

March 22, 2019

VIA IZIS AND HAND DELIVERY

Anthony J. Hood, Chairman
Zoning Commission for the District of Columbia
441 Fourth Street, NW, Suite 200S
Washington, DC 20001

**Re: Z.C. Case No. 18-20: Parcel I Design Review
Applicant's Supplemental Statement**

Dear Chairman Hood and Commissioners:

Enclosed please find the Applicant's updated plans for the proposed new residential apartment building with ground-floor retail uses on Parcel I in The Yards ("Project"). The Project will provide approximately 348 apartment units, 15,295 square feet of ground floor retail space, and approximately 243 parking spaces. The Project will set aside 20% of its units as affordable housing, including four 3-bedroom units. An overview of the proposed revisions and refinements to the Plans, information on related changes to the surrounding public realm in the Yards West neighborhood, and information regarding the concurrent federal reviews of the Project all follow below.

Status of Reviews

The Project has been reviewed by multiple federal and local entities through the design review process set forth in a series of agreements and MOUs that govern The Yards. The Project design has been endorsed by CFA (Exhibit A) and NCPC (Exhibit B).

Revisions to the Building Design

Attached as Exhibit F are updated plans and drawings regarding the project ("**Plans**"). In general, the design of the Project has remained consistent with the design included in the initial application. However, the internal program has evolved, which has impacted the building design in a couple of ways.

- First, the size of the upper-story resident amenity and fitness space within the bridge has been reduced, and as a result the size of the bridge element itself has been reduced. With these changes, the Applicant has also further developed the design of the bridge. Revised details are included on pages 30-33, 44-46, 52, and 73 of the Plans.
- Second, the size of the ground-level residential support space has been revised, which allows the Applicant to commit to ground-floor retail uses in the southwest corner of the Project. This will further enhance the feel of 1½ Street as an inviting and engaging public realm. Within the building, the Applicant intends for the retail spaces to spill over into the lobby and courtyard spaces, which will activate and differentiate the building from other residential buildings.
- Third, building materials have been refined across the building based on the evolution of the design of the building and in response to comments from GSA, CFA, and other stakeholders. As one example, the balcony enclosures have been changed so that they do not compete with the overall architectural design of the building. As another example, window proportions have been adjusted to increase the natural light into units and better achieve a contemporary ratio of solid to glazing. Additional details on building materials and façade details are included as pages 59-69 of the Plans.

Also included in the Plans is a “storefront and signage” plan that articulates the types, height, and other features of building and tenant signage, storefront design elements, and other ground-floor features. *See* Section 8 of the Plans.

In addition to the above changes, the Applicant has worked with OP and DDOT staff to further study the proposed steps and ramps along N Street, SE. The first floor of the building has been elevated out of the 500-year floodplain, but because of the grade change between the sidewalk level and the first floor of the building, ramps are necessary to provide access into the retail along N Street, SE. The revised design shown in Section 9 of the Plans, strikes a better balance of providing multiple points of communication between the sidewalk and the retail spaces within a public-oriented design that features planters and seating as pedestrian amenities.

Similarly, the Applicant has worked with OP, DDOT, and DC Water to further develop the design of the public realm along Canal Street, SE. The design, as shown on pages L8 and L9 of Section 7 of the Plans, places trees and lighting on the west side of the sidewalk, on the Applicant’s property, to avoid placing those elements in the public right of way over critical sewer infrastructure. The proposed design maintains a pedestrian connection between N Place, SE and N Street, SE and provides the ground-level loft units with a “front yard” to further enhance their uniqueness and activate Canal Street, SE.

Zoning Flexibility

The Project continues to require flexibility from the roof structure setback requirements for the fitness stair tower. Included as pages 30-33 and 37 of the Plans are additional drawings that illustrate the visibility (or lack thereof) of the fitness stair under both interim and final buildout conditions.

The Project also continues to require flexibility from the green area ratio (“GAR”) requirements to accommodate the interim surface parking lot that will remain on Parcel H. As discussed below, revisions to the surface parking lot have incorporated additional green area compared to current conditions, but flexibility from the GAR requirements still required. Once Parcel H is constructed, all three components of the single lot (i.e., Parcel I, Parcel H, and the portion of the private 1½ Street, SE in between the two parcels) will meet or exceed GAR.

Public Realm Design

The signature element of the Yards West neighborhood is the proposed north-south “1½ Street” connection that will run from M Street, SE and the Metro entrance on the north to Diamond Teague Park and the Anacostia River on the south. The Applicant has worked closely with its design team, OP, DDOT, ANC 6D, and other stakeholders to revise and refine the design of this corridor, with a particular focus on the “first phase” that will run from Quander Street to N Place, SE. Included as Exhibit D is a series of plans and drawings that illustrate the proposed design for 1½ Street as well as the proposed materials and furnishings that will comprise the street. The design crosses over two public rights-of-way at intersections with N Street, SE and N Place, SE, and the Public Space Committee approved the design within these intersections last fall.

Impact on Current Surface Parking

Parcels H and I are currently used as approximately 391 parking spaces pursuant to Zoning Commission approval. The proposed redevelopment of Parcel I and related construction of 1½ Street will require alterations to the parking that will remain on Parcel H. Attached as Exhibit E is an updated plan for Parcel H, which reflects the proposed new location for parking access and the addition of green space to the remainder of the parking lot. The new lot will provide approximately 126 parking spaces. With the addition of green space, the lot will meet current stormwater requirements and it will improve its green area ratio compared to current conditions, but it will still require interim relief from the GAR requirements.

Witnesses and Experts

The Applicant requests 45 minutes for its presentation to the Commission at the April 11, 2019 public hearing. At the hearing, the Applicant intends to present testimony from:

- Representatives of the Applicant, who will summarize the goals for the Project, the building program, and the iterative outreach to date with agency and community stakeholders.
- Claire Bedat, AECOM, as an expert in planning, urban design, and landscape architecture. Ms. Bedat will describe the Yards West planning effort, with a focus on the design and function of the proposed 1 ½ Street spine.
- Brett Swiatocha, Perkins Eastman DC, as an expert in architecture. Mr. Swiatocha will present the architectural design of the building, with a focus on design details and materials selection. Mr. Swiatocha will also address areas of zoning flexibility.
- Rick Parisi, M. Paul Friedberg and Partners, as an expert in landscape architecture. Mr. Parisi will present the landscape design for the Project.
- Erwin Andres, Gorove/Slade Associates, as an expert in transportation engineering. Mr. Andres will summarize the findings of the Applicant's CTR as well as commitments regarding transportation demand, parking, and loading management.

Resumes for the proffered experts and outlines of their testimony are included as Exhibit C.

Thank you for your attention to this application. We look forward to presenting this application to the Commission at the public hearing.

Respectfully submitted,

/s/ David M. Avitabile

/s/ David A. Lewis

CC:

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Certificate of Service

I certify that on or before March 22, 2019, I delivered a copy of the foregoing document and attachments via e-mail, hand delivery or first class mail to the addresses listed below.

/s/ David A. Lewis

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Publicly Available Maps and Information

Per Subtitle Z, Sections 203.7 and 501.1(f), the Applicant offers the following publicly available maps and documents into evidence in support of its case:

1. Future Land Use Map and Generalized Policy Map of the District of Columbia (available at <http://planning.dc.gov/page/comprehensive-plan-future-land-use-maps> and <http://planning.dc.gov/page/comprehensive-plan-generalized-policy-maps> respectively)
2. District of Columbia Comprehensive Plan (available at <http://planning.dc.gov/page/comprehensive-plan>)
3. Metrobus and Metrorail Maps (available at <http://www.wmata.com/rail/maps/map.cfm>)
4. WMATA Records Available for Public Review (available at http://www.wmata.com/about_metro/public_rr.cfm)
5. Orders of the District of Columbia Zoning Commission and Board of Zoning Adjustment (available at <https://app.dcoz.dc.gov/Search/GlobalSearch.aspx>)