximity to the Rhode Island Avenue Metrorail station, Downtown, and the Central Employment Area. Finally, the PUD is consistent with the objectives and policies established in the District of Columbia's Comprehensive Plan. Accordingly, the Applicant respectfully requests that the Zoning Commission determine that this PUD application has merit and schedule a hearing on the application.

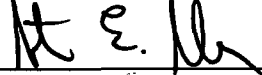
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