

1109 CONGRESS STREET NE

APPLICATION TO THE D.C. ZONING COMMISSION
FOR A PLANNED UNIT DEVELOPMENT
AND RELATED MAP AMENDMENT
FROM THE C-M-1 to C-2-B DISTRICT
(Under the 1958 Zoning Regulations)

SQUARE 748, LOTS 78 and 819

STATEMENT OF THE APPLICANT

June 7, 2016

Submitted by:

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PREFACE

JS Congress Holdings, LLC ("Applicant"), an affiliate of the J Street Development Company, LLC, submits this statement and the attached documents to the District of Columbia Zoning Commission in support of an application for a new residential project with ground-floor production, distribution and repair ("PDR") uses at the northeast corner of Congress and L Streets, N.E., Washington, D.C. The partially vacant site will be replaced by a well-designed, eight-story building just south of the former Uline Arena. The property comprises Lots 78 and 819 in Square 748, plus a portion of an alley to be closed, and has 10,124 square feet of land area. Capital View LLC and Congress LLC are the current owners of the property; the Applicant is the contract purchaser.

The project will include approximately 60,744 square feet of gross floor area, which equates to a floor area ratio ("FAR") of 6.0. An additional 3,930 square feet of gross floor area (0.38 FAR) of habitable space is located in the penthouse. The maximum height of the building will be 90 feet. Proposed uses include residential space comprising approximately 60,994 square feet of gross floor area (including the 3,930 square feet in the penthouse); approximately 3,700 square feet of gross floor area devoted to PDR uses; and one -level of below grade parking. Examples of PDR uses contemplated for the building include an urgent care center, a small neighborhood hardware and/or paint store, a copying facility/center such as FedEx, and possible relocation of certain functions of Union Kitchen, which is on the west side of Congress Street, N.E.

The Applicant also seeks an amendment to the Zoning Map to rezone the property from the C-M-1 to the C-2-B District. This request follows the Comprehensive Plan and the Future Land Use Map, which designates the site for medium-density residential and PDR uses. The public benefits and amenities of the project include, among other things, a high-quality development devoted to market-rate and affordable housing units, PDR uses, a LEED-Gold design, an improved alley system, and other benefits coordinated with the community, all of which are commensurate with the limited development flexibility sought through the PUD process.

This statement and the attachments meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

DEVELOPMENT TEAM

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LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Architectural Plans and Drawings, including Detailed Landscaping and Grading Plan Circulation Plan	A (submitted separately)
Zoning Map	B
Generalized Policy Map and Future Land Use Map	C
Building Plat	D
Statement of Consistency with the Comprehensive Plan	E
Traffic Study: Existing Conditions Analysis	F
Notice of Intent to File, Certificate of Service, and List of Property Owners within 200 Feet of Project	G

I. INTRODUCTION

A. Overview

JS Congress Holdings, LLC ("Applicant"), the contract purchaser of Lots 78 and 819 in Square 748, seeks approval of a planned unit development ("PUD") and related map amendment to the C-2-B District to construct a new contextual residential development with production, distribution and repair uses at 1109 Congress Street, N.E., and 220 L Street, N.E. in Washington, D.C. Located at the northeast corner of Congress and L Streets, N.E., the site is presently occupied by a vacant warehouse building constructed in the late 1940's and a three story office building constructed in 2011. The project site has a land area of approximately 10, 124 square feet and includes a portion of an alley to be closed.

The project will include approximately 60,744 square feet of gross floor area, which equates to a floor area ratio ("FAR") of 6.0. The maximum height of the building will be 90 feet. Proposed uses include approximately 57,000 square feet of gross floor area devoted to residential uses, plus an additional 3,930 residential square feet (0.38 FAR) in the penthouse, for a total of 64 units; approximately 3700 square feet of gross floor area devoted to PDR uses; and one level of below grade parking. Examples of PDR uses contemplated for the building include an urgent care center, a small neighborhood hardware and/or paint store, a copying facility such as FedEx, and possible relocation of certain functions of Union Kitchen, which is on the west side of Congress Street, N.E.

The Applicant also seeks an amendment to the Zoning Map to rezone the property from the C-M-1 to the C-2-B District. This request is consistent with the Comprehensive Plan's Future Land Use Map, which designates the site for medium-density residential and PDR uses. The public benefits and amenities of the project include, among other things, a high-quality development devoted to market-rate and affordable housing units, PDR uses, a LEED-Gold design, and other benefits coordinated with the community, all of which are commensurate with the limited development flexibility sought through the PUD process.

B. The Applicant

The Applicant is JS Congress Holdings, LLC, an affiliate of J Street Development Company, LLC. J Street is recognized for its leadership in enhancing development in emerging areas of the District. Its commercial development track record is focused in the NoMA area of the District of Columbia and has included land assemblages, ground up development of office buildings, and redevelopment and entitlement planning that resulted in the acquisition of a site by NPR for its new corporate headquarters on North Capitol Street and the initial assemblage of the Union Market project.

**II.
PROJECT DESCRIPTION**

A. Site Description and Vicinity

Known as premises address 220 L Street and 1109-1115 Congress Street, N.E., the Property is in the NoMA neighborhood of Ward 6 and falls within the boundaries of Advisory Neighborhood Commission ("ANC") 6C06. The site is to the east of the

elevated railroad tracks and fronts on the narrow, alley-like Congress Street, a one-block right-of-way that dead-ends into the former Uline Arena. Photographs and an area survey attached as part of Exhibit A illustrate the existing conditions of the site and surrounding area. With frontage on both Congress and L Streets, the Property is improved with a vacant two-story warehouse historically used for industrial purposes and a smaller three-story building constructed in 2011 that includes one level of parking at grade and two stories for general office use. A portion of the site is vacant. The two non-historic buildings will be demolished for the new development.

The Property slopes upward significantly from L Street to the north, with a grade differential of approximately ten feet. A nine-foot wide alley off of Congress Street bisects the Property and turns north, bordering the development site to the east. Seven single-family row houses are on the east side of the alley and front on Third Street, N.E. Other uses in the immediate vicinity include commercial and retail uses to the north, and a variety of automotive and industrial uses to the west, and various multi-family developments to the south. Immediately across L Street to the south is Toll Brothers City Living project, a two-phase residential development that will ultimately comprise over 500 units and over 13,000 square feet of retail space. The Lorre Grand, another mixed-use project with approximately 212 residential units and approximately 3600 square feet of retail space, is also located to the south. The NoMA Parks Foundation at Third and L Street, N.E., is adjacent to the Lorre Grand and backs up to the Toll Brothers City Living project at 200 K Street, N.E.

The property is situated within the C-M-1 District, as shown on the copy of the Zoning Map attached as Exhibit B. The Future Land Use Map of the Comprehensive Plan, the relevant portion of which is attached as Exhibit C, designates the Property for mixed use: medium-density residential and PDR uses. The Generalized Policy Map designates it as a land use change area.

B. Description of Project Components in Consolidated PUD Application

Designed by the architectural firm of Nelson Architects, the proposed new development will be a high-quality contextual design that fits comfortably within the industrial-residential character of the NoMA neighborhood. The existing buildings will be demolished to accommodate the new residential building with PDR uses. Upon completion, the new building will contain approximately 60,744 square feet of gross floor area, which equates to a density of approximately 6.0 floor area ratio ("FAR"). The height of the building will be 90 feet and eight stories. The penthouse will be two-stories and 18.5 feet at its highest point,. In addition to mechanical equipment, it will include approximately 3,930 square feet of gross floor area (approximately 0.38 FAR) devoted to residential uses. The habitable portion of the penthouse will be 12 feet in height.

The main entrance to the residential portion of the building will be on Congress Street. The east-west alley off of Congress Street, which bisects the site, will be closed and a new public pass-through easement will be created at the north end of the site. The trash room and enclosed bike storage room will be situated in the north side of this

easement in a one-story wing to the building. The bike room will have 22 spaces and be accessible from Congress Street; the trash room and loading facilities will be accessed from the easement. A decorative metal gate will mark the entrance to the easement area. Emergency egress stairs for the residential building will be located between the bike and trash rooms. The stair tower will rise the full height of the building, serving all floors and the roof. A second set of required emergency egress stairs is located at the “elbow” of the building, in the narrower wing that faces L Street.

The design of the building features a curved façade at L Street, which visually draws the eye into narrow Congress Street and the main entrance of the building. The ground floor level of the building is designed as a rectangular block that anchors the residential floors above. Balconies punctuate the façade in alternating bays. The primary materials of the building are brick and metal panels. The significant grade change from L Street to the northern end of Congress Street allows for a gracious, double-height lobby.

The PDR uses are located in the south portion of the building on two levels, both with street access. Because of the grade change from L Street to the north end of the site, the PDR uses are staggered on the first floor. The lower level PDR retail/service area is accessible directly from L Street and has approximately 1,175 square feet of space. The upper level PDR area is accessible directly from Congress Street, just south of the residential entrance, and has approximately 2,505 square feet of space. The difference in floor height between the two PDR areas is approximately four feet.

The garage entrance is at grade with L Street, tucked under the PDR uses at the south wall of the building. Parking will be provided for approximately 16 vehicles. As discussed in greater detail below, the parking and loading facilities are adequate to meet the anticipated demand for the building.

C. Matter of Right Development Under Existing Zoning

As shown on the copy of the Zoning Map attached as Exhibit D, the property is located in the C-M-1 District. The C-M Districts are “intended to provide for heavy commercial and light manufacturing activities employing large numbers of people and requiring some heavy machinery under controls that minimize any adverse effect on the nearby, more restrictive districts.” 11 DCMR § 800.1. The C-M-1 District prohibits residential development except as otherwise specifically provided. 11 DCMR § 800.4. As a matter-of-right, property in the C-M-1 District can be developed with a maximum FAR of 3.0. 11 DCMR § 841.1. The maximum permitted height in the C-M-1 District is 40 feet and three stores. 11 DCMR § 840.1.

D. Matter of Right Development under Proposed C-2-B Requirements.

The Applicant proposes to rezone the Subject Property to the C-2-B District in connection with the PUD application. The C-2-B District is designated to “serve commercial and residential functions similar to the C-2-A District but with high-density residential and mixed uses.” 11 DCMR § 720.6. In the C-2-B District, “building use may be entirely residential or a mixture of commercial and residential uses. 11 DCMR § 720.8. The C-2-B District permits matter-of-right medium density development,

including office, retail, housing and mixed uses. The maximum permitted height in the C-2-B District is 65 feet; the maximum permitted density is 3.5 FAR, of which no more than 1.5 FAR can be devoted to non-residential uses. The maximum FAR may be increased by 20 percent to 4.2 FAR for residential uses under the Inclusionary Zoning (“IZ”) regulations of Chapter 26. The maximum lot occupancy is 80 percent for residential uses and 100 percent for non-residential uses. 11 DCMR §§ 770.1, 771.2 and 772.1.

E. PUD Development Permitted Under Proposed Zoning

In addition to the foregoing C-2-B District requirements, the proposed PUD is governed by Chapter 24 of the Zoning Regulations. Chapter 24 requires a minimum lot area of 15,000 square feet for a PUD. The Applicant is seeking a waiver of this requirement. For a PUD in the C-2-B District, the permitted maximum building height increases from 65 feet to 90 feet and the permitted maximum FAR increases from 3.5 to 6.0, all of which may be for residential use, and only 2.0 of which may be for non-residential uses, including hotels and motels. 11 DCMR §§ 2405.1 - 2405.2.

F. Tabulation of Development Data

Below is a partial tabulation of development data for the proposed PUD. The full tabulation of development data is included with the architectural drawings attached as Exhibit A to this statement.

[continued on next page]

	C-2-B Allowed/Req.	C-2-B PUD Allowed/Req.	PROPOSED
Height §770.1	65 ft.	90 ft.	90 ft.
FAR TOTAL: §771.2	3.5 + 20% IZ bonus (1.5 max nonresid)	6.0 (2.0 max nonresid)	6.0 (0.4 max nonresid)
Gross Floor Area: Residential Nonresidential §771.2	35,434 sf GFA total (+20%) 15,186 sf GFA max	60,744 sf GFA total 20,248 sf GFA max	56,744 sf resid. 4,000 sf PDR
Penthouse Ht. §770.6	18.5 ft mech. space 12 ft. other	20 ft.	18.5 ft
Penthouse Floors §770.6	1 story; 2 nd story for mech space	1 story plus mezzanine; 2 nd story for mech space	2 stories
Penthouse FAR	0.4 FAR	0.4 FAR	0.38 devoted to housing
Penthouse Setbacks			
Lot Occupancy §772.1	80% residential 100% nonresid	80% residential 100% nonresid	79% levels 4-8 76% level 3 88% level 2* 100% nonresid
Rear Yard §§774.1, 774.7	15 ft (from CL of alley)	15 ft. (from CL of alley)	9'-7" below 20' plane* 5'-4" above 20' plane*
Side Yard §775.5	None req. 2in/ht not less than 6 ft	None req. 2in/ht not less than 6 ft	None provided
Court Width §776	4" per ht, and ≥ 15'	4" per ht, ≥ 15' #1 open court = 22 ft. #2 open court = 22 ft.	#1 open court = 15 ft* #2 open court = 15 ft*
Parking: Residential (64 units) PDR uses (retail/svc)	1 per 3 units; 64/3 = 21 1 for each 750 sf of GFA over 3000 sf = 0	1 per 3 units; 64/3 = 21 1 for each 750 sf of GFA over 3000 sf = 0	16 resid.* 0 PDR uses
Loading: Residential PDR uses (retail/svc)	> 50 units = 1@55' 5K-20K sf = 1@30'; 1@100sf	> 50 units = 1@55' 5K-20K sf = 1@30'; 1@100sf	1 @ 24' deep*
Inclusionary Zoning	n/a (resid not permitted)	8% of resid. GFA	8%
Green Area Ratio	0.3	0.3	0.3

*RELIEF REQUESTED

G. Flexibility Under PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than may otherwise be possible under conventional zoning procedures. In this application, the Applicant has attempted to comply with all aspects of the Zoning Regulations. However, given the unusual shape of the lot and alley configuration, the Applicant seeks flexibility from the requirements for: (i) penthouse setbacks for the emergency egress stairs at the north interior lot line and the west building wall; (ii) the

rear yard depth; (iii) residential lot occupancy at the second floor only; (iv) the open court width; (v) the number parking spaces; and (vi) the loading berth depth.

1. Penthouse Setback Requirements

Under the penthouse regulations adopted in January 2016, a penthouse is now required to be set back from the side wall of the roof on which it is located a distance equal to its height if the adjacent property has a lower, matter-of-right height. 11 DCMR § 411.18(c)(3). Similarly, a penthouse must also be set back a distance equal to its height from the rear wall of the roof on which it is located. 11 DCMR § 411.18(b). Here, the Applicant proposes enclosed stairs at the north side wall and east rear wall of the building adjacent to property in the C-M-1 District, which permits a maximum height of 40 feet, which is lower than height permitted in the proposed C-2-B District. . The Applicant seeks flexibility to provide no setback at the side or rear wall for the stair penthouses only due to the small size of the lot and its unusual configuration.

Because the PUD site has such a shallow depth compared to its width along Congress Street, the only practical layout for the residential building is to have a double-loaded corridor that is parallel to the street. The residential project requires two egress stairs with a minimum separation distance. To meet this requirement and preserve the unit mix and layout, the only possible locations for these stairs are at the north and east walls of the building. Significantly, the stairs are just two small elements on the roof, with the remainder of the mechanical and habitable penthouse fully set back a distance equal to its height from the roof edges.

2. Rear Yard Depth

The Applicant also seeks relief from the minimum rear yard depth. In the C-2-B District, the minimum required rear yard is 15 feet. When a building abuts an alley, the rear yard below a horizontal plane of 20 feet may be measured from the center line of the alley. Here, the property abuts a 8.71-foot wide alley at the rear, and the building is set back from the rear property line approximately 5 feet, 3 inches. Below a 20-foot horizontal plane, the rear yard is only 9 feet, 7 inches deep; above the 20-foot plan, the rear yard is only 5 feet, 3 inches. The Applicant seeks flexibility to provide a rear yard with less than the minimum depth of 15 feet. The flexibility is necessary given the shallow depth of the site and the need to provide a double-loaded corridor in the building.

3. Lot Occupancy

The proposed PUD complies with the 80 percent lot occupancy limitation for all residential floors except the second level. There, the lot occupancy is 88 percent, due to the double-height lobby space. The effective lot occupancy for areas accessible for residential use, however, is only 59 percent. The Applicant requests flexibility for this minor, technical deviation from the lot occupancy limits for the second level only.

4. Open Court Width

Section 776 of the Zoning Regulations provides that when an open court is provided for a building, it must be four inches wide for every foot of height, as measured from the lowest level of the court. Here, the PUD provides two open courts,

one on either side of the north stair tower. The height of each court is 65.35 feet, generating a width requirement of approximately 22 feet. The Applicant requests flexibility to provide a width of 15 feet. Significantly, each court is deeper than the width requirement. The court opening onto Congress Street is 30 feet deep, while the court opening onto the rear yard is also 23 feet deep.

5. Parking Spaces

Apartment buildings in the C-2-B District require one parking space for every three residential units. With 64 units, the PUD generates a residential parking requirement of 21 spaces. For the PDR uses proposed for the site, which are most closely defined as retail and service uses, one parking space is required for every 750 square feet of space after the first 3000 square feet. Because the PDR space will have only 3700 square feet of space, no parking spaces are required for the PDR uses. The Applicant proposes to provide only 16 below grade spaces where 21 are required for the residential uses. Given the close proximity of the NoMA-Gallaudet Metrorail Stations, the flexibility can be granted without generating any adverse effects. The Applicant notes that under the 2016 Zoning Regulations that take effect on September 6, 2016, the parking requirement would be reduced to 13 spaces due to the proximity to Metro.

6. Loading Berth

The Applicant also seeks relief from the loading requirements for the residential uses in the project. Buildings with 50 or more units must provide one loading berth at 55 feet deep, and a service platform. Here, the Applicant proposes a loading berth of 24

feet in depth. Because of the relatively small size of the building, the 24-foot berth can adequately serve the needs of the residents. The Applicant will ensure that residents are advised of the limitations as part of the operational regulations for the building.

7. Other Flexibility

The Applicant also requests other minor flexibility in these areas:

- a. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, provided that the variations do not change the exterior configuration of the building.
- b. To vary the number, location and arrangement of parking spaces for the project, provided that the total parking is not reduced below the minimum level required under the PUD order.
- c. To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction without reducing the quality of the materials; and to make minor refinements to exterior details and dimensions, including curtainwall mullions and spandrels, window frames, glass types, belt courses, sills, bases, cornices, railings and trim, or any other changes to comply with the District of Columbia Building Code, or that are otherwise necessary to obtain a final building permit.

III.

**THE PUD MEETS THE STANDARDS OF THE
ZONING REGULATIONS AND PUD REQUIREMENTS**

A. PUD Process is Appropriate Mechanism for the Project

The PUD process is the appropriate mechanism for guiding the development of the site with the proposed map amendment to the C-2-B District. It allows the Applicant to replace in a coordinated fashion outmoded uses on an underutilized site with an exceptional planned development comprising approximately 60,744 square feet

of gross floor area in the building and an additional 3,930 square feet of space in the habitable penthouse. The proposed density mixture of uses in the PUD project directly fulfills the goals of the Comprehensive Plan. Proposed uses will include approximately 60,994 square feet of gross floor area devoted to housing and approximately 3,700 square feet of gross floor area devoted to PDR uses.

The PUD review and approval process guides the uses, heights and density of a proposed development while also assuring the participation and input of community stakeholders and relevant District agencies. To that end, the Applicant has already met several times with the Office of Planning and some members of the community to review the project. Both OP and community members have reacted favorably to the intent of the project and provided thoughtful guidance on its direction.

B. PUD Requirements Under Chapter 24 of the Zoning Regulations

1. Area Requirements Under Section 2402.1(c)

The minimum land area requirement for a PUD in the C-2-B District requires 15,000 square feet. 11 DCMR § 2301.1(c). At 10,124 square feet of land area, including 612 square feet from the alley to be closed, the PUD site is less than the required amount. However, the Zoning Commission may waive up to 50 percent of the area requirement provided that:

- (a) The Commission shall find after public hearing that the development is of exceptional merit and in the best interest of the city or country; and
- (b) The Commission shall find one of the following:

- (1) If the development is to be located outside the Central Employment Area, at least eighty percent (80%) of the gross floor area of the development shall be used exclusively for dwelling units and uses accessory thereto; or
- (2) If the development is to be located in a portion of the Central Employment Area which is in an HR Overlay District, the development shall contain a minimum floor area ratio of 2.0 devoted to hotel or apartment house use.

11 DCMR § 2401.2.

The Applicant submits that the proposed redevelopment of the Property is of exceptional merit and in the best interest of the city because it will result in the transformation of an underutilized and partially vacant site in an emerging section of the District into an exemplary infill development just two blocks from the NoMA-Gallaudet Metrorail Station. In addition, although the proposed PUD is located within the Central Employment Area, over 90 percent of the gross floor area of the development will be used exclusively for dwelling units and uses accessory thereto.

2. Height and FAR Requirements Under Section 2405.1 and 2405.2

The PUD project meets the building height and density requirements under §§ 2405.1 and 2405.2 of the Zoning Regulations. The building will have an overall height of approximately 90 feet, which is the maximum permitted building height in the proposed C-2-B District. The PUD will be constructed to the maximum permitted

density of 6.0 FAR. Additionally, the Applicant will provide approximately 3,930 square feet of gross floor area (0.38 FAR) in the penthouse devoted to residential uses.¹

3. Impacts of Project Under Section 2403.3

The proposed PUD will have a positive effect on the surrounding area and the operation of city services and facilities. Developing a mixed-use project at this site will complement the neighborhood and enhance the NoMA area east of the railroad tracks. The PUD has been designed to reintegrate this site into the community with a contextual design that reflects the industrial character of the area and the existing small-scale housing and emerging large-scale residential community. The PUD will greatly enhance the streetscape with the introduction of new landscaping and hardscape features and redeveloping an underutilized site in a targeted location.

The Project is not anticipated to have any unacceptable impacts on traffic, given its relatively small size and location on a minor street within 0.2 miles of the NoMA-Gallaudet Metrorail Station. The Applicant's traffic consultant, Gorove/Slade Associates, is presently coordinating with the District's Department of Transportation ("DDOT") on a comprehensive transportation impact study, the scope of which is outlined in Exhibit F.

¹ Pursuant to 11 DCMR § 411.13(c), because the habitable penthouse space is less than 0.40 FAR, it does not count toward the building FAR.

4. Consistency with the Comprehensive Plan under Section 2403.4

The proposed PUD advances the purposes of the Comprehensive Plan, is consistent with the Future Land Use Map, complies with the guiding principles in the Comprehensive Plan, and furthers several major elements. The proposed PUD significantly promotes the social, economic and physical development of District through the creation of a contextual, high-quality development that complements the industrial and residential character of the NoMA area east of the railroad tracks, maintains PDR uses, enhances the public realm, and brings new tax dollars to the city.

The Future Land Use Map of the Comprehensive Plan designates the property for medium-density residential and PDR uses. The proposed rezoning of the property to C-2-B District is consistent with this designation.

A detailed discussion of the project's compliance with the Comprehensive Plan can be found in the summary attached as Exhibit E.

C. **Public Benefits and Project Amenities**

1. Overview

The PUD provisions of the Zoning Regulations require the Zoning Commission to evaluate specific public benefits and project amenities of a proposed project. 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 development on the site under the matter of right

provisions of this title.” 11 DCMR § 2403.6. A project amenity is defined as “one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” 11 DCMR § 2403.7. In deciding a PUD application, the Zoning Commission is required to “judge, balance and reconcile the relative value of 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.

Public benefits and project amenities may be exhibited in many ways and may overlap with furthering the policies and goals of the Comprehensive Plan. In the present case, the project and its contextual design, housing and affordable housing components, PDR uses and place-making plan provide significant amenities and public benefits to the area and the District as a whole, thus satisfying the requirements of Chapter 24. The Applicant submits that, as set forth in this statement and the attachments, this proposal meets the PUD evaluation standards.

2. Urban Design, Architecture, Site Planning, Landscaping, and Open Space (Sections 2403.9(a) and (b))

The single largest benefit to the area and the city as a whole is the creation of a new residential development just blocks from the NoMA-Gallaudet Metrorail Station with a design that reflects the industrial history of the area and its emergence as a community within the Central Employment Area. Nelson Architects has designed a project that skillfully blends a contemporary residential vocabulary with an Art Deco

idiom reflective of the Woodward & Lothrop Warehouse just east of the railroad tracks. The Congress Street façade is punctuated with a regular pattern of windows, with the verticality of the building emphasized by vertical brick piers not unlike the Woodies Warehouse. The curved vertical façade of the L Street elevation pays subtle homage to the barrel vaulted-roof of the landmark Uline Arena immediately to the north. Like the surrounding light industrial buildings in the immediate vicinity, including Uline, the new residential project is clad in brick but injects modern references through its use of metal panels and glass. The first floor and partially exposed lower level serve as a podium for the residential floors above, and differentiate the ground floor PDR uses accessed at street level.

The design of the building responds well to its location on this half-block portion of Congress Street, which has historically functioned as an alley rather than a street. The Applicant proposes to improve the streetscape of this small, narrow roadway to enhance the overall pedestrian experience and public safety, particularly for residents of the new residential building.

The proposed project exceeds what can otherwise be achieved on the site under the matter-of-right zoning. The design employs high-quality finishes and amenities that significantly increase the cost of the building over what would normally be achieved under a matter-of-right project in the C-M-1 or C-2-B Districts.

The PUD also successfully blends housing with low-impact PDR uses on the ground floor in order to maintain the sense of the area's historic industrial heritage, as

encouraged by the Comprehensive Plan. The Central Washington Policy governing the area east of the railroad tracks indicates that the striping on the Future Land Use Map in NoMA for mixed PDR/residential uses suggests sequential uses, when market conditions can support the transition from PDR uses to residential or other commercial uses.² Here, the Applicant has successfully blended the uses in one location, ensuring the continuation of area's industrial quality.

3. Transportation Features (11 DCMR § 2403.9(c))

The proposed PUD will greatly enhance alley circulation within the square through a new access easement at the north end of the site. Currently, the PUD site is bisected at the south by a substandard alley only nine feet in width. It leads to a narrower north-south alley only 8.71 feet wide, which separates the project from the seven rowhouses fronting on Third Street, N.W.³ In order to provide efficient trash storage and loading facilities for the new building, the Applicant proposes to close the east-west alley to the south and dedicate an access easement through the building at the north end to connect with the 8.71-foot wide alley to the east. As part of the alley dedication process, the Applicant will clean and improve the 8.71-foot alley to the east.

² “Some of this area is shown as ‘Mixed Use Production Distribution Repair/Residential’ areas on the Future Land Use Map. The intent of this designation is not to blend industrial uses with housing, but rather to retain viable industrial activities until market conditions support their conversion to live-/work space, housing, artists studios, and similar uses. Mixed use squares in the NoMA area have unique characteristics that allow for a balance of industrial, residential, and office uses. The industrial striping on the Future Land Use Map anticipates some office use. These two areas should generally not be developed with as large-scale commercial office buildings areas. Mixed use development, including housing, should be encouraged in both locations.” 10A DCMR 1618.10 (2006) (Policy CW 2.8.2).

³ Given the narrowness of this alley, it is inaccessible to trash vehicles or other autos. As a result, trash from the Third Street residences is collected at the street frontage of those properties.

The PUD will also provide transportation demand management measures to encourage the use of public transit by building occupants. The site is advantageously situated just two blocks south of the NoMA-Gallaudet Metrorail Station and is well-served by Metrobus lines. The Applicant will implement the following transportation demand management measures at the PUD:

(a) Resident Transportation Coordinator: The Applicant's site management will designate one employee as the Resident Transportation Coordinator ("RTC"). This person's duties would principally be to provide information to residents (particularly those incoming) regarding transit opportunities and schedules, and the location of bike share stations within the area, and bicycle parking provisions within the building. The RTC will encourage non-private auto usage and will have related information prominently displayed in the lobby, community rooms, and other appropriate common space.

(b) Digital Multimodal Display: The Applicant will install a digital multimodal display in the lobby of the residential building that provides schedule information of Metrobus and Metrorail, and locations of bike share and car-share stations, among other transportation related information.

(c) Bicycle Usage Program: The Applicant will provide two bicycle storage rooms for residents and visitors. Twenty-two vertical spaces will be at street level just off the pass-through easement at the north end of the site, and an

additional 20 horizontal spaces will be in the garage. This is almost double the number of bike spaces required by DDOT. Additionally, the Applicant will provide a one-time annual membership fee for a bike share program for each initial tenant of the residential units.

(d) Transit Subsidies. The Applicant will offer a one-time \$50.00 transit fare card to each initial residential tenant and employee in the building to encourage non-auto mode usage.

4. Environmental Benefits (Section 2403.9(h))

The PUD project will be designed a LEED-Gold standard. Among some of the qualifying features are high performance envelope, glazing and mechanical system designed to reduce energy use; bike storage; a green roof with native and adapted vegetation, with low water using irrigation; stormwater capture and reuse; recycled and/or salvaged construction waste; and recycled building materials. The LEED score sheet showing the anticipated points to achieve Gold-level standards is included with the architectural drawings at Exhibit A.

5. Uses of Special Value to the Neighborhood (Section 2403.9(j))

The Applicant is presently coordinating with members of the community to identify specific, tangible benefits that would have special value to the neighborhood. The Applicant will provide a final list of these community benefits prior to any hearing on this application.

**IV.
CONCLUSION**

The Applicant submits that the application meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Zoning Map; follows the land use objectives of the District of Columbia; 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 related map amendment; provides significant public benefits and project amenities; advances important goals and policies of the District of Columbia and, therefore, should be adopted by the Zoning Commission. Accordingly, the Applicant requests that the Zoning Commission approve the consolidated PUD application and related map amendment to the C-2-B District for the site.

Respectfully submitted,

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