

NEW YORK AVENUE / ARBORETUM

2001 NEW YORK AVENUE, NE



BY
ABDO NEW YORK, LLC

APPLICATION TO THE
DISTRICT OF COLUMBIA ZONING COMMISSION FOR
CONSOLIDATED REVIEW AND APPROVAL OF A
PLANNED UNIT DEVELOPMENT
AND ZONING MAP AMENDMENT

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District of Columbia
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EXHIBIT NO. 5

DEVELOPMENT TEAM

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PREFACE

This statement and the attached documents support the application of Abdo New York, LLC to the Zoning Commission in support of an application for the consolidated review and approval of a Planned Unit Development and a related amendment to the Zoning Map of the District of Columbia for the property known as Square 4268, Lots 2, 5, 6, 8, 10, 11, 12, 14, 800, 801, 804, 811, and 815 and Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, and 153/153, to allow for the construction of a mixed use-project featuring eight new residential buildings and ground-floor retail. The property that is the subject of this application is bounded by New York Avenue, Bladensburg Road, and Montana Avenue, NE. It lies along New York Avenue, the primary gateway to the District from points north and east of the District, and it is less than ¼ mile from the R Street entrance to the United States National Arboretum. An entire residential neighborhood, featuring approximately 3,000 – 4,000 residential units, including 250,000 gross square feet of affordable housing and approximately 140,000 net square feet of ground floor retail, will be created as a result of this project.

This PUD and Zoning Map Amendment application is consistent with the District of Columbia Comprehensive Plan, D.C. Law 12-275, 10 DCMR (Planning and Development) § 100 et seq. (1998) (the “Comprehensive Plan”), as well as numerous goals and policies of the District of Columbia. This project will benefit the District by providing significant new housing opportunities in an underserved area of the District within the context of a pedestrian-oriented development that creates both active public streetscapes and open spaces. The project will also spark the revitalization of the area with the creation of a self-sustaining, high-quality residential neighborhood, with prominent street level retail uses along New York Avenue, that will help develop the planned “Northeast Gateway” to District of Columbia.

Submitted in support of this application are completed application forms, a notice of intent to file a PUD (with property owner list and certification of mailing), architectural drawings, plans, and elevations, and a map depicting the Zoning District for the property and the surrounding area. As set forth below, this statement and the attached documents meet the filing requirements for a PUD and Zoning Map Amendment application under Chapter 24 of the District of Columbia Zoning Regulations.

I. INTRODUCTION

A. Summary of Requested Action

This document supports the application of Abdo New York LLC¹ (“**Applicant**”) to the Zoning Commission of the District of Columbia (“**Commission**”) for the consolidated review and one-step approval of a Planned Unit Development (“**PUD**”) and a corresponding amendment to the Zoning Map for the site. The project site consists of Lots 2, 5, 6, 8, 10, 11, 12, 14, 800, 801, 804, 811, and 815 and Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, and 153/153 in Square 4268 (the “**Subject Property**”). The Subject Property is located in the Arboretum neighborhood of Ward 5 and consists of approximately 697,873 square feet of land area (approximately 16 acres). The Subject Property is currently includes a number of low-density commercial uses with large amounts of surface parking. The Applicant’s PUD project proposes to develop a signature mixed-use neighborhood on the Subject Property featuring eight new buildings and significant amounts of open space. In total, the project will include approximately 3,000 - 4,000 new residential units, including approximately 250,000 gross square feet of affordable housing. The project will also include approximately 140,000 net square feet of ground floor retail space and approximately 5.3 acres of open space.

This mixed-use, pedestrian-oriented development will transform the currently dilapidated New York Avenue approach to the District into an attractive “Northeast Gateway” that befits a primary vehicular thoroughfare into the Nation’s Capital. This project will transform the site’s appearance, character, and safety into a full-fledged vibrant residential neighborhood with quality

¹ The Applicant, Abdo New York LLC, is under contract to purchase the various parcels that comprise the Subject Property. Pursuant to those contracts, the current owners have appointed Abdo New York LLC as their attorney-in-fact to file all documents required to obtain any government approvals.

urban design, retail services, and indoor and outdoor recreational opportunities. The centerpiece of the proposed project will be the 3.5 acre “central park” at the center of the site, which will provide its residents with a unique recreational and open space amenity. The new community created by the proposed development will also enhance the existing residential area surrounding the entrance to the United States National Arboretum, which is located off Bladensburg Road at 24th & R Streets, NE, to the southeast of the Subject Property.

The Subject Property is currently located in the C-M-1 Zone District and the Production and Technical Employment land use category on the Generalized Land Use Map. The Applicant requests a Zoning Map amendment to the C-3-C District for the Subject Property to accommodate the height of the proposed residential development and its ground floor retail components. Rezoning the site to the C-3-C District is consistent with the overarching goals and policies of the Comprehensive Plan of the District of Columbia, as discussed in detail herein. The proposed lot occupancy, height, and density of the project are significantly less than what the PUD guidelines allow for in the C-3-C District.

B. The Applicant

Abdo New York LLC is a partnership between Abdo Development LLC and Broadway Management LLC (“Broadway”), formed for the purposes of development of the project. Abdo Development LLC is a District of Columbia-based development and construction company that specializes in the restoration and adaptive reuse of historic buildings and the construction of new buildings that reflect and serve their neighborhood context. Abdo Development was founded in the mid-1990’s with the restoration of a group of distressed rowhouses at 15th and P Streets, NW. As a result of that project and subsequent development by Abdo nearby, the company has been widely credited as a key leader in the revitalization of the Logan Circle and the 14th Street, NW

neighborhoods. Other significant Abdo projects in the Logan/14th Street, NW neighborhood include the Willison at 14th and Rhode Island Ave., NW, the Emerson at 13th and N Streets, NW, and 1500 Vermont Ave., NW on Logan Circle. To help further bolster the neighborhood, Abdo Development followed its significant investment in residential development by renovating historic commercial buildings along the 14th Street, NW corridor and introducing a variety of important new retail services, such as a hardware store, pharmacy, coffee shop, and a home furnishings retailer.

Abdo Development recently secured a PUD and a zoning map amendment in connection with an innovative residential project involving the site of the former Capital Children's Museum at 2nd and H Streets, NE. The property is being developed jointly by Abdo and Broadway, each of which owns a portion of the underlying property. Abdo is currently restoring and renovating the former Capital Children's Museum building into an inviting residential structure that also preserves its valuable historic components. Broadway is constructing two new 110-foot tall buildings to complement the historic building. The project will yield approximately 500 new for-sale residential units and approximately 19,852 square feet of affordable housing.

Jim Abdo, the president and CEO of Abdo Development, has over twenty years of experience in all aspects of design/build in both commercial and residential construction. Mr. Abdo serves on numerous boards, including the DC Preservation League, DC Building Industry Association, Washington Convention Center Authority, and previously on the 14th and U Street Main Street Commercial District. He has worked as a Mayor's Task Force volunteer and is an active member of several DC-based community organizations.

Eric Price is the Vice President of Abdo Development. Prior to Abdo, Mr. Price worked for Mayor Anthony Williams as the Deputy Mayor for Planning and Economic Development for

the District of Columbia, where he helped with many of the city's redevelopment efforts, including the implementation of the District's Tax Increment Financing ("TIF") program (which provided funding for the Gallery Place Project, the Mandarin Oriental Hotel, and the Spy Museum), the creation and funding of the Housing Production Trust Fund and the HOME Again program, and the planning and negotiation of other large scale developments, including the Convention Center Hotel, development of the existing Convention Center site, and the baseball stadium agreement. Mr. Price is active in several District organization, including membership on the boards of the Anacostia Waterfront Corporation, Casey Trees Endowment Fund, and Washington Hospital Center.

C. Project Goals and Objectives

Consistent with the goals of the District, as outlined in the Land Use Element of the Comprehensive Plan, and utilizing leading principles of urban design, the Applicant desires to transform the Subject Property, which is occupied with underutilized commercial uses such as a strip club, a night club, and body shops that feature large amounts of surface parking, into a vibrant residential community that will spark the revitalization of the immediate area. In doing so, the Applicant seeks to create a pedestrian-oriented project on a human scale, complete with ground floor retail, substantial landscaping and open space, extensive passive recreation space, and a development of a height and mass that will define the location as an attractive gateway to the District.

D. Development Timetable

The project will be constructed in phases over a seven year period. The Applicant plans to start the initial phase no later than Fall 2008 and expects that the construction period will last approximately 30 months.

II. THE PROPOSED PUD PROJECT

A. Site Location

The Subject Property consists of approximately 697,873 square feet of land area and is bounded by New York Avenue, Bladensburg Road, and Montana Avenue. NE.² New York Avenue is a primary east-west thoroughfare for traffic entering and leaving the District to points north (via the Baltimore-Washington Parkway) and points east (via Route 50). Approximately 70,000 cars a day travel past the Subject Property. New York Avenue has been the focus of major redevelopment efforts in the past few years. A mile to the east of the Subject Property, a number of residential and retail projects have been proposed and approved for the Fort Lincoln neighborhood at the Maryland border. Further, 1.5 miles to the west of the Subject Property, the opening of the New York Avenue Metrorail station has stimulated major office, residential, and retail development around the transit station. Bladensburg Road is a major north-south route through the District, connecting New York Avenue and the Subject Property to the Fort Lincoln neighborhood to the north and the revitalized H Street NE corridor to the south. Montana Avenue is a collector road that runs from Bladensburg Road to Rhode Island Avenue near the Rhode Island Avenue Metrorail Station.

² The proposed PUD includes all but two properties bounded by the aforementioned roadways: Lot 816, which is improved with a Kentucky Fried Chicken restaurant, and Parcel 153/111, which is the New School for Enterprise & Development Public Charter School.

To the east and south of the Subject Property is the National Arboretum. To the southeast, between the Subject Property and the Arboretum across Bladensburg Road, is a low and moderate density residential community. The Fifth District Police Station is located immediately to the east along Bladensburg Road. The intersection of Bladensburg Road and New York Avenue, at the northeast corner of the Subject Property, is defined by low-scale commercial development, including hotels, gasoline stations, and fast-food restaurants. Across New York Avenue to the north are two large commercial buildings, including the Harbor Light Center, a 136-bed community-based residential facility operated by the Salvation Army, which was developed as part of a PUD. To the southwest, across Montana Avenue, are the old Hecht's warehouse and the Mount Olivet Cemetery.

The National Arboretum consists of approximately 446 acres of land administered by the U.S. Department of Agriculture's Agricultural Research Service. The Arboretum is used both for scientific research and education and as a living museum of gardens that conserve and showcase plants. It is visited annually by 500,000 to 600,000 people and is open year-round. While the Arboretum is generally underutilized by both tourists and local residents, it has recently modified its private use policy to allow private groups to rent out its facilities for certain events. The Arboretum has two entrances: one is off New York Avenue via a service road just to the east of the Subject Property; the other is off R Street NE in the small residential community across Bladensburg Road. The R Street Gate is the main entrance for weekend visitors to the park; it is from there that a shuttle bus departs to take visitors around the Arboretum.

The Subject Property is in the C-M-1 Zone District. The Commercial-Light Manufacturing districts are intended to provide sites for heavy commercial and light manufacturing activities employing large numbers of people and requiring some heavy

machinery under controls that minimize adverse impacts on neighboring more restrictive districts. The maximum height allowed in the C-M-1 zone is 40 feet (no more than three stories), and the maximum FAR is 3.0.

The zones surrounding the Subject Property permit a mix of development. The north half of the Subject Property is bordered by land in the C-M-1 zone immediately to the southwest and east. The land across New York Avenue to the north is in the C-M-2 district, which permits commercial and light industrial development of a greater height and density. Part of the land to the north of the Subject Property is the Salvation Army PUD governed by Zoning Commission Order No. 744; pursuant to that PUD, the land was rezoned to C-3-A. Land to the west of the Subject Property, along the north side of New York Avenue, and to the east of the Subject Property, along both sides of New York Avenue, are in the M zone, which is designed to provide areas suitable for development as heavy industrial sites.³ At the south end of the Subject Property, to the southeast, across Bladensburg Road, is land in the R-5-A zone, which permits “urban residential development” of low height and density. Further to the southeast is land in the R-1-B zone. To the southwest, across Montana Avenue is the Mount Olivet Cemetery, which lies in the R-4 Zone.

The Subject Property is located in the Production and Technical Employment land use category as shown on the District of Columbia Generalized Land Use Map. The residential community to the southeast is located in the Moderate Density Residential and Low Density Residential land use categories. Mount Olivet Cemetery, to the southwest, is located in the Parks land use category; the nearby Arboretum is also located in this land use category. The rest of the

³ A mile to the east, in the aforementioned Fort Lincoln neighborhood, is land that was recently rezoned C-2-B by Zoning Commission Order No. 02-33. About 1.5 miles to the west, around the New York Avenue Metrorail station, is land in the C-3-C zone.

properties surrounding the Subject Property are located in the Production and Technical Employment land use category on the Generalized Land Use Map.

The Existing Land Use Map, however, demonstrates that much of the land both on the Subject Property and surrounding it is not used for any sort of industrial use. Rather, much of the property is used for Commercial and Institutional uses, including the land immediately to the west across Montana Avenue and to the east at all four corners of the intersection of New York and Bladensburg Roads. Indeed, even on the Subject Property, only approximately 25% of the land area (Lots 8, 14, 801, 804, and 815, and Parcel 153/153) are currently used for “industrial” uses.

B. Project Description

The plans, elevations, and drawings of the proposed PUD project are attached as the Appendix. Through the PUD and zoning map amendment process, the Applicant will develop a unique and inviting mixed-use project that will create a walkable, mixed-use urban community.

The proposed PUD project consists of eight separate buildings⁴ that feature approximately 3,000 – 4,000 residential units, which are currently intended to include a mix of studios, one-bedroom, and two-bedroom units, some of which will have dens. Approximately 250,000 gross square feet of affordable housing will be created throughout the project; additionally, many of the market-rate units will be marketed as workforce housing for teachers, firefighters, police officers, and other essential civil service workers at comparable income levels. The project also features approximately 140,000 net square feet of ground-floor retail uses along New York Avenue; the centerpiece of this retail space is a 65,000 square foot space at the

⁴ Note that, for purposes of the Zoning Regulations, there are only five buildings being constructed on the Subject Property. There are substantial ground-floor connections between the “B” and “C” buildings along New

intersection of New York Avenue with Montana Avenue that is designed to hold a full-service, community-oriented grocery. The project is intended to establish, on 16 acres of previously underutilized property, an entire residential community that will create an urban neighborhood center for this area of Ward 5. The entire project will be connected to the District's Metrorail system through a shuttle bus system that will take residents and shoppers to and from the Rhode Island Avenue Metrorail Station.

The eight buildings ring the triangular-shaped Subject Property and are oriented outward, activating the street life on all three streets and forming a visually porous perimeter for the site that allows intermittent views of the green space at the center of the project. The overall site is designed in four architectural variations, giving the composition a sense of harmony and elegance, while at the same time creating an urban environment that is visually rich, articulate and finely grained:

1. The "A" Building

Prominently situated at an acute angle at the intersection of New York Avenue and Montana Avenue, the V-shaped "A" building creates a significant landmark to those traveling eastbound leaving the city. The primary design feature is an elegantly sweeping 130 foot tall curved glass wall above the proposed grocery store, joining the legs of the building. The curved scrim wall rises above the parapet height as an embellishment, further emphasizing the landmark stature. The New York Avenue leg consists of an ochre colored brick façade juxtaposed with a large glass panel that further signifies the grocery location as well as adding vibrant, reflective "screen" to the active retail streetscape. A prismatic sculptural glass pavilion at the ground floor contains the main pedestrian grocery entrance. The ground floor grocery space is a generous 30

York Avenue, "D" and "E" buildings along Montana Avenue, and "G" and "H" buildings along Bladensburg Road.

feet high, with the second residential floor visually incorporated to create a 40 feet high base along New York Avenue. The Montana Avenue façade of the “A” building is composed of an ochre colored brick veneer; here, however, the brick face is juxtaposed with a series of five repeating glass bays yielding a gentler residential scale façade pattern.

2. The “B” and “C” Buildings

East along New York Avenue, the “B” and “C” buildings are composed as a couplet about a central ground floor courtyard, and a major opening above to the central park. The length of the New York Avenue frontage is modulated by a series of five pavilions in each building, with the inner pavilion of each building scaled up and topped with beacon embellishment to emphasize the center of the block and give drama and character to the New York Avenue frontage. The ground floor retail of the “B” and “C” buildings is 20 feet high, and the second and third residential floors are visually incorporated into the retail base to continue the 40 feet high base line along New York Avenue. The facades will be composed with a light, creamy white brick with contrasting taupe verticals and horizontally gathered windows and brick spandrels. The building base is colored in a dark brick, and the overall effect is a subtle acknowledgement of the nearby Art Deco Hecht’s warehouse building.

3. The “F” Building

Prominently situated at an acute angle at the intersection of Bladensburg Road and Montana Avenue, the “F” building anchors the corner with a gently curving, residentially scaled bay window. At the ground plane, a small one way drive from Bladensburg to Montana leads to an elegant porte-cochere drop off, reminiscent of the grand pre-war apartment houses of Connecticut Avenue. The primary façade planes of terra cotta colored brick are scaled and

modulated with floor to ceiling glass bays which rise above the parapet height to form elegant belvedere embellishments, offering dramatic rooftop views of the Arboretum and beyond.

4. The “D and E” and “G and H” Buildings

At the center of Montana Avenue, the “D” and “E” buildings are arranged as a couplet about a central shared lobby pavilion and motor court. These buildings are each H-shaped and present gracious landscaped courts to the street that give them a softer residential character. The facades are comprised of repeating glass bays with floor to ceiling glass and rich mullion patterns, as well as corner wrap around windows and French balconies, juxtaposed with buff brick wall planes. The center of each of the two street side pavilions in each building is crowned by lantern embellishments. The “G” and “H” buildings, along Bladensburg Road, are arranged in an identical couplet to the “D” and “E” buildings, but utilize a warm, ochre colored brick to provide them with a unique identity.

The proposed PUD project features substantial amounts of underground parking for its residents at a 1.1 to 1 ratio. Additionally, the below-grade parking will provide 4 spaces for every 1,000 square feet of retail space. The parking will be accessed from a series of vehicular ramps off New York Avenue, Montana Avenue, and Bladensburg Road as well as the existing public alley off New York Avenue and a new private alley off Bladensburg Road. Loading and service facilities will also be accessible through an entrance off Montana Avenue between the “A” and “D” buildings and the existing public alley on the east side of the “C” building; they will be gracefully concealed in a below-grade service concourse behind the retail space.

At the street level, a series of improvements transform the current area into an active, attractive urban neighborhood. Street trees will be planted throughout the site to enhance the

walkability of the community and provide a buffer from vehicular traffic. Additionally, along New York Avenue, the buildings are set back 55 feet to allow for an ample 21-foot sidewalk and new service road, which will provide vehicular access and parallel parking for the retail uses and, moreover, create an additional buffer from New York Avenue. This Service Road is consistent with the recommendations of the District Department of Transportation (“DDOT”) in its April 2005 Draft New York Avenue Corridor Study for improvements to the roadway network in this area. Similarly, vehicular drop-offs will be created on Bladensburg Road at the midpoint between the “G” and “H” buildings, on Montana Avenue at the midpoint between the “D” and “E” buildings, in the porte-cochere in the “F” building, and adjacent to the “A” building. This will provide a safe and secure area for residents and their guests to enter the community while minimizing the interference of standing taxicabs and automobiles with vehicular traffic. The proposed shuttle bus service from the project to the Rhode Island Metrorail station will also make use of these residential drop-off areas.

One of the project’s most significant amenities is the amount of open space on the site. The project features 5.3 acres of open space that creates a true “city-in-a-park” for its residents and customers. Along Montana Avenue and Bladensburg Road, the structures are set back from the street 30 and 45 feet, respectively, to create a substantial amount of green space around the perimeter of the project that, when combined with the street trees along the sidewalks, transforms the site from an asphalt-dominated eyesore to an attractive walkable environment. Immediately behind each residential structure, intimate courtyard areas are created by the H-shaped buildings. Walkable pathways from the buildings and courtyards all lead up to the centerpiece of the project: a 3.5 acre central park featuring substantial landscaping and design that establishes an oasis of recreational green space in the middle of this new bustling urban neighborhood. In

addition, the project will also feature the “Arbor Club,” a 40,000 square foot amenities building near the center of the Subject Property, between Buildings “B” and “C” and the central park. The amenities building will feature a health club, indoor pool, basketball courts, a multi-purpose room, and on-site child care facility for its residents. Additionally, the project’s close proximity to the 445-acre National Arboretum offers an unparalleled amenity for its residents in their own backyard; indeed, many of the residents will have views of the Arboretum.

Other project features include a significant amount of on-site retail that will be available for the residents of the community. In addition to the grocery, special efforts will be made to locate neighborhood-serving retail tenants. Finally, as mentioned above, the project will feature a shuttle bus to the nearby Rhode Island Avenue Metrorail station.

The three buildings along New York Avenue measure 130 feet tall, and the five structures along Montana Avenue and Bladensburg Road measure 110 feet tall. The 16 acres on which the PUD project is located features a considerable slope of approximately 40 feet downward from south to north. As a result, the 130-foot buildings along New York Avenue appear to be consistent with the height of the 110-foot buildings on the rest of the site. At the same time, the 130-foot tall structures along New York Avenue—a well-traveled primary thoroughfare into the District that measures 130 feet wide—complement the width and scale of that street, and this PUD project will welcome those entering the District with a signature architectural statement that they are, indeed, entering a vibrant urban city.

The total gross floor area included in the proposed PUD is approximately 3,729,000 square feet for a total Floor Area Ratio (“FAR”) of approximately 5.3. As mentioned previously, the three new buildings along New York Avenue will have a height of 130 feet, and the buildings along Bladensburg Road and Montana Avenue will have heights of 110 feet. The proposed

project will have a lot occupancy of approximately 50%. The proposed project has a FAR that is significantly less than what is permitted under the C-3-C District PUD Guidelines (maximum FAR of 8.0 and a maximum building height of 130 feet). It is necessary to rezone the Subject Property to the C-3-C Zone District in order to allow for the residential and ground floor retail uses, and to allow the structures to obtain the requested height.

C. Flexibility under the PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than is possible under conventional zoning procedures. The PUD regulations specifically allow the Zoning Commission to approve any zoning relief that would otherwise require the approval of the Board of Zoning Adjustment (“BZA”).

The PUD project will be built on a single record lot with multiple buildings. Pursuant to Section 2517.2 of the Zoning Regulations (Exceptions to Building Lot Control (Other Than Residence Districts)), multiple buildings are permitted on a single record lot as a matter-of-right, provided that each building satisfies applicable zoning requirements (such as use, height, bulk, and open spaces around each building). In order to locate the multiple structures on the Subject Property as proposed in this PUD project, it is necessary to obtain relief from Section 2517.2 of the Zoning Regulations. The Zoning Commission has the authority to grant this requested flexibility pursuant to Sections 2405.5 and 2405.6 of the Zoning Regulations.

The Applicant also request flexibility from the Zoning Regulations’ roof structure requirements. The Applicant does not intend to create a single roof structure for each building. Due to the size of these buildings, satisfying the requirement to have a single roof structure on each building would result in a needlessly large roof structure.

III. PLANNING ANALYSIS

A. Introduction

Through the PUD process, the Applicant will implement numerous goals of the District of Columbia by providing housing opportunities, facilitating pedestrian-oriented, mixed-use development, and revitalizing the Northeast Gateway and New York Avenue corridor.

B. Land Use Impact

1. Northeast Gateway Revitalization Plan

The DC Office of Planning has produced a “Revitalization Strategy and Implementation Plan” for the Northeast Gateway area of the District (the “Northeast Gateway Revitalization Plan”). The area included within the Northeast Gateway Revitalization Plan includes the Subject Property. Its goals are to: improve the physical image of the Northeast Gateway, capitalize on redevelopment, increase homeownership, increase neighborhood amenities, and improve commercial areas. It designates the area immediately to the west of the Subject Property as a “Destination Retail ‘Triangle’” and includes both the Subject Property and the New York Avenue corridor as “Areas of Concern” where key issues include the ‘negative image of commercial areas,’ “maintaining and expanding affordable housing opportunities,” and “lack of youth and family oriented amenities.” Similarly, the Office of Planning and District Department of Transportation (“DDOT”) have also produced a Draft Plan for the New York Avenue Corridor (the “New York Avenue Corridor Plan”), dated April 2005, which calls for substantial traffic improvements and associated land use, architectural, and landscape

improvements along New York Avenue, Bladensburg, and Montana Avenues around the Subject Property.⁵

The proposed PUD Project will drastically improve the physical image of the New York Avenue approach to the District as well as the north-south Bladensburg Road corridor. The high-quality development of 16 acres of land will provide significant amounts of housing and associated neighborhood-serving retail amenities that will spark further redevelopment within the Northeast Gateway Revitalization Plan area in Ward 5. The retail uses, in particular, will complement the proposed retail “triangle” immediately to the west of the Subject Property and capture potential customers along the well-traveled New York Avenue corridor. Finally, the proposed PUD will transform the dilapidated site into a vibrant, active, secure, and pedestrian-oriented community that will be a positive and attractive statement to visitors entering the Nation’s Capital from the northeast.

2. Transit-Oriented Development

In September 2002, the DC Office of Planning produced a report entitled “Transformation: Recreating Transit-Oriented Neighborhood Centers in Washington, D.C.”. This report notes that

“Transit-Oriented Development in the District of Columbia is a land use strategy to accommodate new growth, strengthen neighborhoods, expand choices and opportunities by capitalizing on bus and rail assets to stimulate and support vibrant, compact, diverse and accessible neighborhood centers within an easy walk of transit.” Mayor’s Task Force of Transit Oriented Development (2002). Trans-Formation p. 2.

OP’s report noted six key design principles “that can create vibrant centers focused on transit, while enhancing unique neighborhood characteristics.” These design principles include: (i) Connectivity; (ii) Quality public realm; (iii) Pedestrian-friendly environment; (iv) Attractive

⁵ See New York Avenue Corridor Plan at 8-24.

architecture and design; (v) Mix of uses; and (vi) Creative parking management. As noted throughout this statement, the proposed PUD project incorporates these design principles to create a Transit-Oriented Development (“TOD”).

The proposed PUD project will create a significant mixed-use development on 16 acres of land along New York Avenue NE, at its intersection with both Bladensburg Road and Montana Avenue, NE. The Subject Property is approximately 1 mile from the Rhode Island Avenue Metrorail station and 1.5 miles from the New York Avenue Metrorail Station. Numerous Metrobus lines also service the general area, and the Applicant intends to establish a shuttle service to the Rhode Island Avenue Metrorail Station in order to connect the development to the District’s Metrorail system. The PUD project replaces low density commercial uses featuring large amounts of surface parking on the Subject Property, resulting in significant enhancements to the site that will create a safe and inviting pedestrian environment. The proposed height and massing of the project is appropriate given the size of the Subject Property and the District’s planning goals for the future of this area of the City. Finally, the proposed mix of residential and retail use along New York Avenue will encourage an active and attractive physical environment. For all of these reasons, the Applicant believes that the proposed PUD project is consistent with TOD principles and will have a beneficial land use impact on the surrounding area and neighborhood.

3. Comprehensive Housing Strategy

The Statement of Principles and Recommendations of the Comprehensive Housing Strategy Task Force’s Homes for an Inclusive City: A Comprehensive Housing Strategy for

Washington, D.C., dated January 31, 2006, sets forth a plan for improving the District's housing and affordable housing by 2020. Below are core recommendations of this Strategy:

- “The District of Columbia should . . . increase[e] residential development . . . throughout the District”:
 - “The District of Columbia should increase the net supply of housing by at least 55,000 units to reduce upward pressure on housing prices and rents and accommodate a growth in population of 100,000”;
 - “The location of new production envisioned by the task force should support a balanced growth policy, which will allow increases in population density”; and
 - “Both assisted and market-rate housing produced in the District should adhere to high architectural and urban design standards, providing housing with amenities and access to transportation for all neighborhood residents.”
- “The government of Washington, D.C. should accelerate its efforts to preserve and increase high-quality affordable housing for both owners and renters”

The Applicant will create a new neighborhood of approximately 3,000 – 4,000 new units of attractive, high-quality housing in an underserved area of the District without displacing any existing residents. Moreover, the project's mixed-use retail components will support the proposed PUD and existing Arboretum community, and trigger appropriate additional residential development. The Project consists of a highly-desirable residential development of appropriate density to complement its mixed-use components and anchor its location along a major thoroughfare into the District. Finally, the Applicant will reserve approximately 250,000 gross square feet for affordable housing. This PUD project will create a premiere mixed-use and mixed-income centerpiece for the revitalized Northeast Gateway that will add a critical mass of new residents to the District's economic engine and spark additional residential development in Ward 5.

C. Zoning Impact

The proposed Zoning Map Amendment application can be granted without adversely affecting nearby and adjacent Zone Districts. The existing C-M-1 Zone District may appear to be consistent with the Subject Property's Production and Technical Employment land use designation, but properties within the proposed PUD and surrounding area are not actually used for these purposes. Rather, the existing development in and around the Subject Property consists primarily of a strip club, body repair shops, fast-food restaurants with drive-through accessory uses, gasoline stations, and vehicle impound lots. These uses are all inconsistent with the existing zoning and land use map designation. Other uses in the area, such as the charter school on Bladensburg Road near the intersection with New York Avenue, the residential development to the southeast, and the entrances to the National Arboretum, are inconsistent with both the above commercial uses and the current zoning and land use designation.

The Subject Property's proximity to the Arboretum residential neighborhood, Mount Olivet Cemetery, and the National Arboretum itself, and its current use for low-intensity commercial uses all suggest it is not appropriate for future industrial use. Rather, the Subject Property is appropriate for the proposed rezoning to allow residential and retail uses. The rezoning is part of a PUD application, which allows the Zoning Commission to review the design, site planning, and provision of public spaces and amenities against the requested zoning relief. Additionally, the site design is generally consistent with the District's transit-oriented development principles. While the project is not within ¼ mile of a Metrorail station, the project will provide shuttle buses to the nearby Rhode Island Avenue Metrorail station, and it features all of the other aspects of transit-oriented development. Moreover, the proposed development will

not result in significant job losses or the displacement of vital industrial, production, distribution, or repair businesses.

Rather, the proposed C-3-C zoning and mixed-use medium density residential and moderate density commercial uses are, however, consistent with the actual land uses of the surrounding area. The proposed C-3-C zoning will allow for the creation of an entire residential community—without displacing any existing residents—that will strengthen the existing Arboretum community and provide a use more consistent with the large amounts of open space to the south and east of the Subject Property. Moreover, the proposed zoning and uses are consistent with other planning goals for the immediate neighborhood as part of the Northeast Gateway; similarly, they provide a more appropriate use for the nearby Arboretum.

D. Environmental Impact

As more specifically detailed in Exhibit E, no adverse environmental impact will result from the construction of this project. The project's proposed stormwater management and erosion control plans will minimize impact on the adjacent properties and existing stormwater systems. The requisite erosion control procedures stipulated by the District will be implemented during construction of the project.

The project will actually result in a substantial environmental improvement to the Subject Property. The site is currently completely covered with impervious surfaces and much of this coverage is surface parking used for vehicle storage and repair. The proposed PUD will create 5.3 acres of open space on the Subject Property; these pervious surfaces will result in a substantial environmental improvement to the site.

E. Facilities Impact

The proposed project will not have an adverse impact on the public facilities that it will rely on for service. As previously mentioned, a shuttle bus system to the nearby Rhode Island Avenue Metrorail station will be provided for the residents and customers of the PUD project; the general area is also served by existing Metrobus routes. The Applicant will work with the Washington Metropolitan Area Transit Authority (“WMATA”) to adjust and enhance existing routes and schedules to serve the project. Additionally, the project will provide a parking ratio of 1.1 spaces per residential unit and 4 spaces for every 1,000 square feet of retail.

IV. EVALUATION STANDARDS

Section 2403 of the Zoning Regulations provides the standards for evaluating a PUD application.

A. Public Benefits and Project Amenities

Section 2403.9 provides categories of public benefits and project amenities for review by the Zoning Commission. The objective of the PUD process is to encourage high quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning. The instant consolidated application will achieve the goals of the PUD process by creating a high quality residential development, with a significant affordable housing component and much needed community-oriented retail space on the Subject Property, while creating a significant amount of open space, all of which will further several goals set forth by the District of Columbia.

1. Housing and Affordable Housing

Pursuant to Section 2403.9(f) of the Zoning Regulations, the PUD guidelines state that the production of housing and affordable housing is a public benefit that the PUD process is designed to encourage. This project will create approximately 3,000 - 4,000 residential units on 16 acres of land. It will also create approximately 250,000 gross square feet of workforce affordable housing. The sheer amount of high-quality housing created by this PUD will catalyze additional appropriate residential development in Ward 5 without displacing vital industrial uses or any residential uses.

2. Urban Design, Architecture, Landscaping, or Creation of Open Spaces

Section 2403.9(a) lists urban design and architecture as categories of public benefits and project amenities for a PUD. As shown in the detailed plans, elevations, and renderings included in the Appendix, the proposed project exhibits all of the characteristics of exemplary urban design and architecture. Currently, low-density commercial uses and their accompanying surface parking lots cover virtually all of the Subject Property. Massing the new buildings along New York Avenue, Bladensburg Road, and Montana Avenue creates a more appropriate urban development pattern that visually defines the adjacent streets and public spaces, while preserving significant open space within the center of the Subject Property. The three buildings along New York Avenue, in particular, integrate mixed-use design with ground floor retail opportunities; they are oriented along a significant east-west corridor and will create an attractive streetscape for pedestrians as well as passing motorists. Eliminating the existing surface parking and replacing it with multiple ground level retail and residential entrances reduces the sidewalk and street to a human scale, creates “eyes on the street” to improve public safety, and helps remake the public space into an active pedestrian thoroughfare.

Moreover, given the size of the intersections of New York Avenue with both Bladensburg Road and Montana Avenue, and the width of New York Avenue itself (130 feet), the size and massing of the structures along New York Avenue will transform that stretch of New York Avenue into a safe, viable public zone for pedestrian traffic. The structures will actually slow traffic on all three roadways and create the sense that these are integrated urban roadways and boulevards, not just arterial bypasses for traffic headed to and from other areas of the District. The New York Avenue buildings, in particular, will enhance the visual approach of vehicular traffic to the city for the 70,000 residents, visitors, and commuters that traverse New York Avenue daily. This PUD project will define the Northeast Gateway area as a destination in itself, and will transform it into a desirable and self-sustaining residential neighborhood.

3. Site Planning, And Efficient and Economical Land Uses

Pursuant to Section 2403.9(b) of the Zoning Regulations, “site planning, and efficient and economical land utilization” are public benefits and project amenities to be evaluated by the Zoning Commission. The proposed project takes advantage of its site location along a significant and important roadway by placing retail at the ground floor street level. The proposed project has been designed to provide residents and their guests with open and inviting spaces for entertainment and relaxation. These spaces include intimate courtyards immediately behind each building, leading to the 3.5 acre “central park” at the center of the project, the improved greenspace and enhanced streetscape along all three roadways, and the open spaces around each building. These open spaces are complemented by the Arbor Club, a 40,000 square foot amenities center that features a child-care center, a fitness center, an indoor pool, and basketball courts. Memberships to the Arbor Club will be made available to members of the surrounding

community. Note that the proposed PUD project has a lot occupancy of only 50%; the proposed massing allows for this generous lot occupancy.

4. Effective and Safe Vehicular and Pedestrian Access

The Zoning Regulations, pursuant to Section 2403.9(c), state that “effective and safe vehicular and pedestrian access” can be considered public benefits and project amenities of a project. Underground parking for the proposed residential and retail development will be accessed by entrances off New York Avenue, Bladensburg Road, and Montana Avenue. Additionally, a new service road will be created on the north end of the Subject Property, parallel to New York Avenue; it will allow for access to retail uses and on-street parking. Furthermore, this service road is consistent with DDOT recommendations for a single-point urban interchange at New York Avenue and Montana Avenue. The service road and associated parallel parking will also serve as buffers for pedestrian traffic along New York Avenue. Finally, residential drop-offs will be created along Montana Avenue and Bladensburg Road, and an elegant porte-cochere will service the building at the intersection of Bladensburg Road and Montana Avenue.

The project provides separate pedestrian entrances and exits for both residents and shoppers along New York Avenue, Bladensburg Road, and Montana Avenue, reflecting the effort to transform these streets into public pedestrian thoroughfares. These separate and distinct entrances/exits will mitigate any potential pedestrian and vehicular conflicts. The Subject Property, approximately 1 mile from the Rhode Island Avenue Metrorail station, will be linked to the District’s mass transit system through a series of shuttle buses, as well as through the existing Metrobus network. Replacement of the underutilized commercial structures and unattractive junkyard lots along all three streets will transform the existing area into urban streetscapes that are inviting and safe for pedestrian use.

Wells and Associates, LLC, the traffic and parking engineers for this project, have prepared summary of their Transportation Impact Study (attached as Exhibit G). Based on their preliminary findings, the impact of the proposed PUD may be mitigated by a number of traffic improvements and the implementation of a Transportation Demand Management plan.

5. Uses of Special Value

According to Section 2403.9(i), “uses of special value to the neighborhood or the District of Columbia as a whole” are deemed to be public benefits and project amenities. The Applicant has agreed to provide the following community benefits as a result of this project:

- Space designed for a full-service, community-oriented grocery at the intersection of New York and Montana Avenues;
- Retail options on the ground level of the three new buildings along New York Avenue;
- Improvements to the streetscape along New York Avenue, Montana Avenue, and Bladensburg Road;
- Service road along New York Avenue, consistent with DDOT recommendations for development of a single-point urban interchange at New York Avenue and Bladensburg Road; and
- A 40,000 square foot amenities building featuring a fitness facility, indoor pool, basketball courts, multipurpose room, and on-site day care.

The Applicant will continue to work with neighborhood organizations and ANC 5B to identify other opportunities to support the neighborhood.

6. Revenue for the District

Again, Section 2403.9(i) states that “uses of special value to the neighborhood or the District of Columbia as a whole” are deemed to be public benefits and project amenities. The creation of an entire residential community, featuring approximately 3,000 – 4,000 new households and 140,000 net square feet of retail space on underutilized land will result in the generation of significant additional tax revenues in the form of recordation, transfer, property,

income, sales, use and employment taxes for the District, and will spark further appropriate development and associated revenue in Ward 5.

8. First Source Employment Program

According to Section 2403.9(e), “employment and training opportunities” are representative public benefits and project amenities. Therefore, the Applicant will voluntarily enter into an agreement to participate in the Department of Employment Services (“DOES”) First Source Employment Program to promote and encourage the hiring of District of Columbia residents.

7. Local Business Opportunity Program

Pursuant to Section 2403.9(e), the use of local firms in the development and construction of the project is a representative public benefit and project amenity. Therefore, the Applicant will enter into a Memorandum of Understanding (“MOU”) with Office of Local Business Development (“OLBD”) to use the resources of the OLBD to utilize local business enterprises in the development of this project.

8. Comprehensive Plan

According to Section 2403.9(j), public benefits and project amenities include “other ways in which the proposed planned unit development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan.” As described in greater detail in Section V, the PUD is consistent with and furthers many elements and goals of the Comprehensive Plan.

9. Public Benefits of the Project

Sections 2403.12 and 2403.13 require the Applicant to show how the public benefits offered are superior in quality and quantity to typical development of the type proposed. The only way that residential uses and ground floor retail can be developed on the Subject Property is through an amendment to the Zoning Map. This PUD project will include many, if not all, of the attributes of PUD projects that have been recently approved by the Zoning Commission, including:

- exemplary/superior architecture;
- affordable housing;
- transit-oriented development;
- improvements to the surrounding transportation network;
- ground floor retail establishments;
- special on-site amenities, such as a fitness facility and on-site day care; and
- significant open space and public space.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters numerous goals and policies enumerated in the Comprehensive Plan.

The purposes of the Comprehensive Plan are to:

(1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions and matters affecting the District and its citizens; (3) Promote economic growth in 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 § 1-245(b) (1994 Supp.)).

The proposed project significantly advances these purposes by furthering the social and economic development of the District through the creation of an entire new residential community with approximately 3,000 – 4,000 new residential units (including approximately 250,000 gross square feet of affordable housing) and the construction of approximately 140,000 net square feet of retail, which will replace existing underutilized commercial uses and surface

parking lots, supplement the existing residential neighborhood and open spaces, and create an urban environment in the Northeast Gateway.

A. Compliance with Major Themes

Four major themes that are applicable to this project were adopted as part of the Comprehensive Plan. The Applicant's proposal is consistent with these themes as follows:

1. Stabilizing the District's Neighborhoods

The creation of approximately 3,000 – 4,000 new residential units create a vibrant residential community on the Subject Property. Further, the significant retail component will strengthen the Arboretum neighborhood by providing shopping opportunities in an area that suffers from a general lack of community-serving retail activity, and encourage its development as a pedestrian-oriented, self-sustaining neighborhood. The Applicant hopes to find community-oriented retail tenants that will serve the needs of the project residents and their neighbors. The influx of these new residents in this neighborhood will provide the critical mass of customers needed to patronize the proposed retail uses.

2. Respecting and Improving the Physical Character of the District

The proposed project has been designed to improve the site's integration with the surrounding neighborhood. The proposed development will replace unattractive low density commercial uses such as auto repair, junkyards, and a strip club, and their accompanying surface parking lots, with community-oriented retail and residential opportunities that create an urban character in the immediate neighborhood.

The site plan dramatically improves the streetscape on three sides of the Subject Property by replacing the underutilized and dilapidated buildings and eliminating the discouraging and

inhospitable surface parking lots. The buildings and surface parking lots and vehicle storage currently distract from the physical character of the immediate neighborhood or the District of Columbia. The proposed site plan will vastly improve the pedestrian experience around the Subject Property. It enlivens the sidewalk to promote ground floor retail uses along New York Avenue and residential uses and along all three streets with green space and streetscape improvements. Additionally, it creates expansive amounts of open space around the structures and particularly at the center of the development. Finally, it creates attractive, vibrant uses along a primary District thoroughfare.

3. Preserving and Promoting Cultural and Natural Amenities

The improved streetscape along all three roadways will provide an attractive, active urban community in the Arboretum neighborhood, the entryway to the National Arboretum, a 445-acre federally-owned research and cultural amenity. In particular, traffic approaching the Arboretum from the District will be greeted by the high-quality architecture and residential activity as they travel along New York Avenue to the northern entrance, or take Montana or Bladensburg Roads to the R Street Gate. Traffic leaving the Arboretum will enjoy a similar trip through a revitalized residential community as they take Bladensburg Road to New York Avenue and points east, or Montana Avenue to New York Avenue and into the heart of the District itself. Additionally, many residents of the proposed PUD will have views of the Arboretum's comprehensive collection of plant life. By replacing the inhospitable parking lots and dilapidated buildings with eight attractive residential building and inviting ground-level retail opportunities, this project will help encourage new visitors to take advantage of the Arboretum's unparalleled educational and

natural amenities, as it transforms New York Avenue and the Northeast Gateway into a prime entry point to the Arboretum as well as the District itself.

4. Preserving and Ensuring Community Input

The Applicant has met with and proposed an outline of the following development to the following: the Commissioner for ANC 5B09, and the 5B Committee of the Whole, the Director for the U.S. Arboretum, the Arboretum Civic Association, the Friends of the Arboretum, and the National Bonsai Foundation. The Applicant will continue to work with representatives of the surrounding neighborhood to create a project that will be a benefit to the neighborhood and the District of Columbia.

B. Compliance with Major Elements

The Comprehensive Plan also contains 11 major elements. The proposed project furthers the objectives and policies of several of these elements as follows:

1. Housing Element

The Comprehensive Plan includes the following goals with regard to the production of new housing:

“Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives” (10 DCMR § 302.2(a));

“Review and recommend suitable regulatory zoning, tax and financing incentives under appropriate controls to meet housing production goals, particularly for low-income, moderate income and elderly households” (10 DCMR § 302.2(b));

“Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused” (10 DCMR § 302.2(e)); and

The Comprehensive Plan includes the following goals of the District with regard to the production of low and moderate-income housing:

“Provide zoning incentives, as appropriate to developers prepared to build low-and moderate-income housing, such as permitting additional densities in exchange for incorporating low-and moderate-income housing in development projects” (10 DCMR § 303.2(d)).

The creation of an entirely new residential community, featuring approximately 3,000 – 4,000 residential units on the Subject Property, fully satisfies all of the above-noted provisions of the Housing Element of the Comprehensive Plan. As previously stated, the project will provide approximately 250,000 gross square feet of workforce affordable housing. The inclusion of these affordable units in the project is entirely consistent with the provisions of the Comprehensive Plan noted above. Finally, the new residential units are created without the displacement of any existing residential housing units.

2. Urban Design Element

It is the goal of the District to:

“Protect and enhance the natural setting of the District, ensuring that the resulting natural features and open spaces are available to and can be enjoyed by District residents and visitors.” (10 DCMR § 703.2(a));

“Create a visually interesting environment that utilizes the design opportunities present in the public space and defines a special image for . . . District neighborhoods.” (10 DCMR § 709.2(c));

“Create an environment in the public space that attracts people and stimulates redevelopment and commerce.” (10 DCMR § 709.2(d));

“Promote design features such as storefront windows, multiple entrances to retail, and unenclosed sidewalk cafes to encourage pedestrian activity along the streets.” (10 DCMR § 709.2(i));

“Encourage well-designed developments in areas that are vacant, underused, or deteriorated. These developments should have strong physical identities.” (10 DCMR § 712.2(a));

“Encourage in-fill development of attractive design quality in deteriorated areas to stabilize the physical fabric and to encourage renovation and redevelopment.” (10 DCMR § 712.2(b));

“Encourage the design of mixed-use development for large-scale projects to create active use during both day and evening hours.” (10 DCMR § 713.2(d)); and

“Strengthen the function and design image of the development and activity corridors that serve as neighborhood centers.” (10 DCMR § 713.2(h)).

As shown in the detailed plans, elevations, and renderings included in the Appendix, the proposed project exhibits all of the characteristics of exemplary urban design and architecture. The construction of a virtual self-sustaining neighborhood with eight prominent residential buildings, 140,000 net square feet of ground floor retail, and additional space devoted to residential amenities, will transform the underutilized Subject Property into an exciting urban residential community. Customers of the ground floor retail stores and residents of the buildings themselves will activate the streetscape along New York Avenue during day and evening hours. This streetscape will be further enhanced by other improvements such as the creation of a service road parallel to New York Avenue and landscape improvements on all three streets.

3. Preservation and Historic Features Element

The Comprehensive Plan states the following with regard to policies for special streets and places:

“The existing street space and the buildings fronting on special streets and places should be maintained, protected, and enhanced. Any repair, maintenance, improvement, or new building should respect the historic elements, enhance the aesthetic quality, and promote the amenity of this space.” (10 DCMR § 807.2);

“Landscape treatment of special streets and places should supplement and reinforce the “green city” or “city-in-a-park” character fostered by the National Capital’s natural features [and] parks” (10 DCMR § 807.8);

The proposed development replaces underutilized commercial uses and their associated impervious surfaces used for vehicle storage and repair with a signature mixed-use development that welcomes visitors to Northeast D.C. and the National Arboretum. Its innovative design, which orients the eight structures toward the street and around the central park while maintaining open space around the buildings themselves, will create a true city-in-a-park.

4. Land Use Element

With regard to land use, the Comprehensive Plan states the following policy goal:

“Land use policies must ensure that all neighborhoods have adequate access to commercial services within the District and sufficient housing opportunities to accommodate a range of needs. These policies must also ensure that the historic, cultural, and design qualities that make neighborhoods unique and desirable are maintained and enhanced. Adequate recreational opportunities and access to cultural and educational facilities are also necessary ingredients of neighborhood vitality.” (10 DCMR § 1100.2(a));

“Improve existing neighborhood commercial centers and develop new neighborhood commercial centers.” (10 DCMR § 1108.1(c);

“Discourage the underutilization of industrial land for nonproductive purposes.” (10 DCMR § 1111.1(d)

As discussed throughout this statement, this project anticipates the District’s needs for both its immediate future plans and long-term vision for the revitalized Northeast Gateway. It provides essential recreational and retail elements for residents and visitors alike. It redefines the New York Avenue corridor and surrounding streets as attractive pedestrian public spaces and vehicular thoroughfares. Internally, it also creates a large amount of open space for its residents on land that was previously impervious surfaces. Finally, it creates a high-quality mixed-use development providing a significant amount of housing on a site that is currently underutilized and is inappropriate for industrial use due to its proximity to the residential Arboretum community and the Arboretum itself.

5. Ward 5 Element

The Comprehensive Plan states the following policy goals for Ward 5:

“Encourage new and rehabilitated affordable housing for area residents.” (10 DCMR § 1609.1(a));

“Provide affordable new or rehabilitated housing for low- and moderate-income residents” (10 DCMR § 1609.1(c);

“Protect the natural environment and regulate the built environment in ways that maintain and enhance the quality of life and the sense of well-being of residents.” (10 DCMR § 1611.1(a));

“Plant and maintain street trees in sections of the ward, where needed.” (10 DCMR § 1611.1(e));

“Improve the pedestrian environment on major streets and roadways.” (10 DCMR § 1614.1(e));

“Provide 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));

“Strengthen the design and visual character of commercial nodes and corridors that serve ward neighborhoods.” (10 DCMR § 1620.1(d));

“Encourage developers and others to provide appropriate project design, landscaping, public infrastructure improvements and appropriate signage along special streets, at gateways and entrances and locations next to historic structures and districts.” (10 DCMR § 1621.1(b)(2)(A)); and

“Encourage and support an appropriate mix of uses in all economic developments, where appropriate, including uses such as housing, parks, and open space.” (10 DCMR § 1629.1(c)).

The proposed PUD meets many goals for the improvement of Ward 5. It provides 3,000 – 4,000 units of housing, including 250,000 gross square feet of affordable housing. It supplements that residential development with neighborhood-serving retail uses that enhance the development itself as well as the surrounding residential areas. It creates significant amounts of internal open space for the use and enjoyment by its residents, and it vastly improves the external streetscape on all three streets to create a safe, active, pedestrian-friendly community. Finally, it develops the site into an attractive, well-designed, and inviting neighborhood that will revitalize the Northeast Gateway to the District of Columbia.

VI. CONCLUSION

For the foregoing reasons, the Applicant submits that the consolidated PUD and Zoning Map Amendment applications meet the standards of Chapter 24 of the Zoning Regulations; are consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfy the requirements for approval of a consolidated PUD and Zoning Map amendment; provide significant public benefits; and advance important goals and policies of the District of Columbia.

Therefore, the consolidated PUD application and Zoning Map amendment should be approved and adopted by the Zoning Commission.

Accordingly, the Applicant respectfully requests the Zoning Commission to set the PUD and accompanying Zoning Map Amendment applications down for a public hearing at the earliest possible date.

Respectfully submitted,

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