# **500 PENN** STREET NE

April 05, 2018

APPLICATION FOR REVIEW AND APPROVAL OF CONSOLIDATED PLANNED UNIT DEVELOPMENT AND RELATED MAP AMENDMENT TO THE DC ZONING COMMISSION



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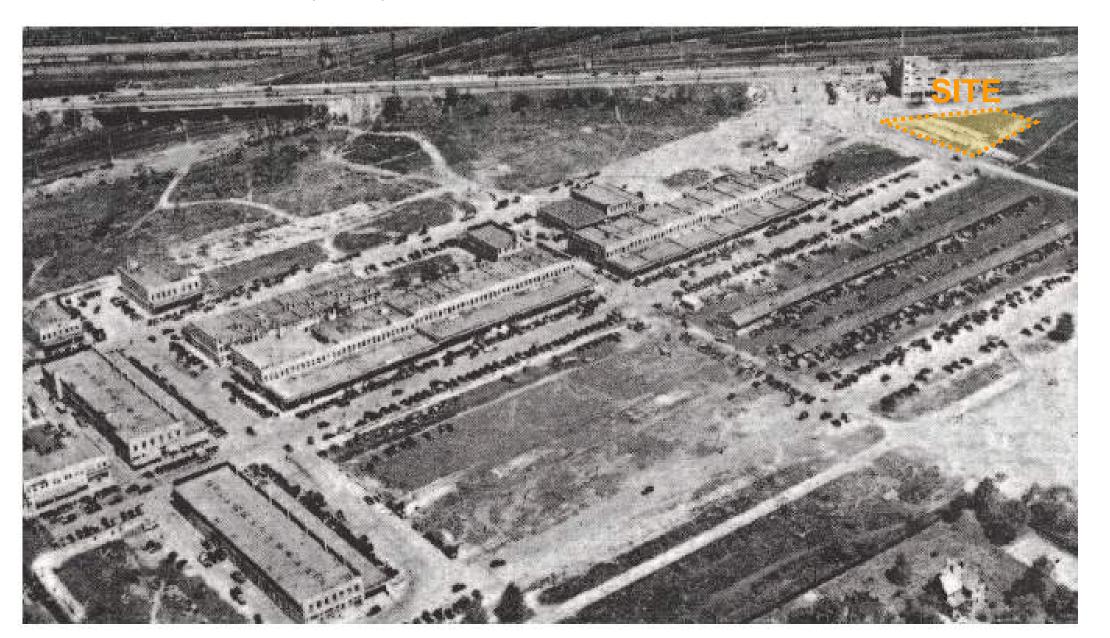
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The Study Area - 1938, The Washington Post, 193







500 PENN ST. NE. WASHINGTON, DC 20002

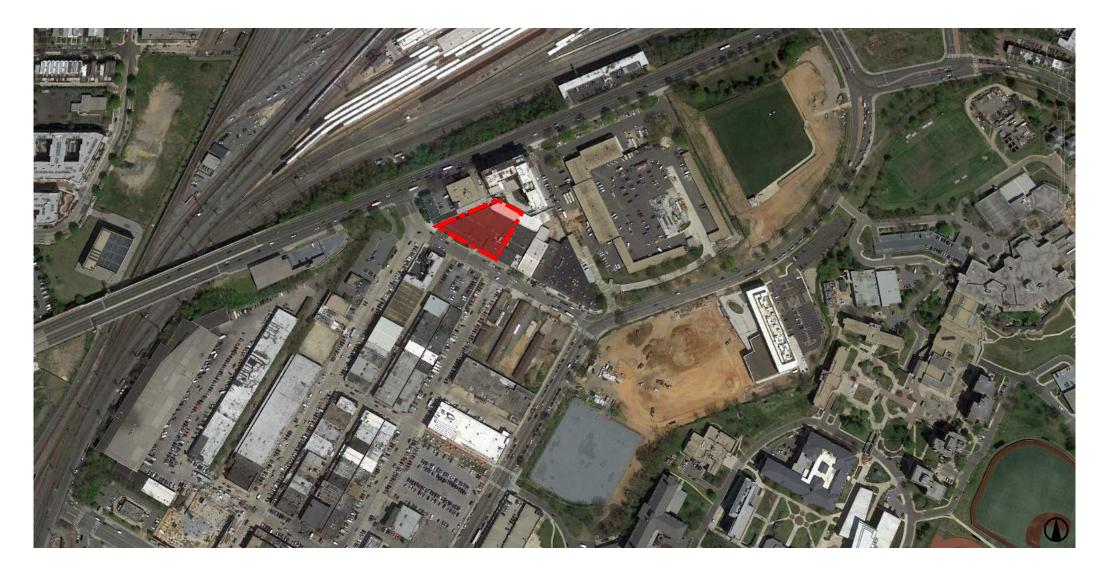
### 500 PENN STREET NE at Union Market

The site of the project is in the Union Market district. The project has an address of 500 Penn Street NE and is formally designated as Square 3594, part of Lot 3. The Property is primarily bounded by a new eight-story hotel to the north; Penn Street NE to the south; the remaining portion of a two-story former showroom building to the east; a 20-foot wide public alley to the west; and the intersection of Penn Street NE and 4th Street NE to the southwest. New York Avenue NE, which is a gateway into the Union Market neighborhood, is located approximately 210 feet to the northwest of the Property.

We propose to construct a 12-story, 130-foot-high mixed use rental apartment building with ground floor retail. Three levels of underground parking will accommodate about 203 parking spaces. Our above-ground FAR is approximately 8.4, yielding 314,724 gross square feet of building above grade. Approximately 299 apartments will be provided as well as 22,714 gross square feet of commercial uses. This important project will anchor the north end of the Union Market District.

Our client, UDR, has directed us to work closely with Edens, the contract seller and predominant land owner in the Union Market area. The goal is to preserve and enhance the existing Union Market structures with new construction that captures the feeling of and complements the existing fabric. We are retaining the 2-story portion of the old Maurice Electric building façade, which will become part of the base of our new structure.

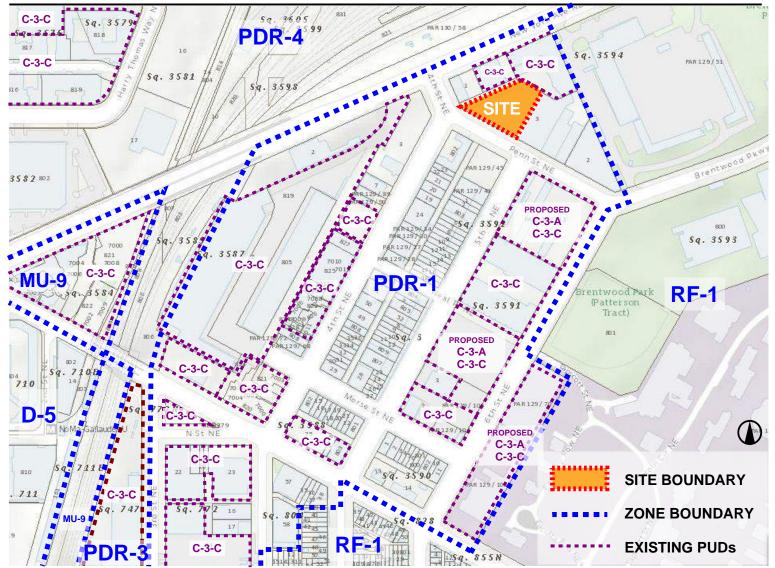
The composition of our façade includes a central projecting bays which punctuates the residential lobby below. The central bay divide our façade into two segments. On the east side, floors 1 and 2 consist of the old Maurice Electric façade. The building above the Maurice façade is set back to enhance the presence of this commercial edifice. On the west side of the central bay is a new 2-story masonry façade element which balances the old Maurice façade on the east side. Generous balconies will provide depth to the façade as well as take advantage of the excellent views to the south. We intend to incorporate substantial green wall elements into the first and second floor façades.







# **ZONING MAP**



### **ZONING ANALYSIS**

		COMPLIES W/ ZONING			
	Zoning Requirement	Proposed			
Minimum Land Area ZR16, DCMR 11, SUBTITLE X, 303.1	15,000 sq. ft.	37,450 sq. ft.			
Maximum Building Height ZR16, DCMR 11, SUBTITLE X, 303.7	130' (Act of 1910)	130'			
Maximum FAR ZR16, DCMR 11, SUBTITLE X, 303.3	7.8 + 20%(PUD) = 9.36	8.40			
Maximum Lot Occupancy ZR16, DCMR 11, SUBTITLE G, 404.1	100%	100%			
Minimum Parking ZR16, DCMR 11, SUBTITLE C, 701.5	For apartment house, one for each 3 dwelling units in excess of 4 units (299/3 -4 = 98).  For retail or service establishment in excess of 3,000s.f., 1.33 for each additional 1,000 s.f. of gross floor area: (22,714-3,000) x 1.33 / 1,000 = 27  Total required = 98 + 27 = 125 spaces	203 spaces provided			
Bicycle parking ZR16, DCMR 11, SUBTITLE C, 802	Long term: One for each 3 dwelling units (299/3 = 100).  One for each 10,000 s.f. of retail = 3; Total=103  Short term: One for each 20 units = 16 and One for each 3,500 s.f. of retail = 6; Total = 22	103 Long term spaces provided 22 Short term spaces provided			
Green Area Ratio ZR16, DCMR 11, SUBTITLE G, 407.1	0.2 GAR	0.2 GAR provided			
Minimum Closed Court ZR16, DCMR 11, SUBTITLE C, 1608.1	Minimum width: 2.5" per foot of height and 12' minimum110' high court requires 23' min width.  Minimum court area: 2 x Square of required court width + 250 sq. ft; Min.=1,058 sq. ft.	32'-3" width and 4,062 sq. ft. provided			
Minimum Open Court ZR16, DCMR 11, SUBTITLE C, 1608.1	Minimum width: 2.5" per foot of height and 6' minimum = 110' high court requires 23' min. width.	Non Rectangular Court: 63'-9" width provided			
Penthouse, Setback Act of 1910	1:1 setback ratio required ( Except adjacent to closed court)	1:1 setback provided ( Except adjacent to closed court)			
Penthouse Height ZR16, DCMR 11, SUBTITLE G, 403.2	20'	20'			
Loading Requirements ZR16, DCMR 11, SUBTITLE C, 901.1	2 loading berth @12' wide x 30' deep 1 Service/Delivery Space @ 10' wide x 20' deep	2 loading berth @12' x 30' provided 1 Service/Delivery Space @ 12' x 30' provided			
Loading Platform ZR16, DCMR 11, SUBTITLE C, 901.1	1 loading platform at least 100 s.f. and at least 8' wide	One platform at 400 s.f. and 10' wide provided			
		ZONING BELIEF BEQUIRED			

### **ZONING RELIEF REQUIRED**

	Zoning Restriction	Proposed
Minimum Rear Yard	2½" per foot of height and 12' minimum = 22.88'	No rear yard provided
7R16, DCMR 11, SUBTITLE G. 405	2/2 per 100t of fleight and 12 millimum - 22.00	No real yard provided

## **DEVELOPMENT DATA**

Lot Area	37,450	sf	]															
Zoning FAR										8.40							0.37	
Level	Р3	P2	P1	1	Mezz	2	3	4	5	6	7	8	9	10	11	12	PH	
Lot Occupancy	N/A	N/A	N/A	N/A	N/A	73.9%	68.7%	68.7%	68.7%	68.7%	68.7%	68.7%	68.7%	64.6%	64.6%	64.6%		w/o PH w/ PH
Gross area toward FAR	0	0	0	31,323	3,063	27,662	25,729	25,729	25,729	25,729	25,729	25,729	25,729	24,191	24,191	24,191	13,828	Total FAR Area 314,724
Gross Contruction Area	24,708	37,181	37,181	37,273	3,145	27,743	25,813	25,813	25,813	25,813	25,813	25,813	25,813	24,272	24,272	24,272	13,828	Total Cons. Area 321,668 335,496
Residential units per floor	0	0	0	0	0	21	28	28	28	28	28	28	28	25	25	25	7	Total Units 292 299
Retail Area	0	0	0	22,714	0	0	0	0	0	0	0	0	0	0	0	0	0	Retail Area 22,714
Gross Residential Area	0	0	0	3,017	3,145	25,813	25,813	25,813	25,813	25,813	25,813	25,813	25,813	24,272	24,272	24,272	13,828	Total Gross Res. Area 285,482 299,310
Amenities Area / Lobby	0	0	0	2,592	2,200	4,888	0	0	0	0	0	0	0	0	0	0	2,972	Total Amenities Area 9,680 12,652
Net Residential Area	0	0	0	0	0	16,762	22,960	22,960	22,960	22,960	22,960	22,960	22,960	21,434	21,434	21,434	8,295	Total Net Res. Area 241,784 250,079
Parking spaces	52	83	68	203		Total spaces			l									

	3BR.	2BR.	JR. 2BR.	JR. 1BR+D	1BR.	JR. 1BR.	STUDIO	
0	0	0	0	0	0	0	0	1st Floor
21	1	5	0	0	9	4	2	2nd Floor
28	1	7	2	1	8	7	2	3rd Floor
28	1	7	2	1	8	7	2	4th Floor
28	1	7	2	1	8	7	2	5th Floor
28	1	7	2	1	8	7	2	6th Floor
28	1	7	2	1	8	7	2	7th Floor
28	1	7	2	1	8	7	2	8th Floor
28	1	7	2	1	8	7	2	9th Floor
25	2	6	2	1	5	7	2	10th Floor
25	2	6	2	1	5	7	2	11th floor
25	2	6	2	1	5	7	2	12th Floor
7	3	2	0	0	2	0	0	Penthouse
299	17	74	20	10	82	74	22	TOTAL
	6%	25%	7%	3%	27%	25%	7%	Current %

# **ZONING / DEVELOPMENT DATA**

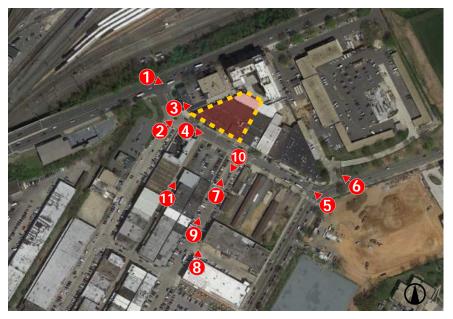


**LOCATION MAP** 













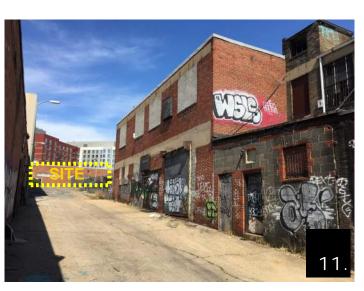












**CONTEXT PHOTOGRAPHS** 

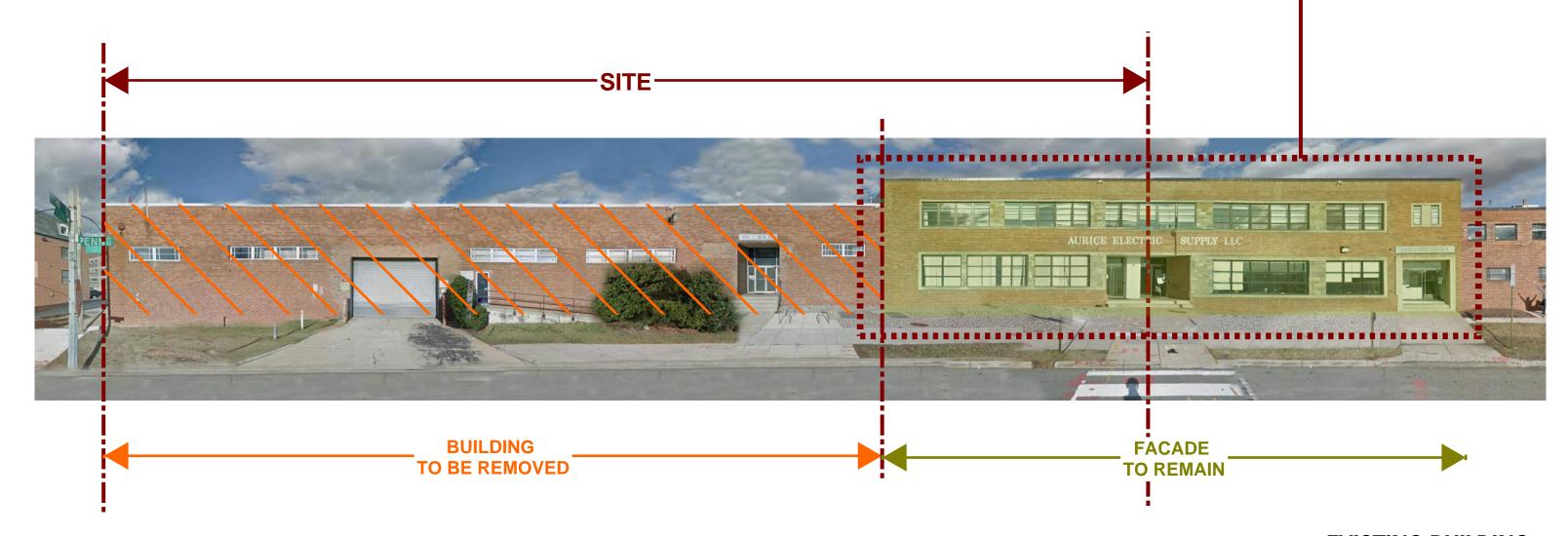
### **EXISTING FACADE:**

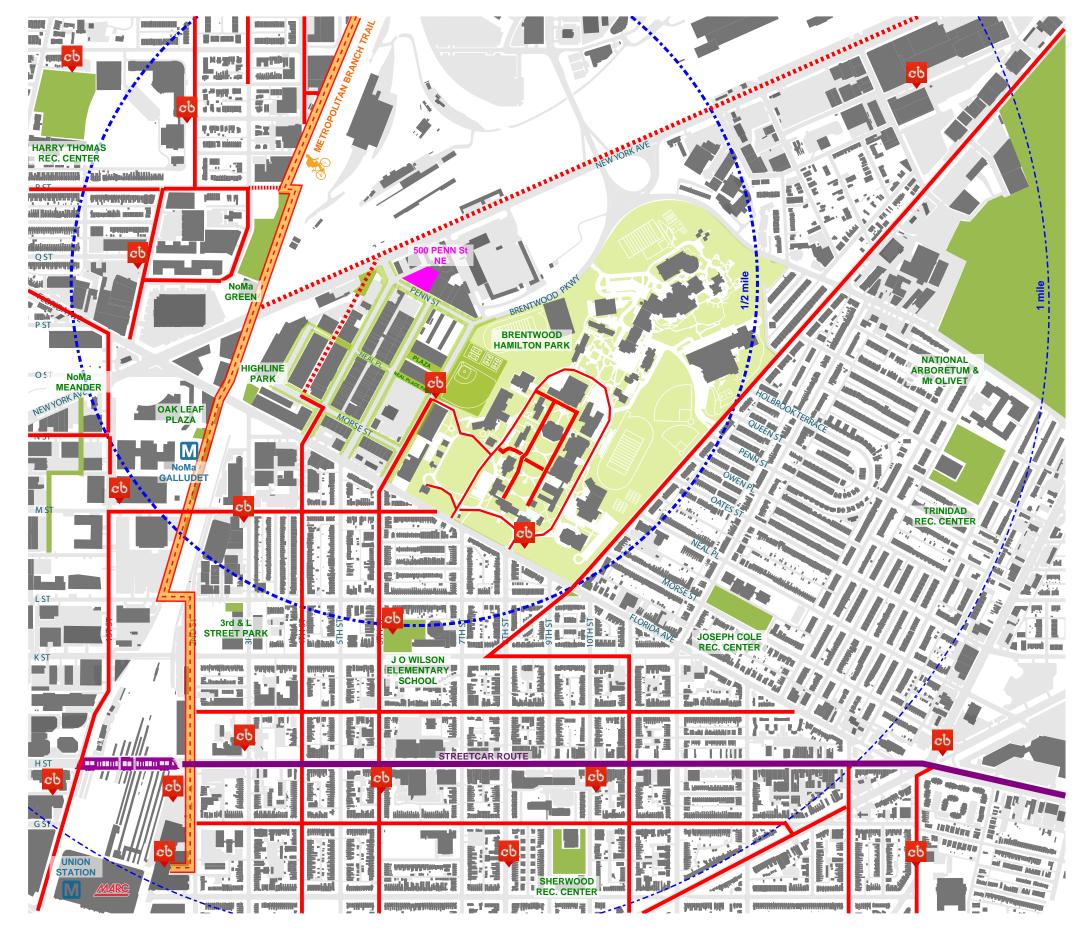
Prior to being home to the Maurice Electrical Supply Company, 500 Penn Street NE served as the bottling plant of the Rock Creek Ginger Ale Company. In 1957, Lindsey P. Rawley and his brothers began brewing and bottling ginger ale, grape, orange and strawberry sodas within this 80,000-square-foot space. The Rawley family continued to grow and expand their business at this site until its relocation in 1981.

Following this, in 1987, Marvin Kogod and Bernard Green of the Maurice Electrical Supply Company purchased and renovated the building at 500 Penn Street NE. They sought to capitalize on the site's size and location for their family's expanding company. The small gas and electric lighting supply company that began in 1922 with Gustave Soloman and Maurice Abraham, thrived to become a major electrical distributor.

The existing building on the 500 Penn Street site currently houses alternative industrial office spaces. It is part of the fabric that defines the character of the Union Market neighborhood. The existing facade will be adaptively re-used in this plan to accommodate retail use.







### RECREATION SPACE LEGEND





METROPOLITAN BRANCH TRAIL

■ ■ ■ ■ ■ FUTURE BIKE LANE / PATH

EXISTING BIKE LANE / PATH

STREETCAR ROUTE