

**MEMORANDUM**

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: February 25, 2011

SUBJECT: Final OP Report for Z.C. 06- 14 B, Modification Request for Washington Gateway PUD
Square 3584, Lots 23, 811 – 813, at Florida and New York Avenues

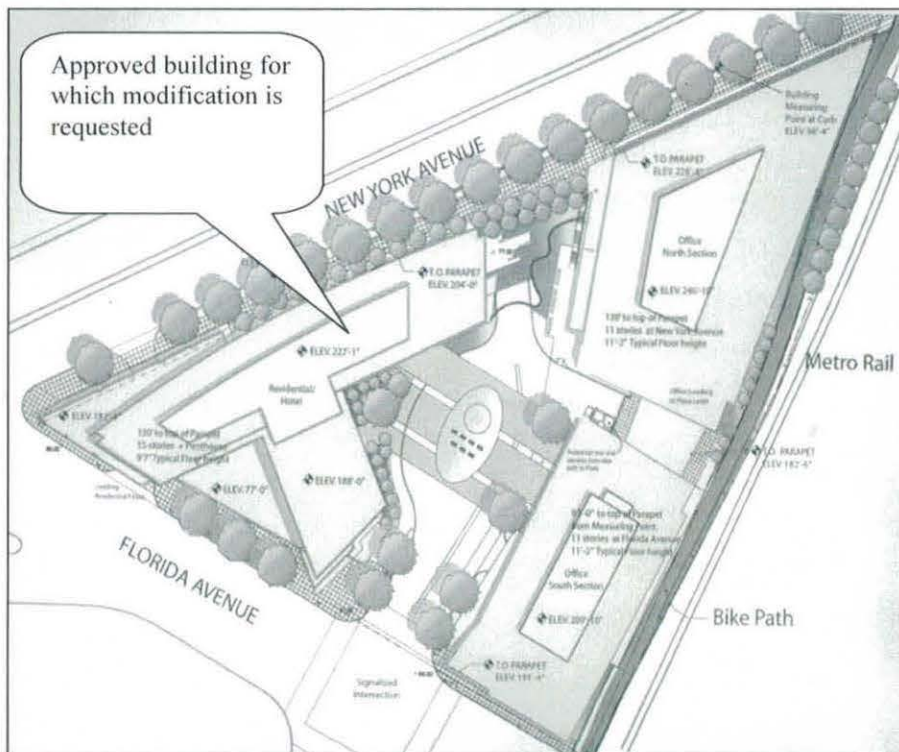
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I. RECOMMENDATION IN BRIEF

The Office of Planning (OP) recommends the Zoning Commission **APPROVE** the requested modification to an approved Planned Unit Development (PUD), *subject to* the applicant's compliance with the additional OP comments on pages 4 and 5 of this report. The approved PUD permits the applicant to construct one office/retail buildings and one hotel/residential/retail building. The modifications would give the applicant the option to construct one of the buildings as *either*: 1) The approved residential and hotel building, including approximately 5,000 square feet of retail space; or 2) An all-residential building that also includes the retail space.

II. APPROVED PUD & ITS STATUS

The Commission approved the PUD on February 12, 2007¹; granted a two year extension on June 8, 2009 valid through June 29, 2011; and set down the requested modifications-alternative on July 26, 2010. The pre-hearing statement for the modification is dated December 21, 2010, with drawings dated December 17, 2010. On February 1, 2011 the applicant submitted a complete revised set of drawings, following post-setdown discussions with OP. Some of these drawings are dated December 17 and the cover is dated January 31, 2011.



The PUD is on a triangular 3.1 acre site bounded by New York and Florida Avenues and the Metropolitan Branch (bicycle) Trail (MBT) adjacent to the right of way of Metrorail's Red Line, as shown on the approved site plan to the left. It is approved to consist of:

- A. One office building on the eastern side of the site.
- B. A vertically-divided residential and hotel building, with separate entries, on the northwestern side of the site.
- C. A landscaped central plaza and significant upgrades for the adjacent portion of the Metropolitan Branch Trail.

The approved design is modern, with glass curtain walls, aluminum and masonry. The site plan is intended to suggest the extension of the existing street grid, and would be open to the public from all three sides.

Since the project's approval, the applicant has fenced and partially graded the site and has demolished the above-ground portions of the gas station formerly on the site. The two jumbo billboards will remain until construction commences.

¹ effective June 27 2007



II. SUMMARY OF REQUESTED MODIFICATIONS

The applicant has stated it would prefer to construct the PUD as approved, but has experienced difficulty financing a new hotel in the current market conditions, where the emphasis is on small boutique hotels or the re-branding of existing hotels. Accordingly, the applicant is asking the Commission for the flexibility to construct and operate the building at New York and Florida Avenues as either:

- Option 1: The 270-unit residential and 195-room hotel building, with retail, now approved by the Commission, or
- Option 2: A -residential building with approximately 430 dwelling units, with the previously approved retail space, and without a hotel.

Under either option the approved building on the east side of the site, parallel to the train tracks, would remain as approved: an office building with two wings connected in the middle, and 1,930 square feet of retail space. Both options would have the same public benefits and amenities, many of which have already been delivered to the community.

Under Option 2 the building at New York and Florida Avenues would differ from the approved Option 1 in the following ways:

- Parking: A net increase of approximately 40 parking spaces, depending on the exact number of dwelling units. The parking ratio would remain at the approved 0.6 spaces per dwelling unit.
- Roof Structure Setback Relief: Option 2 would require relief to provide two feet five inches (2' 5") less roof structure setback on the southeast corner of the residential building and eight feet five inches (8' 5") less setback on the south side. Compared to Option 1, this would be more relief along Florida Avenue and less relief facing the central plaza.
- Architectural Design of Building at NY & FL Avenues: The general footprint, height, massing, materials and color would be similar to the approved building. The building facades would be somewhat simpler, with the all-residential option using less metal, more-and-lighter tan brick, employing fewer projecting bays and changes in rhythm, and adding a glass bow-front projection to a portion of the New York Avenue façade, with materials and fenestration contrasting with the major portion of that face. Masonry would be configured to provide an apparent base or podium for the building on the New York Avenue incline, and the corner of New York and Florida Avenue would be more solid and darker than in Option 1. In response to concerns expressed by the Commission at the public meeting, the applicant has reduced the length of the proposed roof structure enclosure, bringing it more into line with what was approved for the hotel/residential option.

Architecture	<i>Very similar</i>	Hotel Rooms	<i>Eliminates all 140-195 rooms</i>
GSF	No change	Office Space	No change
FAR	No change	Retail Space	No change
Footprint	No change	Size of DUs	No change noted
Height	<i>Reduction of one story, but no change in height</i>	Housing	<i>Up to 160 more units</i>
Lot Occupancy	No change	Affordable Housing	Proffer remains 8% @ 80% AMI – = <i>approx 10 -15 more ADUs</i>
Roof Structure Setback	<i>9'11" less relief needed for SE corner of res. bldg. 1'1" more relief needed on south</i>	Parking Spaces	Same ratio of 0.6 space/unit + 99 res. - 59 hotel = + 40 spaces
Benefits/Amenities	No change	Loading	Residential – no change; Office – no change; Hotel - eliminated

Table 1: Differences Between Approved NY/FL Avenue Building and Requested Modification

III. ZONING ANALYSIS

TABLE 3: PROJECT DATA [134,665 SF lot] <i>Lot Area – Residential: 48,035</i> <i>Lot Area, Office Bldg- 86,630</i>	C-3-C PUD	As Approved	Requested PUD Modification Option
Gross Square Feet (GSF) – Aggregate Total	1,077,320	951,120	938,157 Comm., Res., Retail
Floor Area Ratio (FAR) - Aggregate	8	7.06	6.97
Building Height	130'	130' measured from NY Avenue	130', but w/ one fewer stories in previous hotel portion
Gross Square Feet (GSF) - Commercial -Building	693,040SF	594,896 office 7,000 retail ² 601,896 total SF	594,896 office 7,000 retail 601,896 total No change requested
Gross Square Feet (GSF) - Residential & Hotel Building	384,280 SF	229,690 residential ³ 120,443 hotel 350,133 total GSF	341,405GSF (430 du max) res. 5,000 GSF retail 346,405 GSF total
Number of Dwelling Units & Hotel Rooms		230-270 DU; 140-195 hotel rms.	430 DU max 0 hotel rooms
Affordable Dwelling Units @ 80% AMI		8% of residential GFA Approx. 18,375 GSF (Approx. 20 ADUs @ 900 GSF/DU)	8% of residential GFA Approx. 27,712 GSF Approx. 30 ADUs@ 900 GSF/DU
FAR - Commercial		6.9	6.83, No change requested
FAR - Residential & Hotel		7.3	7.21 residential No change requested
Lot Occupancy (non-res. uses)	100%	55%	Same
Roof Structures	18'-6"max height 1:1 setback	18'-6" max. height Relief: setback of 6' on SE; 12' on S of res/hotel	18'-6" max. height Residential bldg relief: setback of 16'1" on SE corner and 10'11" on south side⁴.
Parking Total	349	681 (incl. 2 for car sharing)	258 res. + 331 office = 589 (incl. 2 for car sharing)
Parking (Office Use)	277 required	1/1800 GSF Approx. 331	Same
Parking (Residential Use)	63 required	0.6/ DU	.6/DU— Proposed: 258
Parking (Hotel Use)	59 required	.25/sleeping room + 1/300 SF in largest function / exhibit space	0
Parking (Retail use)	9 required	9 provided	Same
Loading Berths (North Office)	3 @ 30'deep 1 @ 20'	3 @ 30' deep; 1 @ 20'	Same
Loading Berths (South Office)	2 @ 30' deep 1 @ 20'	2 @ 30' deep 1 @ 20'	Same
Loading Berths (Residential use)	1 @ 55' 1 @ 20'	1 @55' deep 1 @ 20'	Same
Loading Berths (Hotel use)	1 @ 30' 1 @ 20'	1 @ 30' deep 1 @ 20'	0
Loading Berths (Retail use)	none (is < 8,000 SF)	none (is < 8,000 SF)	Same
Residential Recreation Space	22,969 SF 10% of required GFA	14,344 SF (6.2%)	21,447 SF (6/2%)

² 1,930 SF of retail in office building and 5,070 SF of retail in residential and hotel building.

³ Ibid.

⁴ Due to reducing length of penthouse at request of Commission and to narrowing building from approved 64 feet to proposed 63 feet.

IV. APPLICANT RESPONSE TO ISSUES RAISED/ INFORMATION REQUESTED BY THE COMMISSION OR OP

A. By the Zoning Commission

The applicant has submitted all of the information requested by the Commission.

Alternative Design Comparison: Show a side-by-side comparison of approved residential/hotel/retail building and the requested residential/retail building.

Applicant's Response: This is provided on Sheets 254 and 255 of the drawings packet dated January 31, 2011.

Relationship Between Buildings: Illustrate the relationship of the proposed alternative building to the approved office building (for which no changes have been requested).

Applicant's Response: This is provided on Sheets 256 and 257 of the drawings packet dated January 31, 2011.

Clarify Rooftop Use

Applicant's Response: As shown on Sheet 209 of the drawings packet dated January 31, 2011 the applicant is proposing an approximately 10,000 square foot green roof on the parts of the roof not occupied by the mechanical penthouse enclosure or the pool and deck.

B. By the Office of Planning

The applicant has satisfied all of the concerns that OP had expressed in its setdown report and in subsequent conversations with the applicant. The applicant will, however, need to file its response to OP's subsequent concerns as a supplemental filing.

Design - Ground Level, NY & FL: OP had recommended refining the treatment of the ground level façade at the corner of New York and Florida Avenues to reduce the visual impact of loading docks and "blank walls, and to provide a more welcoming and interesting treatment.

Evaluation of Applicant's Response: Sheet 253 shows the applicant has responded sufficiently by adding signage, planters, textured masonry veneer and modifying entrances to the parking garage and loading docks. **The applicant has also agreed to add a frosted glass window to the left of the loading dock entrance** on Florida Avenue and has clarified that the garage doors on New York Avenue will have frosted glass.

Design - NY Ave. Façade: OP was concerned that the New York Avenue façade may have been simplified too much and suggested that additional consideration was needed of the balance among the glass corner block, the expanse of tan brick, the contrasting window treatments within the tan brick façade, and the shades of darker brick on the lower levels.

Evaluation of Applicant's Response: The renderings have been sharpened and now show more clearly that what appeared to be just a change of materials within the main wall plane would actually be a projecting glass bow-front, three stories high and four-bays wide, at the northeastern end of the façade. However, **the new renderings still do not accurately reflect the quality of the curtain wall** that would wrap the corner at New York and Florida Avenues. **The applicant has agreed to present photographs at the public hearing of the very similar curtain wall the project architects designed for the completed View 14 apartment building at 14th and Belmont Streets, NW.**

ADUs - Distribution of Affordable Units and Unit-Types: Plans should indicate how the expanded number of affordable units will be equitably distributed on all but the top floors. The applicant should specify the types and approximate square footages of the proposed units.

Evaluation of Applicant's Response: Pages 6 and 7 of the pre-hearing statement indicate there will be comparability and proportionality in the mixture of unit-types and square footages; even distribution of the studio

and one-bedroom affordable units vertically and horizontally, other than on the top three of the proposed fourteen floors; and that no floor will have only affordable units. After the filing of the pre-hearing statement OP expressed concern that although approximately 20% of the requested alternative apartment/retail building would be two-bedroom units, the proportionate distribution of this type was not reflected in the pre-hearing statement.

The applicant has since clarified that the proportionate distribution of affordable units would also apply to the two-bedroom units, and will include this in a supplemental statement. OP also expressed concern that the applicant's pledging that affordable units would not comprise 100% of any one floor of the building was not sufficient for avoiding an over-concentration of affordable units. Accordingly, **the applicant has since agreed to amend this in a supplemental statement stating that the amount of affordable units on any one floor would comprise less than 50% of the residential space on that floor.**

Roof Structure - Size and Screening: OP noted that the roof structure for the all-residential alternative appeared to be larger than for the approved hotel/residential building and encouraged the applicant to make the design of the roof structure screening more interesting.

Evaluation of Applicant's Response: Sheet 209 shows that the applicant has reduced the size of the proposed penthouse by thirty-one feet in its longest dimension. *This is sufficient.*

Loading Berth: OP encouraged the applicant to improve the design of the garage doors and loading dock gates near the intersection of New York and Florida Avenues.

Evaluation of Applicant's Response: On page 7 of the pre-hearing statement, and on Sheet 253, the applicant responded by proposing to use frosted glass for the loading dock door's overhead door entrance. **Since that filing, the applicant has clarified that the garage doors would also employ frosted glass, and will include this in a supplemental statement.**

V. RESPONSES BY OTHER GOVERNMENT AGENCIES

The District Department of Transportation (DDOT) has indicated to OP that it has no concerns with the requested modifications. There were no other agency responses at the time this report was submitted.

VI. COMMUNITY COMMENTS

ANC 5C voted on February 15, 2011 to recommended the Commission approve this modification application.

VII. OP EVALUATION AND RECOMMENDATION

The requested modifications remain consistent with the Comprehensive Plan, and with 11 DCMR Chapter 24's requirements for a PUD modification. The proposed alternative plans respect the general intent of the previously approved PUD. Under either alternative the project would develop high performance uses for a strategically located tract that has been long-neglected. The requested flexibility would enable the applicant to respond more quickly to the uncertain futures for residential and hotel uses, thus increasing the changes of securing financing in a very challenging market.

OP recommends the Commission approve the requested modification, contingent on the applicant's providing a supplemental statement prior to the hearing containing the clarifications and changes noted in Section IV of this report:

- A frosted glass window will be added to the brick veneer wall on Florida Avenue, to the left of the loading dock;
- The applicant will submit supplemental photographs a curtain wall it has designed and constructed that would be very similar to that proposed for the amended PUD.
- The modified PUD would contain studio, one-bedroom and two-bedroom market rate units and the affordable units will have a proportionate number of unit types as the market rate units.
- On any floor with affordable units, the percentage of those units square footage will be less than 50% of the floor's gross floor area. Clarify the New York Avenue garage door entrance design.