GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

MEMORANDUM

TO: Zoning Commission

FROM: Andrew Altman
Director

DATE: February 12, 2001

D.C. OFFICE OF ZONING
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SUBJECT: Application 16691 - 705-07 Edgewood Street, NE
Jermar LLC: Electronic Equipment Facility

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APPLICATION

Application of Jermar LLC, pursuant to 11 DCMR 3104.1 and 2101.1, for a special exception use for the operation of an Electronic Equipment Facility (EEF) at 705-07 Edgewood Street, NE, (Square 3636, Lots 802, 803 and 810) in the C-M-2 zone district.

SUMMARY RECOMMENDATION

The Office of Planning recommends that the application be approved.

PROJECT DESCRIPTION

The application has been filed under the emergency regulations adopted on October 16, 2000. The emergency regulations allow for EEF use as a special exception in the C-3 zones if approved by the Zoning Commission.

The applicant proposes to renovate the two vacant warehouse buildings at 705 and 707 Edgewood Street, NE for use as EEFs. Both two-story buildings were previously used as warehouses and have reportedly been vacant for ten years. The properties have the following characteristics:

Street Address	705	707
Lots	810	802 and 803
Building Area	78,000 sq. ft.	44,500 sq. ft.
Lot Area	46,783 sq. ft.	49, 942 sq. ft.
Floor Area Ratio	1.6 approximately	0.9 approximately

BZA
Case No. 16691
Exhibit No. 23

Board of Zoning Adjustment
District of Columbia
CASE NO.16691
EXHIBIT NO.23

BACKGROUND

Temporary Regulations

On October 16, 2000, the Office of Planning recommended an emergency rulemaking for the temporary regulation of electronic equipment facilities (EEFs) (a.k.a. data centers, tech hotels, telecommunications switching facilities, Internet hotels), which was adopted by the Zoning Commission.

The regulations provided for the temporary review of these facilities through the special exception process, but allowed matter-of-right development if the facilities were placed underground. The temporary regulations applied to the C-3, C-4, C-5, C-M, and M zones. EEFs were prohibited in all other zones as being contrary to the purposes of the zoning districts stated in Title 11DCMR.

The temporary regulations were designed to encourage the appropriate development, design and location of data centers in the city. It was OP's intent to protect the areas where employee-oriented technology developments have occurred and areas identified for economic revitalization. Many of the EEFs have been proposed in areas of the city that have significant long-term development potential and have been identified for economic revitalization, such as the North of Massachusetts (NoMa) area and the waterfront. These revitalization areas encourage the location of technology firms and anticipate a mixed-use vibrant street life that makes optimal use of the Metrorail.

OP was concerned that the uncontrolled development of actual and speculative data centers could forestall redevelopment efforts in identified mixed-use areas and have an adverse impact on the future redevelopment of these areas. Therefore, OP recommended a special exception review be provided for these facilities on an emergency basis while final regulations are being considered.

Electronic Equipment Facilities

Electronic Equipment Facilities are large spaces or buildings almost entirely occupied by electronic equipment for Internet and telecommunication service providers. EEFs serve as transmission and co-location hubs for service providers whose computer equipment needs to be connected to major fiber optic networks. It is common for these facilities to house multiple and competing data service providers and, due to fiber availability, to cluster in a concentrated area.

EEFs have unique development and operating standards including close proximity to fiber optic lines, large floor plates with wide column spacing and tall ceilings, dry fire safety systems, minimum window exposure, high security, demand for high levels of power, low number of employees, low parking, loading and delivery demands, and 24 hour operations.

SITE AND AREA DESCRIPTION

This industrial complex is made up of four warehouse buildings, 701, 705, 705 and 715 Edgewood Street. The front two warehouses, 701 and 715, sit at the corners of Edgewood Street and a 30-foot alley and are currently used as for warehousing. The rear two buildings, 705 and

707 (included in this application) are located behind the front buildings and are accessed only from the alley. Both are currently vacant.

The property is wedged between the Edgewood residential complex and the railroad tracks. The Edgewood residential complex is a very large residential facility consisting of senior citizen, high-rise and mid-rise apartment buildings. The railroad tracks separate the warehouses from other industrial properties.

The southern end of the property narrows to approximately 130 feet. The Rhode Island Avenue Shopping Center abuts the property along the southern end but is at a much higher grade such that the only connection between the lots would be by connecting the rooftop parking lot 705 Edgewood and a portion of the shopping center property behind the shopping center buildings.

EXISTING ZONING

The property is zoned C-M-2, Commercial-Light Manufacturing. The zoning classification permits as a matter-of-right commercial uses, moving and hauling terminal, research lab, incinerator, motorcycle repair, dry cleaning facility, public utility pumping station, repair garage, storage, light manufacturing, temporary detention or correctional institution. Special Exception relief is required for massage establishments, intermediate materials recycling facilities and EEFs.

SPECIAL EXCEPTION RELIEF

In making a special exception request, the applicant must show that the proposed use will not have an adverse impact on the surrounding area. The temporary EEF regulations require that the applicant show "... that the proposed use will not, as a consequence of its design, operation, low employee presence, or proximity to other EEFs, preclude future revitalization of the neighborhood, reduce the potential for vibrant streetscapes, deplete street life, or inhibit pedestrian or vehicular movement."

The emergency regulations also provide guidance to the Commission in determining adverse impacts. They state:

> In evaluating whether an EEF will have any of the adverse impacts described in 745.2, the Commission shall consider, in addition to other relevant factors, the adverse impact of:
>
> (a) The absence of retail uses or of a design capable of accommodating retail uses in the future;
>
> (b) The presence of security or other elements in the design that could impair street life and pedestrian flow;
>
> (c) The disruption of existing or the elimination of officially proposed pedestrian or vehicular routes; and
>
> (d) The inability of the EEF to be adapted in the future for permitted uses.

The temporary regulations further provide guidance in terms of considering the location of the facility relative to Metrorail stations and any positive economic benefits that may arise from an EEF. The regulations state the following:

> The Commission in weighing the potentially adverse factors delineated in 745.3 (a) through (d) shall consider the economic development potential of the area in which the EEF is proposed to be established and shall give greater negative weight to these factors if the EEF is to be located in proximity to an existing or proposed Metro Station or on a pedestrian corridor.
>
> The Commission may give positive weight to any economic benefits that the proposed EEF will have on adjacent properties, including the potential for increased business activity within the neighborhood, if that activity will foster economic development.
>
> The Zoning Commission may impose requirements pertaining to design, appearance, landscaping, parking and other such requirements as it deems necessary to protect adjacent property and to achieve an active, safe and vibrant street life.

SPECIAL EXCEPTION REQUEST

The applicant is requesting special exception relief for an EEF use pursuant to and in accordance with the emergency regulations adopted October 16, 2000 and the special exception criteria established for this use.

Future revitalization of the neighborhood and
Retail Uses or Future Retail Accommodation

Because of the unique location and shape of this property, the surrounding residential developments to the north and west, and the railroad tracks to the east, OP does not believe that EEF use of the buildings would hinder the revitalization of the neighborhood or adversely affect the use of adjoining properties.

OP feels the retail potential for these buildings is extremely low due to the fact that the warehouses are constructed and zoned for industrial use and that neither have direct access to a public street. There is nothing, however, related to this request for EEF use that would preclude the owners from converting the space to a future use if a market develops.

Potential For Vibrant Streetscapes and Street Life

Due to the location constraints of this property and the fact that the warehouses are not on a public street but rather a doglegged alley, OP believes that there is no potential for a vibrant streetscape related to these warehouses and the proposed EEF use would not have a negative impact on the adjoining street. To the contrary, OP believes that such a low impact use is appropriate for this location due to the overwhelming residential development of the surrounding neighborhood.

Pedestrian and Vehicular Movement

The warehouses are located at the rear of their lot and neither adjoins a public sidewalk or street. The project includes on-site parking and both buildings have loading docks that are fully

accessed from the alley. The loading requirements are quite low; few trips are anticipated after the initial facility renovation and delivery of equipment.

OP feels that the operation of an EEF in both warehouses will be fully contained within the boundaries of the site and will not encroach or impede pedestrian or vehicular traffic.

Parking

The property has sufficient parking for industrial uses. Building 705 is built into a steep grade and has a roof top parking lot with approximately 35 spaces, above the rear portion of the building. Building 707 has an adjoining parking lot that can accommodate approximately 12 cars. Under the emergency regulations, the existing structures would not be required to provide any additional parking. Due to the very small number of visitors and employees at an EEF, OP feels the existing parking will be sufficient for the EEF use.

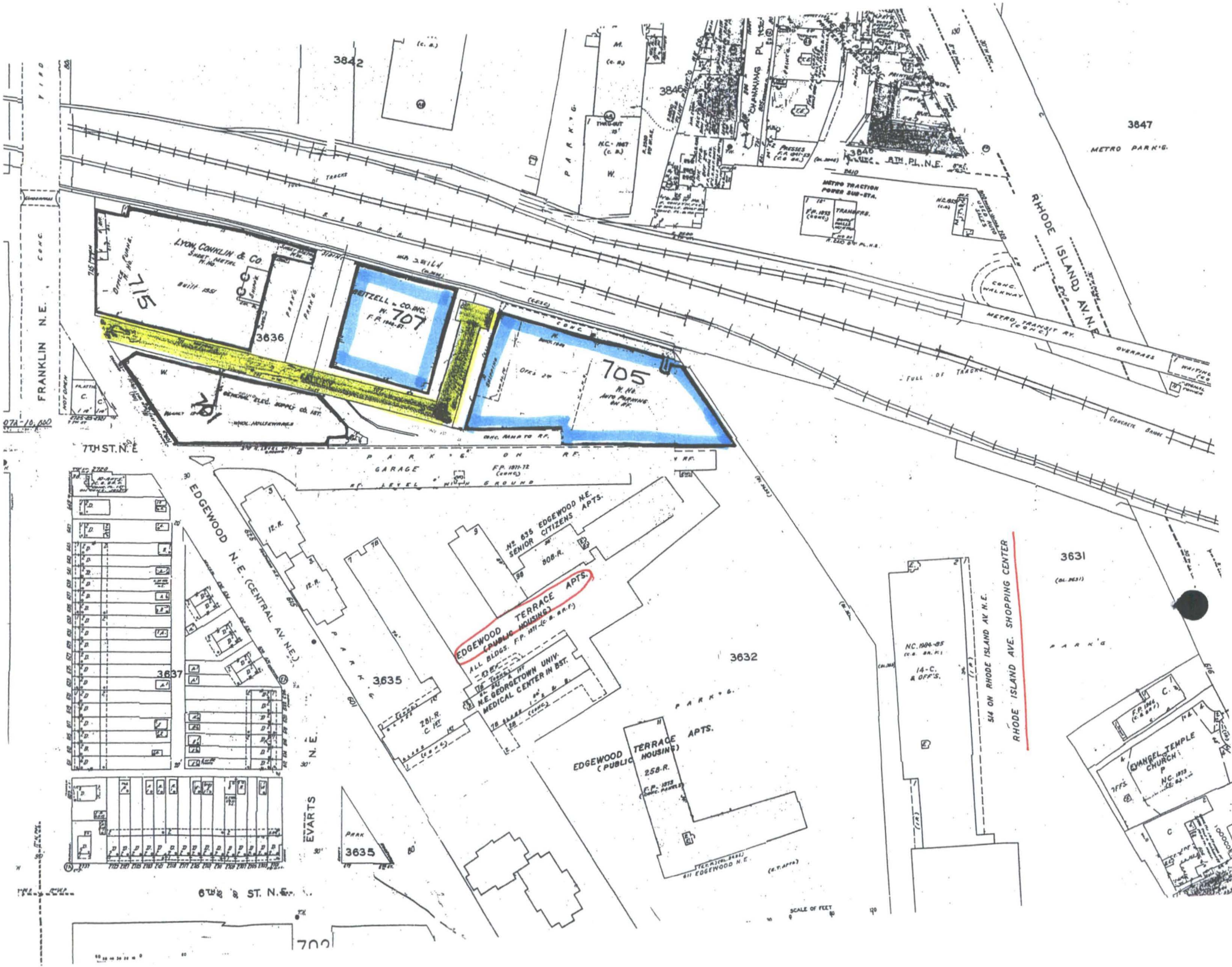
COMMUNITY COMMENTS

The applicant is scheduled to present the proposal to ANC 5C on Tuesday February 20, 2001.

RECOMMENDATION

The Office of Planning recommends that the application be approved.

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3842
3846
3847
METRO PARK'G.
CHANNING PL. N.E.
PRESSES
N.C. 1967
METRO TRACTION POWER SUB-STA.
TRANSFRS.
N.C. 1973
4TH PL. N.E.
RHODE ISLAND AV. N.E.
CONC. WALKWAY
METRO TRANSIT AV.
OVERPASS
FULL OF TRACKS
CONCRETE BRIDGE
FRANKLIN N.E.
CONC.
LYON, CONKLIN & CO.
SHEET METAL WORK
BUILT 1951
715
3636
PARK'G
BRITZELL CO. INC.
N. 707
F.P. 1964-65
705
N. NO.
AUTO PARKING ON RF.
OFFICE
GRAD. RAMP TO R.F.
7TH ST. N.E.
P A R K ' G ON R.F.
GARAGE
F.P. 1971-72 (CONC)
R.F. LEVEL WITH GROUND
EDGEWOOD N.E. (CENTRAL AV. N.E.)
12-R.
3637
N2 635 EDGEWOOD N.E. SENIOR CITIZENS APTS.
80B-R.
EDGEWOOD TERRACE APTS. (PUBLIC HOUSING)
ALL BLDGS. F.P. 1971-72 (C. B. & R.F.)
THE TOWER
N.E. GEORGETOWN UNIV. MEDICAL CENTER IN BST.
3635
281-R.
C. 1971
3632
EDGEWOOD TERRACE APTS. (PUBLIC HOUSING)
258-R.
F.P. 1973
611 EDGEWOOD N.E.
NC. 1964-65
14-C.
& OFF'S.
514 ON RHODE ISLAND AV. N.E.
RHODE ISLAND AVE. SHOPPING CENTER
3631
EVANGEL TEMPLE CHURCH
N.C. 1973
EVARTS N.E.
PARK
3635
6TH ST. N.E.
SCALE OF FEET