



Southeast Federal Center

Parcel I

Design Review Application
For Zoning Commission Review Under the SEFC-1B Zone

October 12, 2018

Prepared for:
The Zoning Commission of the District
of Columbia

Prepared by:
the U.S. General Services Administration
Forest City Washington

with the Assistance of:
Perkins Eastman DC



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Southeast Federal Center - Parcel I

General Information

Project Name:
Parcel I, Rowan

Project Location:
SEFC Redevelopment Zone, North side of N Place, South side of N Street, West of Canal street

Project Summary:
Parcel I will be developed as an eleven-story residential rental building with street level retail running the perimeter of the western and northern sides of the parcel. The project will have two levels of below-grade parking that will serve this building and the public. The ground floor will be comprised of retail, residential loft apartments, parking garage and loading dock entrances, residential amenities, lobby, and an interior courtyard space.

Project Developer: Forest City Washington

Architect: Perkins Eastman DC

Project Managers:

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Proposed Uses:
Mixed-Use: Residential And Retail

Total Site Area: 55,041 sf

Site Coverage: Approximately 100%

Total Allowable Area:	6.0 FAR Residential	330,246 GSF
	1.0 FAR (Bonus)	55,041 GSF
	0.4 Penthouse Bonus	22,016 GSF
	Target FAR	407,303 GSF

Total Project Area: approx. 517,385 SF (above grade: approx. 407,000 SF; Below grade: approx. 110,082 SF)

Approximate allocation of proposed uses: 58% residential, 4% retail, 32% parking, loading, and mechanical (both above and below grade). All are percentages of sf given for total project area.

ZONING TABULATIONS

Zone: SEFC-1B Zone
 Property: Square 744, Lot 807
 Land Area: 126,881 SF(Record Lot), 55,041 SF (Parcel I Only)

	SEFC-1B ZONE	PROJECT	
	REQUIRED/PERMITTED	RECORD LOT (PARCEL H & I)	PARCEL I ONLY
LOT CONTROL	Multiple Buildings	Per C 302.4, Parcels H & I will be subdivided as a single lot with multiple buildings	
HEIGHT	110'	n/a	110'
PENTHOUSE HEIGHT/SET-BACKS	20' 1:1 Setback	n/a	20' (Relief Requested for 1:1 setback)
FLOOR AREA RATIO (FAR) ⁽¹⁾	7.0 FAR	3.5 FAR (385,250 SF GFA)	7.0 FAR (385,250 SF GFA)
FAR (NONRESIDENTIAL)	3.0 FAR	0.1FAR (13,608 SF GFA)	0.2 FAR ⁽²⁾ (13,608 SF GFA)
FAR BONUS: 3-BEDROOM UNITS	8% of 1.0 FAR		4,757 SF GFA
PENTHOUSE FAR	0.4 FAR		21,940 SF
LOT OCCUPANCY ⁽³⁾	100% (nonresidential) 75% (residential)	36 % (ground level) 33 % (upper stories)	84% (ground level) 77% (upper stories – maximum)
GREEN AREA RATIO	0.2 minimum	0.118 Relief Requested	0.207
REAR YARD ⁽⁴⁾	2.5 inches per foot of height (22' -11")	40 feet (measured from center line of Canal Street)	40 feet (measured from center line of Canal Street)
SIDE YARD ⁽⁵⁾	None required	None provided	
OPEN COURT WIDTH	4 inches per foot of height (OC1: 30'- 4" OC2: 10' - 0")	OC 1 (levels 2-7): 100'- 0" OC 2 (level 10): 100'- 0"	
CLOSED COURT WIDTH ⁽⁶⁾	4 inches per foot of height (CC1:15'- 0" CC2: 15'- 0")	CC 1 (level 1): 33'- 0" CC 2 (levels 8-9): 65'- 0"	
CLOSED COURT AREA	Twice the square of the required court width CC1:450 SF CC2: 450 SF	CC 1: 2,988 SF CC 2: 6,961 SF	

PROPOSED USES		
RESIDENTIAL	372,351 SF GFA	348 units proposed; flexibility requested to vary unit count by +/- 5%
RETAIL	13,608 SF GFA min	Flexibility requested to permit uses listed as "preferred uses" in K 236

UNIT MIX

	PARCEL I
COUNT	348
TYPE	MIX
JR	15-20%
1BR	35-40%
1BR+	10-15%
2BR	22-27%
2BR+	3-5%
3BR	0.5-1%

1. Includes 1.0 residential FAR bonus per K 202.2. Per B 303.2, lot area devoted to private right of way excluded for purposes of FAR calculation.
2. Flexibility requested to convert residential amenity space within the building to retail space, as shown on the plans.
3. Per K 204.2, 100% lot occupancy permitted on the ground and second story for a mixed-use building with preferred uses.
4. Per B 318.8, rear yard may be measured from the center line of the street abutting the lot at the rear of the structure.
5. Per B313.3, setbacks along street lot lines treated as "front setbacks," with no required or minimum dimensions in this location.
6. Per B 322.4, court width of an irregular court is measured by the diameter of the largest circle that can be inscribed within the court

ZONING TABULATIONS

PARKING AND SUPPORT

CAR PARKING	PARCEL I		CAR REQUIREMENTS METHOD OF CALCULATION
	REQUIRED ⁽¹⁾	PROVIDED ⁽²⁾	
RESIDENTIAL	116	209	# units / 3 for all units over 4
RETAIL	19	34	Retail Sq Ft * 1.33 / 1000
TOTAL	135	243	

BIKE PARKING	PARCEL I				BICYCLE REQUIREMENTS METHOD OF CALCULATION	
	Long Term		Short Term		Long Term	Short Term
	REQ.	PROV.	REQ.	PROV.		
RESIDENTIAL	116	116	18	18	# units/3	# units/20 up to 50 spaces # units/40 after 50
RETAIL	2	2	4	4	Retail GFA / 10,000	Retail GFA / 3,500
TOTAL	118	118	22	22		

BIKE SUPPORT	PARCEL I		BICYCLE SUPPORT METHOD OF CALCULATION
	REQUIRED	PROVIDED	
SHOWERS	None	1	Min. 2 for non-residential use over 25,000 sq ft GFA
LOCKERS	2	4	0.6 times the min. # of req'd non-residential LT bicycle spaces

LOADING/SERVICE	PARCEL I				LOADING/SERVICE METHOD OF CALCULATION
	LOADING		SERVICE		
	REQ.	PROV.	REQ.	PROV.	
RESIDENTIAL	1@30 ft	2@12X30 ft (Shared)	1	1@10X20 ft (Shared)	1 loading & 1 Service for more than 50 units
RETAIL	1@30 ft		None		1 loading for 5,000 to 20,000 sq ft GFA

NOTES:

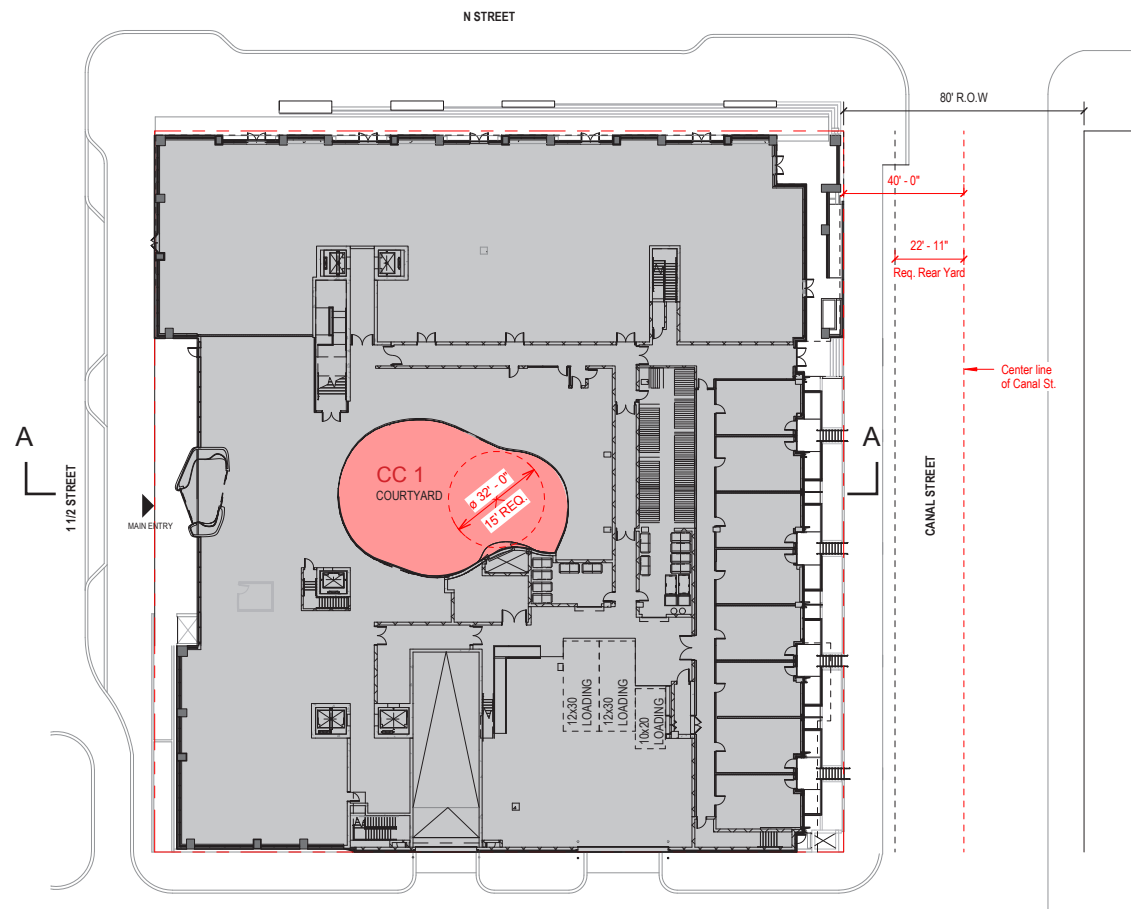
1. Per C 702.3(c), no parking is required. "Required" parking is tabulated for purposes of evaluating compliance with C 707.
2. Flexibility requested to vary allocation of residential and retail parking and to vary parking count by +/- 10%.



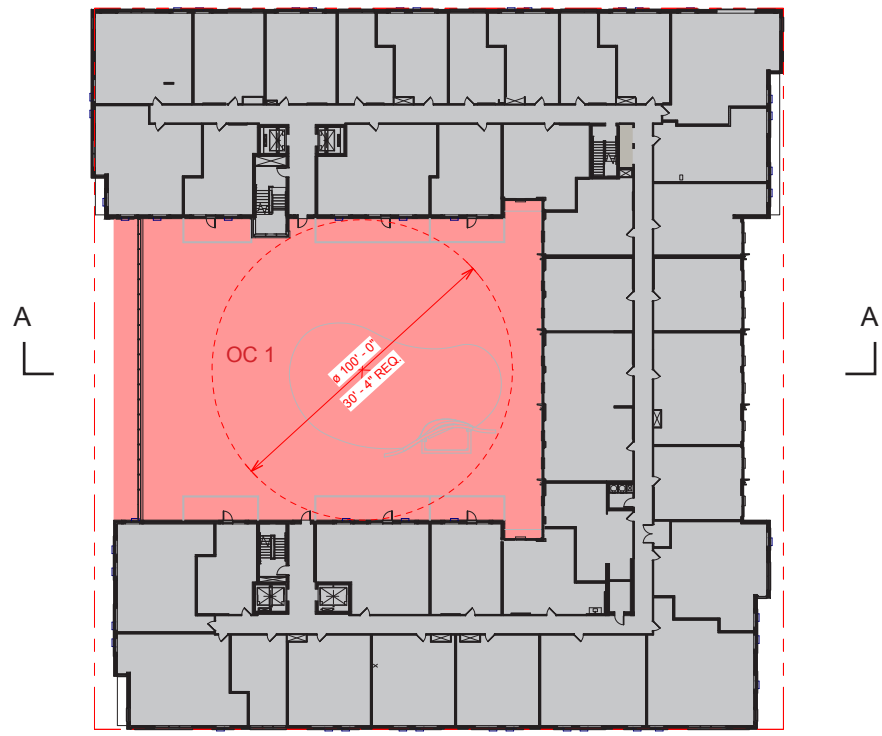
Record Lot and Limits of Parcel I

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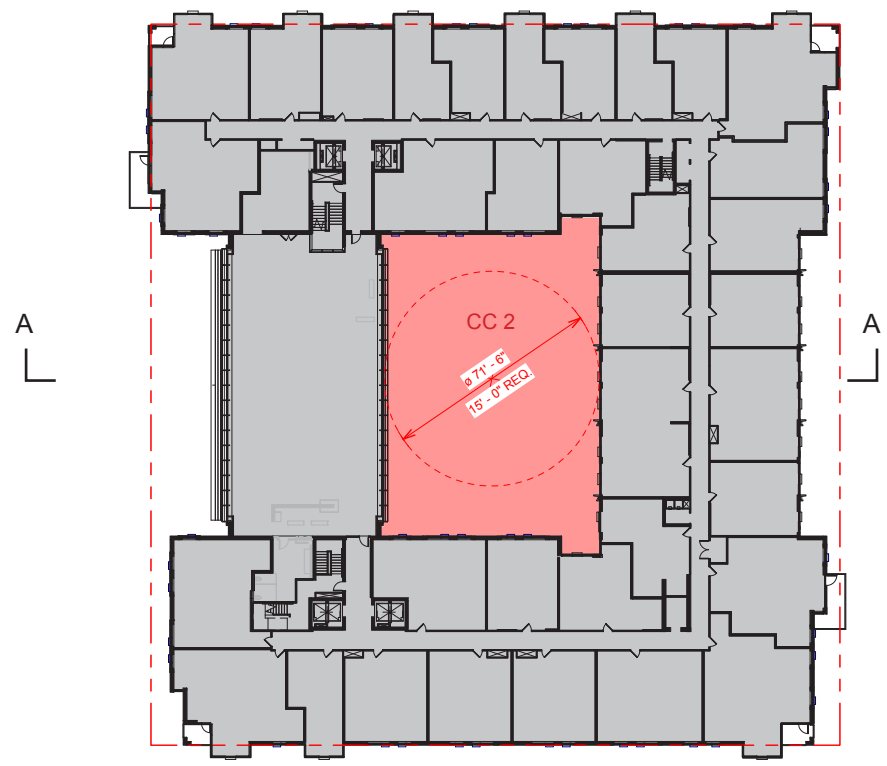
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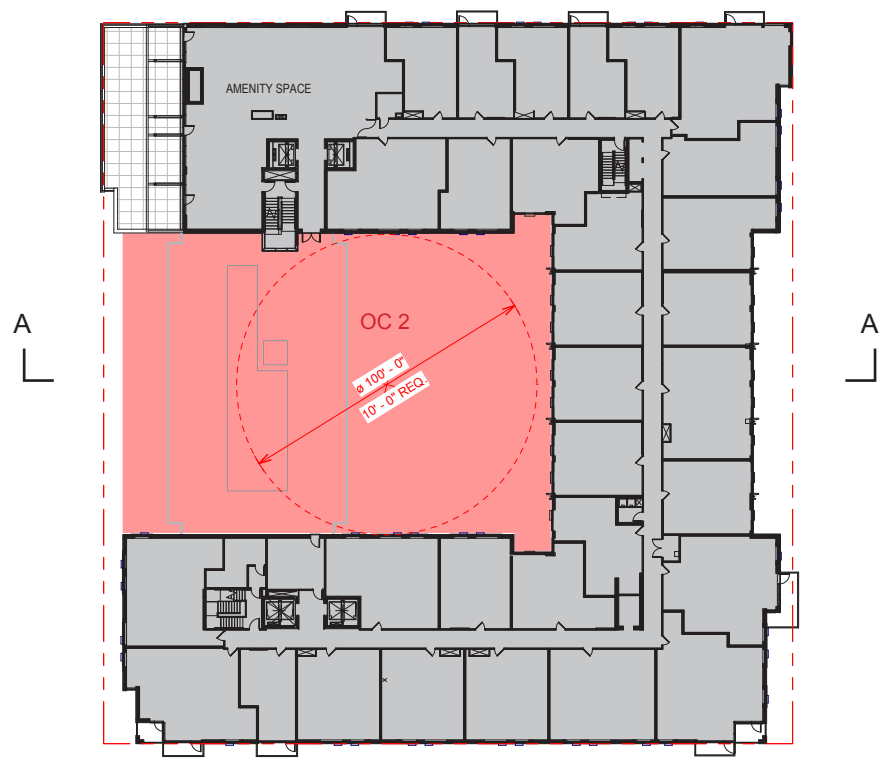
Level 1



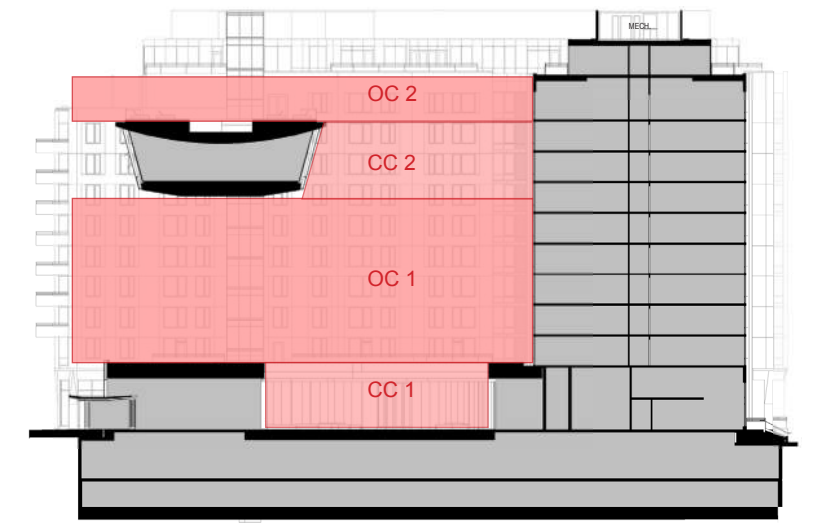
Level 2-7



Level 8-9



Level 10

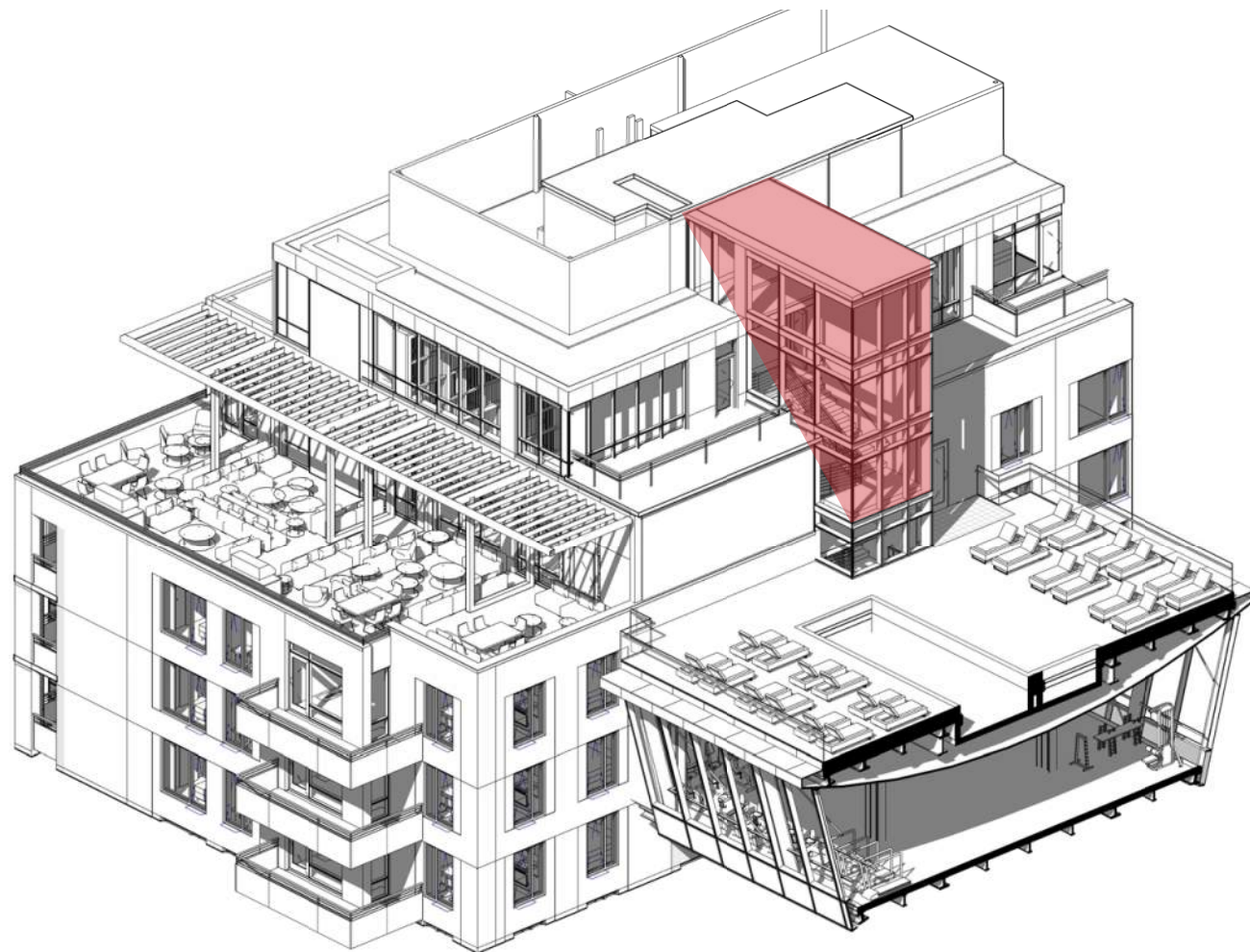


A - A Section

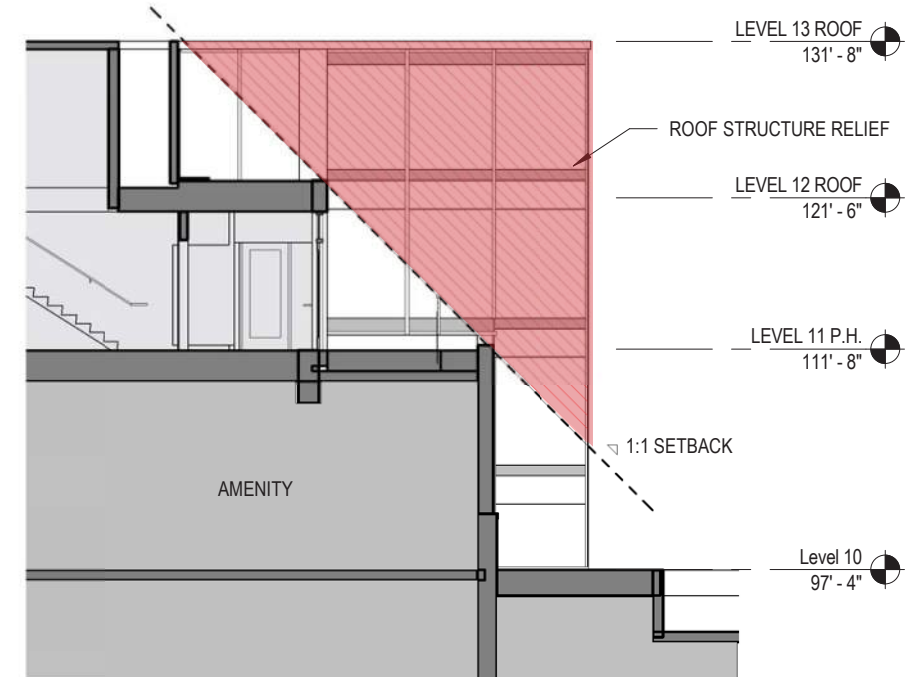
Courts/Yards Diagram

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Roof Structure Relief - Axonometric View



Roof Structure Relief - Section

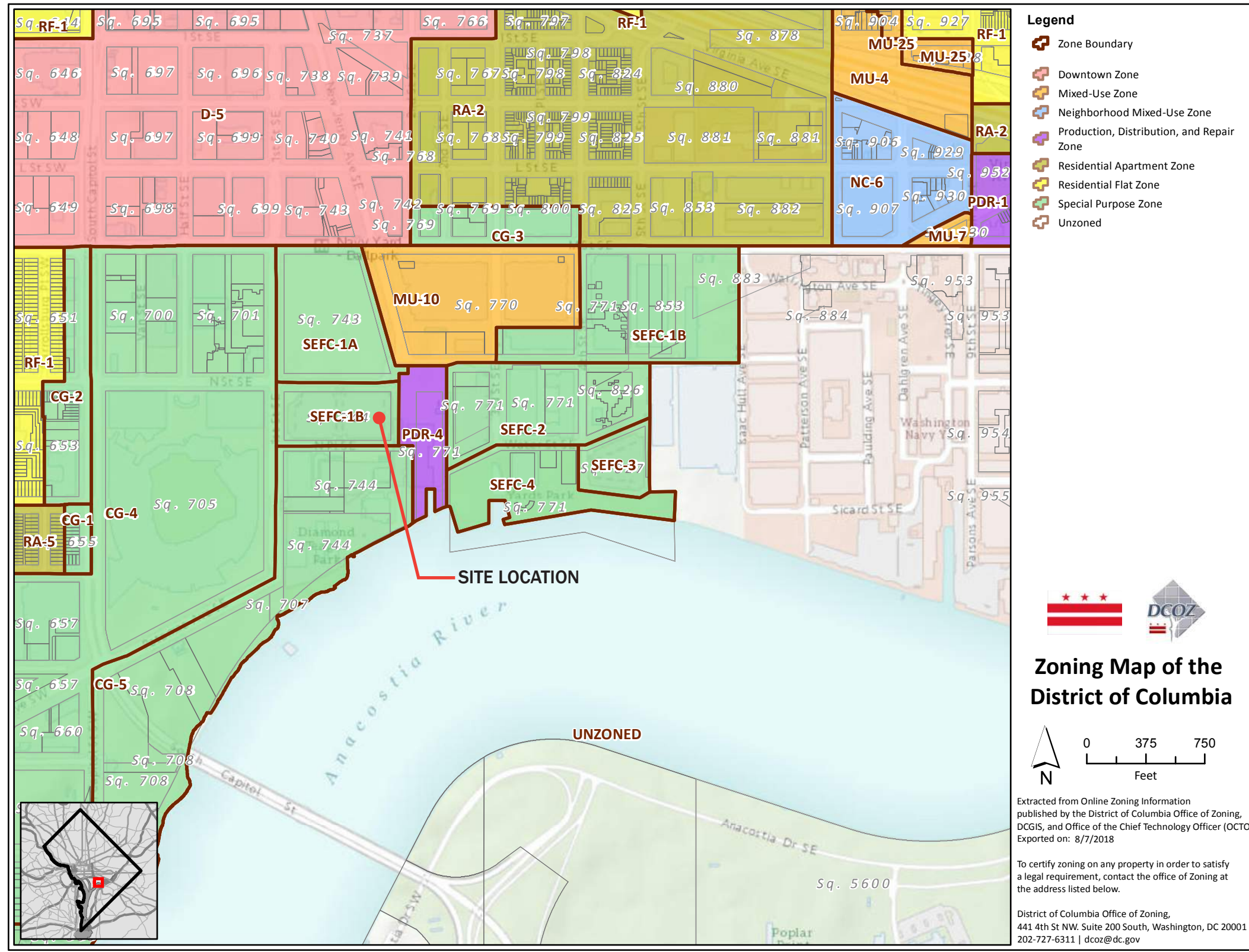
Roof Structure Relief

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Section 1

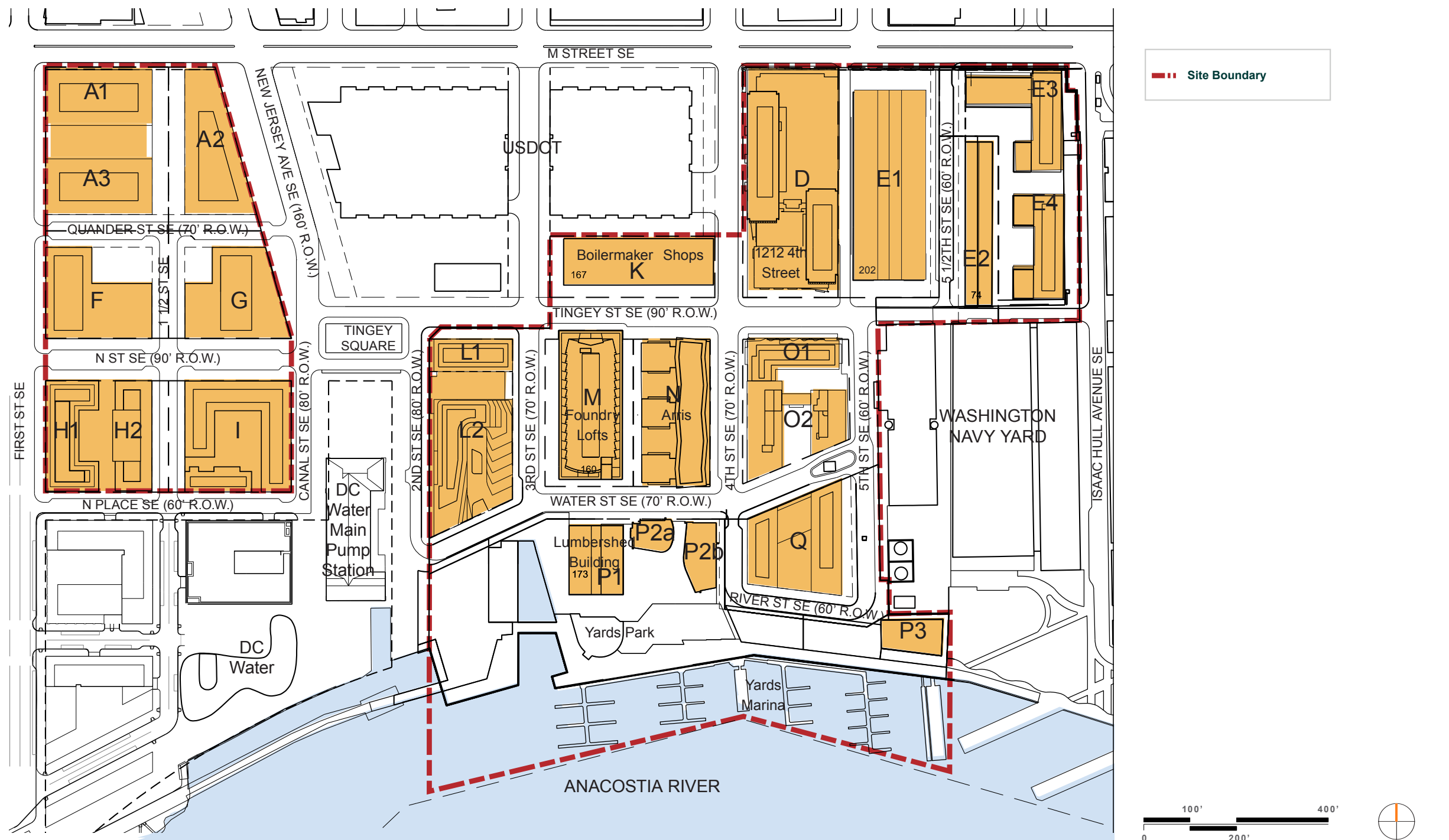
Site Analysis



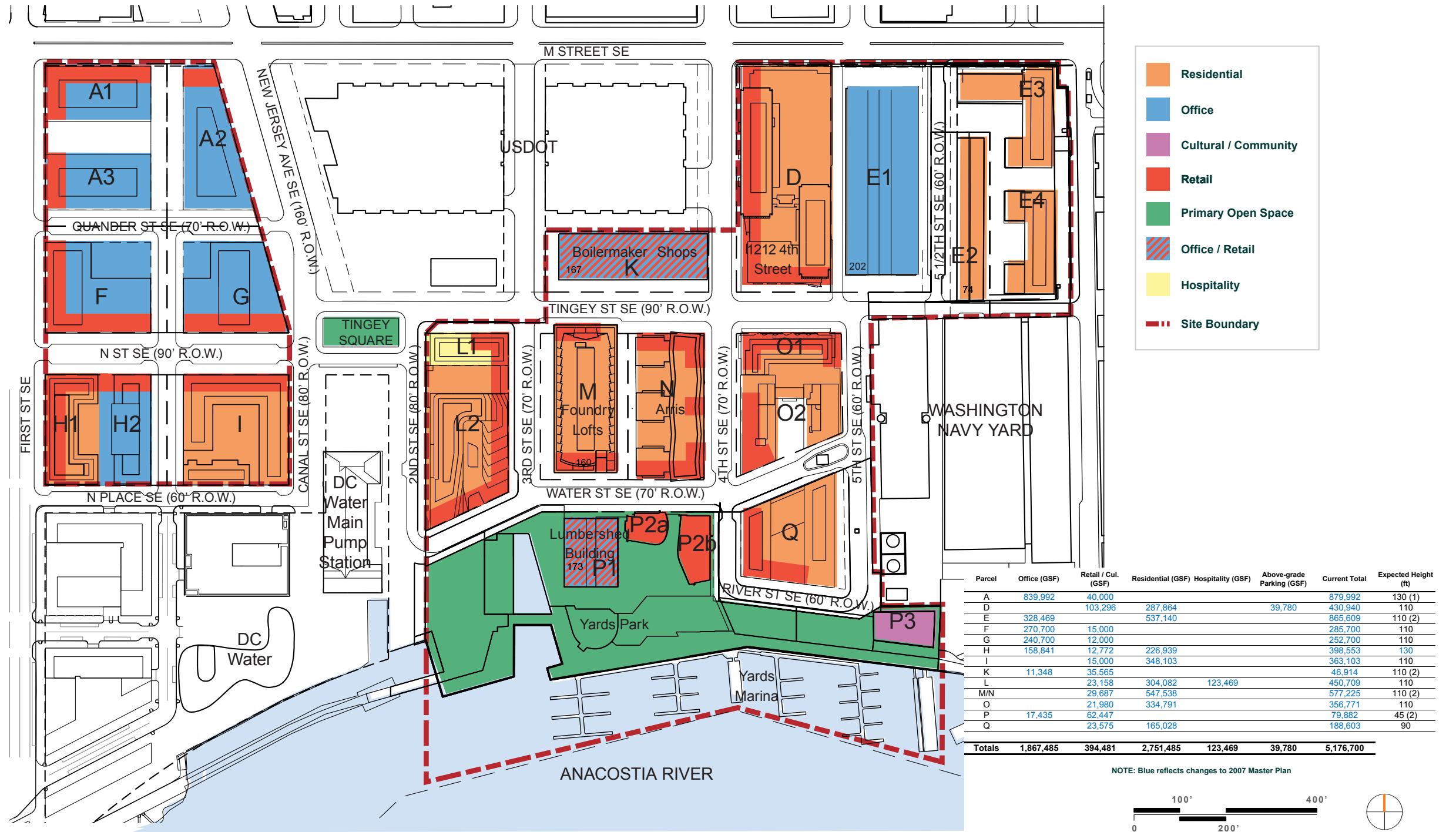
Zoning Map of the District of Columbia
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THE YARDS REVISED MASTER PLAN



LAND USE PLAN



THE YARDS - Southeast Federal Center

FOREST CITY | WASHINGTON

shalom baranes associates architects

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AMENDMENT #1 TO REVISED MASTER PLAN SUBMISSION

The Yards Revised Land Use Plan

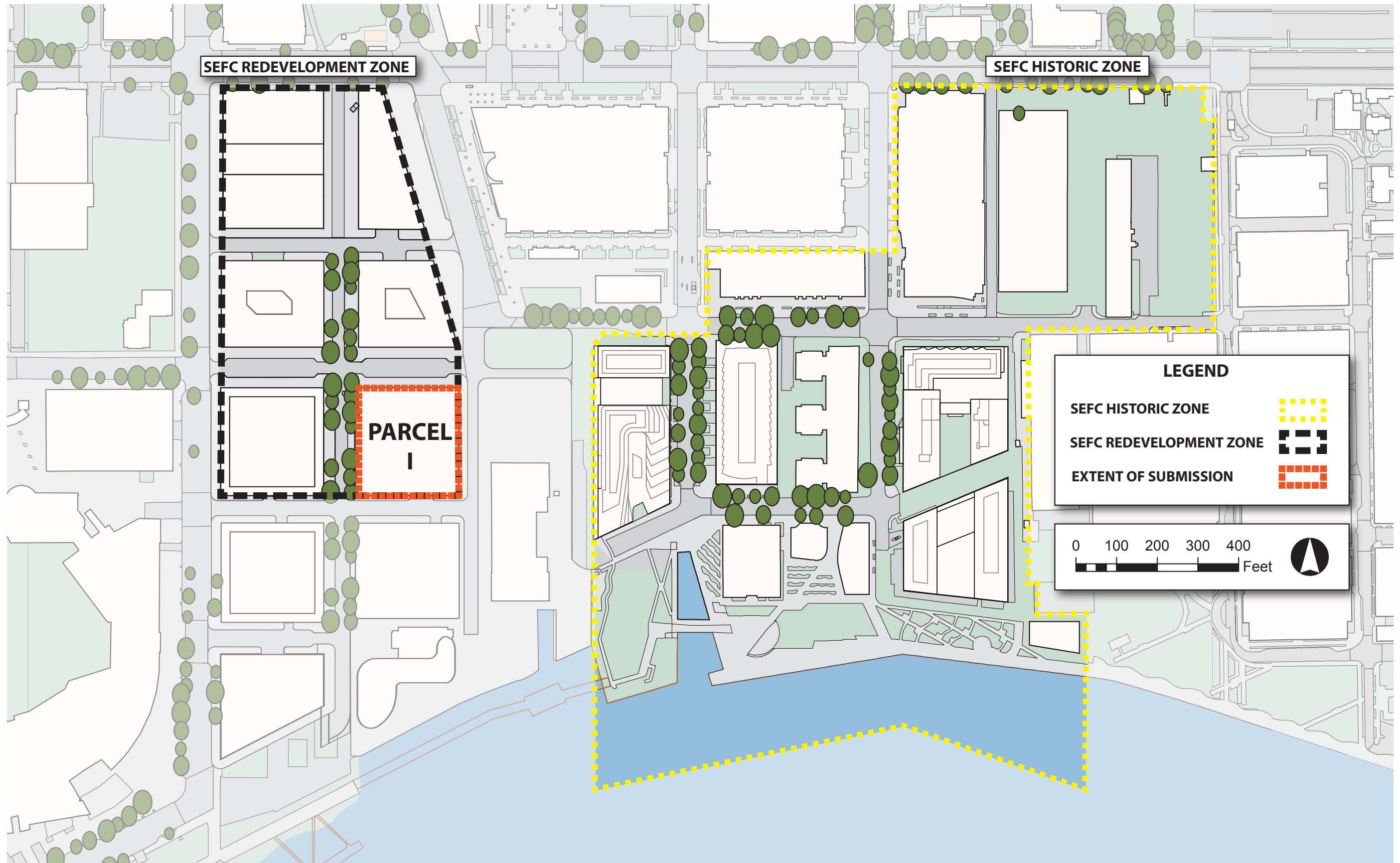
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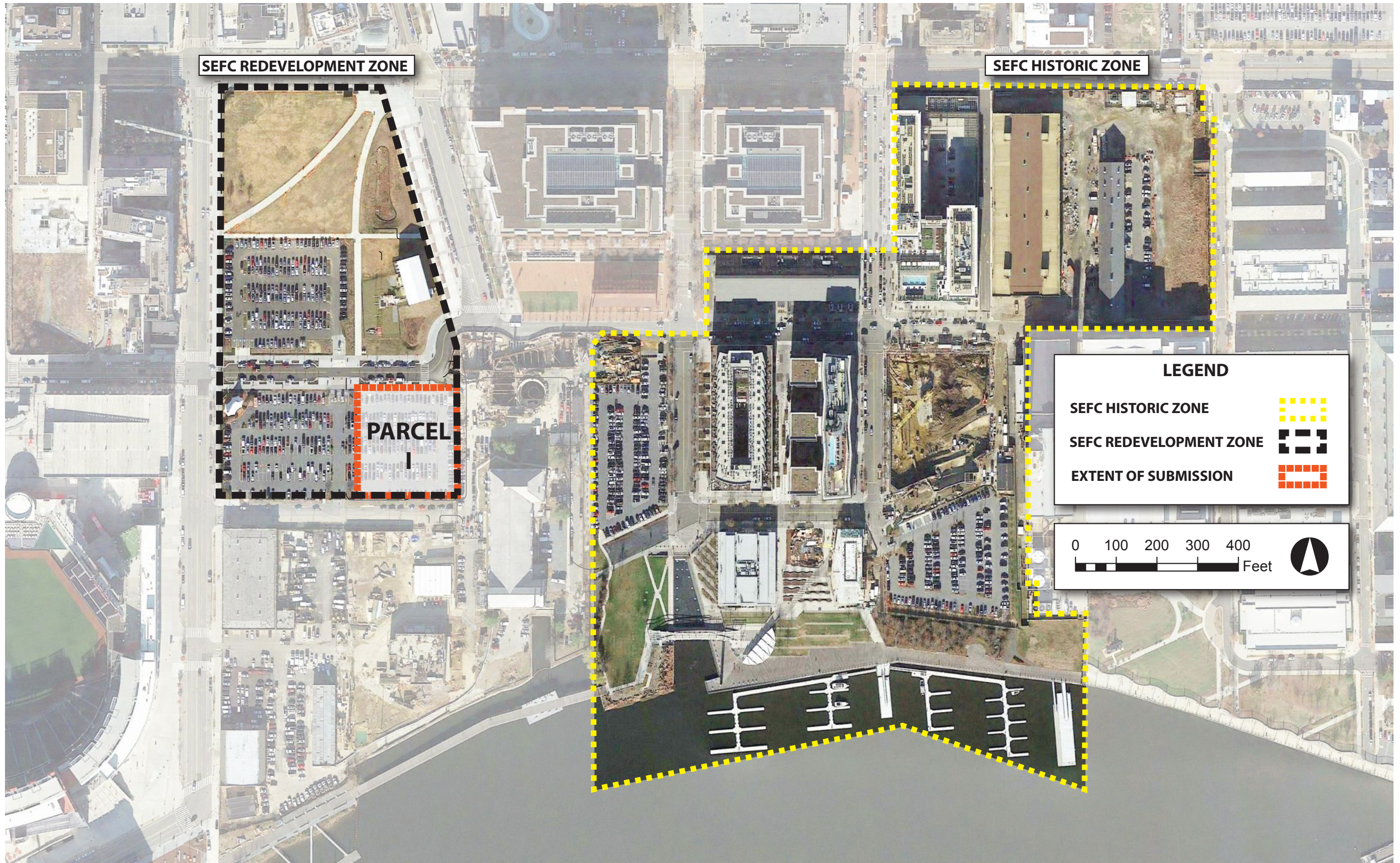
MPFP



Extent of Submission

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Existing Conditions

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Parameters and Information

Part of the Yards

The Yards West Master Plan study area is a roughly 18-acre site bounded by M Street, SE to the north, New Jersey Avenue, SE and Canal Street, SE to the east, the Anacostia River to the south, and 1st Street, SE to the west. The north end of the study area is part of The Yards property (formerly the Southeast Federal Center). Through a public-private partnership between the General Services Administration and Forest City, this land remains under federal control until Forest City closes on an individual parcel. The south end of the study area is part of the DC Water Sites. This portion is owned by the DC government, but through an agreement Forest City has the development rights for this property.

Yards West Master Plan
Study Area
+/- 18 Acres

- The Yards
(Federal Property until Private Developer closes on property)
- DC Water Sites
(DC Property until Private Developer closes on Property)



0 200' 400'

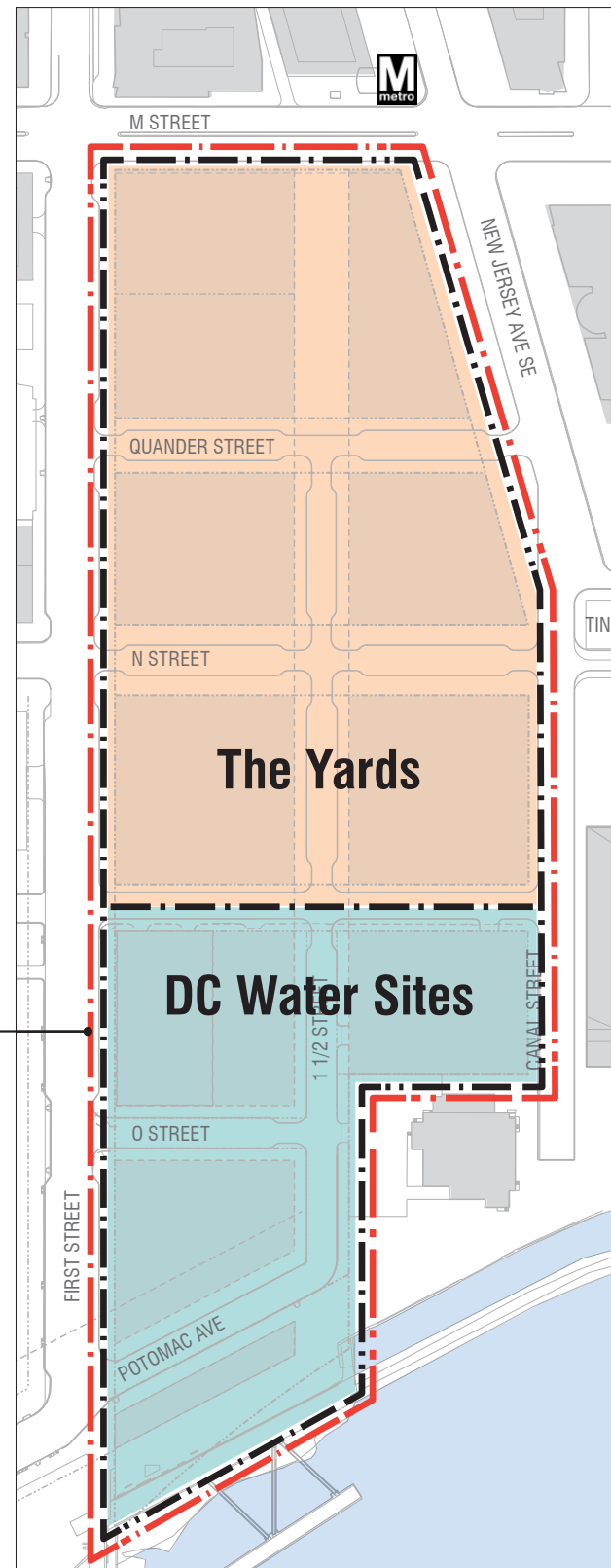


Exhibit from Yards West Master Plan, prepared by:
shalom baranes associates | daab design | MPFP | Paladino | Asadoorian | Gorove-Slade

Yards West Master Plan

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Design Principles

Site Analysis

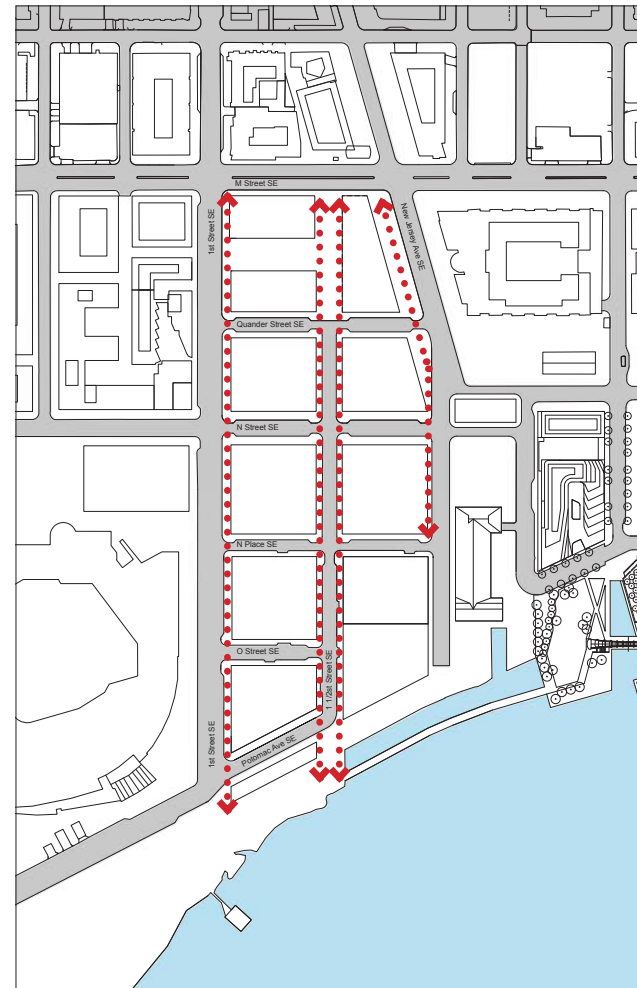
Creating a coherent ground plan which will encourage a dynamic sense of space relies on establishing a hierarchy of streets and the flow of people within those streets. In the traditional center city environment the existing street patterns of; avenues, streets and alleys provide a clear hierarchy for the distribution of traffic, goods, people, etc.

The challenge for the Yards West lies with the site's north/south orientation and placement within the southeast district. To the east New Jersey Avenue SE is an important participant in the L'Enfant plan and is one of five main avenues which converge on the US Capitol.

To the west, 1st St SE is experiencing a greater sense of activity due to both the success of the Nationals Ballpark and the current developments under construction. This street will become an important player in the SE waterfront district as it provides a link to the Diamond Teague Park, the newly constructed docks and it contains a cycle lane linked into the DC wide cycle network.

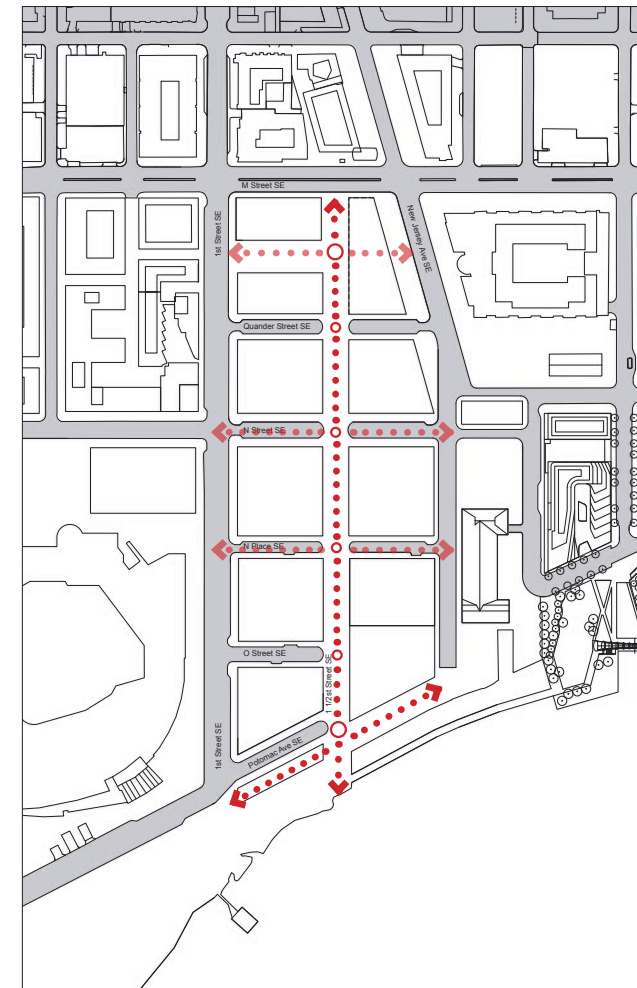
To the north, M St SE is the primary east/west artery linking the Southwest and Southeast and is key to a vibrant redevelopment for this vast portion of the capital. M St SE is well served by the Metrorail's Green line and various bus routes with connectivity throughout the DC metro area. The development of the Southwest waterfront will bring a new sense of activity and vitality reinforcing the importance of M St SE as one of the life lines to The Yards West.

To the south, access to the waterfront is provided. If M St SE is the key to connectivity to a new vibrant live/work communities south of the Capitol, then the waterfront is the key to providing access to the beauty and serenity of the city's edge. For the past 40+ years major cities have embraced the transformation of their waterfronts from an industrial waste land to a vital component of our ecosystems. The enhancements to the Anacostia and Potomac Rivers demonstrates the city's commitment to revitalize the waterfront and that Washington DC understands the importance in terms of improved quality of life that these investments bring.



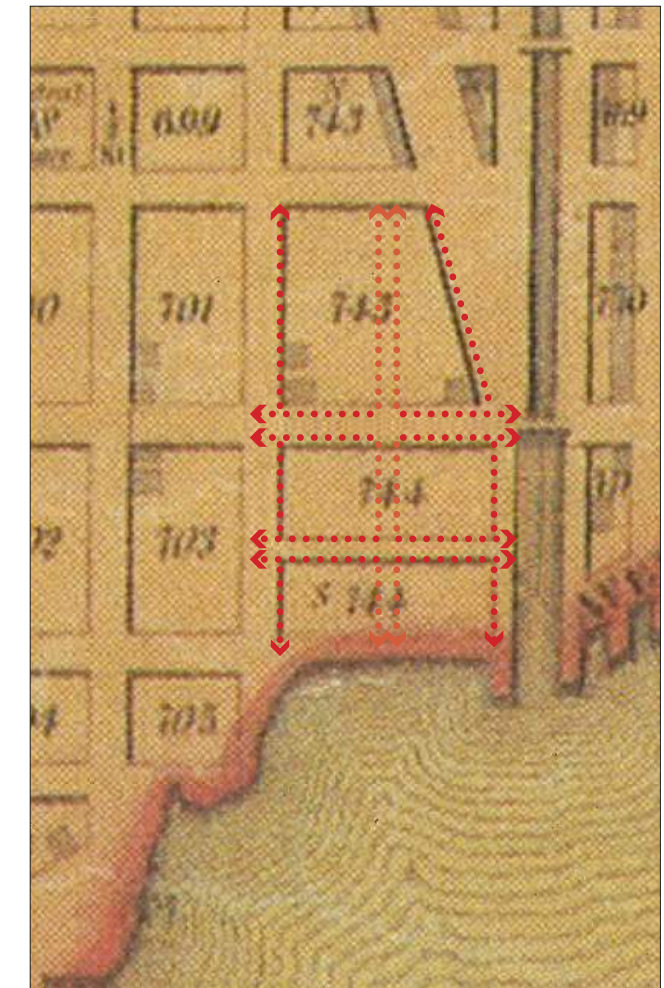
Perimeter

An equally weighted approach to the north/south streets would deny the role they play within the urban fabric. Each of the streets will have a character separate from the other regarding traffic (anticipated capacity, speed of vehicles, etc.) and pedestrian flows.



Central Spine

The opportunity to influence the street pattern and, perhaps more importantly, the density of vehicular traffic within The Yards West is fundamental in creating a unique public realm. Pedestrian spaces at the ground plane are conditioned by the level of interface with traffic flow. The diagram above illustrates the principles of creating contrast between the east/west streets as cross connector streets while delegating the role of the prime north/south connector to 1 1/2 St.



Street Grid

The Yards West Master Plan reinforces the L'Enfant Plan.

Exhibit from Yards West Master Plan, prepared by:
shalom baranes associates | daab design | MPFP | Paladino | Asadoorian | Gorove-Slade