



**TORTI  
GALLAS  
URBAN**

September 4, 2020

# 2419 25TH ST., SE WASHINGTON , DC 20020

PUD AND ZONING MAP AMENDMENT APPLICATION



ISSUED:  
 SQUARE OF SITE: 5740  
 LOT NUMBER: 337  
 APPLICATION .....  
 PRE HEARING SUBMISSION.....

**ZONING COMMISSION**  
 District of Columbia  
 CASE NO. 20-09  
 APRIL 17, 2020  
 SEPTEMBER 4, 2020













View north up 25th st SE - Hillcrest House Apartments

View of Transitional Care Center Capitol City

View south down 25th st SE of adjacent homes



View east up Wagner St SE - Homes on the Left hand side

View west down Wagner St SE of Townhomes

View North up Alabama Ave SE - Roundtree Residences

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132





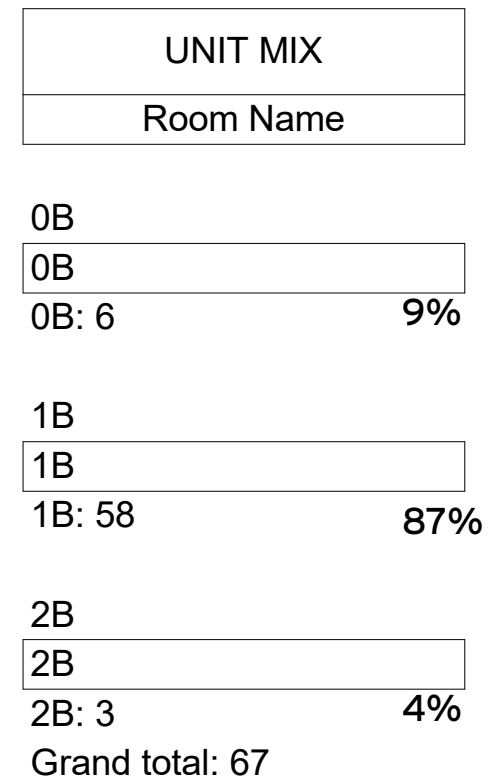
2419 25th & Wagner St. SE		Current Zoning: R-3	4/17/2020
Square: 5740	Lot: 337	Lot Area: 19,601 sf (0.45Acres)	
Allowable	Allowable/Required by Proposed Zoning (RA-2)	Provided	
FAR	1.8 by right plus 20% IZ bonus 1.8*(1+.2)=2.16 plus 20% PUD bonus 2.16*(1+.2)=2.59 Total 2.59	2.59 Total	Res SF
		Gross Floor Area by Level	
		Basement 6,406	10,169
		1st 10,097	10,097
		2nd 10,306	10,317
		3rd 10,306	10,317
		4th 8,876	8,876
		5th 4,742	4,742
		Total Building GFA 50,733 gfa	54,518
Roof Structures	.39 increase in FAR per C-1501.3( c )	N/A	
Penthouse	One continuous structure 1:1 Setback	Provided as required, see A04	
Lot Occupancy	60% at lowest residential uses 19,601 x 0.6= 11,760 sf	53% 10,306 sf	
Building Height	50 feet (60 feet PUD) stories-no limit	55'-0"  measured at existing grade at the mid-point of the building façade of the principal building that is closest to a street lot line	
Dwelling Units	NA	5 stories plus Basement  67 units	
Rear Yard	15 ft minimum; 4in/ft of principal building height	18' required (55' x 4" = 18' required) 43'-8" average depth provided	
Side Yard	None required; If provided no less than 4 ft	10'-0" min provided	
Courtyards	Open: Min. Width: 4" per ft of height not < 10' Closed: Area: Twice square of req'd width not < 350 sf (res) Min. Width: 4" per ft of height not < 15'	N/A	
Green Area Ratio (GAR)	Required GAR score: 0.40	0.4 Provided	
<b>Parking Requirement</b>			
Residential	1 per 6 dwelling units of publicly assisted housing, reserved for elderly and/ or handicapped and 50% reduction due to within 0.25 mile of one of the priority corridor network metrobus routes 67 units/ 6= 11 Max. 50% reduction due to 0.25 mile radius 11 x .5 = 5.5 1 car share space 1 space = 3 spaces ( per section 708) Min. 50% of parking spaces must be full size 5.0 x .5 = 2.5	7 Residential Spaces Provided ( 4 standard & 1 car share)  1 Car share space provided  5 Full size spaces provided ( including car share)	
Bicycles	Long-term parking: 1 space per 3 residential units Short-term parking: 1 space per 20 dwelling units	22 long term bicycle parking provided 3 short term bicycle parking provided	
<b>Loading</b>			
Residential	1 loading berth @ 12' x 30' 1 platform @ 100 sf 1 service space @ 20' deep	Loading Berth not provided - relief requested Platform not provided - relief requested 1 provided at 20 feet deep	
<b>Driveway width</b>			
Residential	Required 20 feet wide per Sub. C Sec. 711.6	12 feet provided - relief requested	

2419 25<sup>th</sup> & Wagner Street, SE  
Affordable Housing Chart  
April, 17<sup>th</sup> 2020

Residential Unit Type	Floor Area/ % of Total*	Units	Income Type	Affordable Control Period	Affordable Unit Type
Total	54,518/ 100%	67			
Affordable Non-IZ	100%	67	60% of AMI	40 years	Rental
Long Term IZ**	6321/12%	8	60% of AMI	Life of the Project	Rental

2.59 x 19,601 = 50,766 sf  
2.19 x 19,601 = 42,338 sf  
Bonus Density = 8,428 sf x 75% = 6,321 sf of IZ required

- \* Refers to the residential gross square footage, but the square footage may be adjusted to subtract the building core factor.
- \*\* Once the affordability period has expired, these units will be Inclusionary Zoning units instead of Affordable Non-IZ units.
- \*\*\* Residential GFA includes cellar area and projections area



Note: The final number of units and the unit mix may vary within 10% of the numbers indicated on the plans.







September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



Perspective Rendering - View Southeast  
25TH & WAGNER STREET, SE

A12





Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.

Cellar/Basement Floor Plan  
25TH & WAGNER STREET, SE

A01





Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.

0 30



First Floor Plan  
25TH & WAGNER STREET, SE

A02





Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



(2nd-3rd) Floor Plan  
25TH & WAGNER STREET, SE

A03





Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.

0 30



Fourth Floor Plan  
25TH & WAGNER STREET, SE

A04





25TH STREET, SE

WAGNER STREET, SE

GREEN ROOF

GREEN ROOF/MECH

1B

1B

1B

1B

0B

1B

0 30



Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.

September 4, 2020

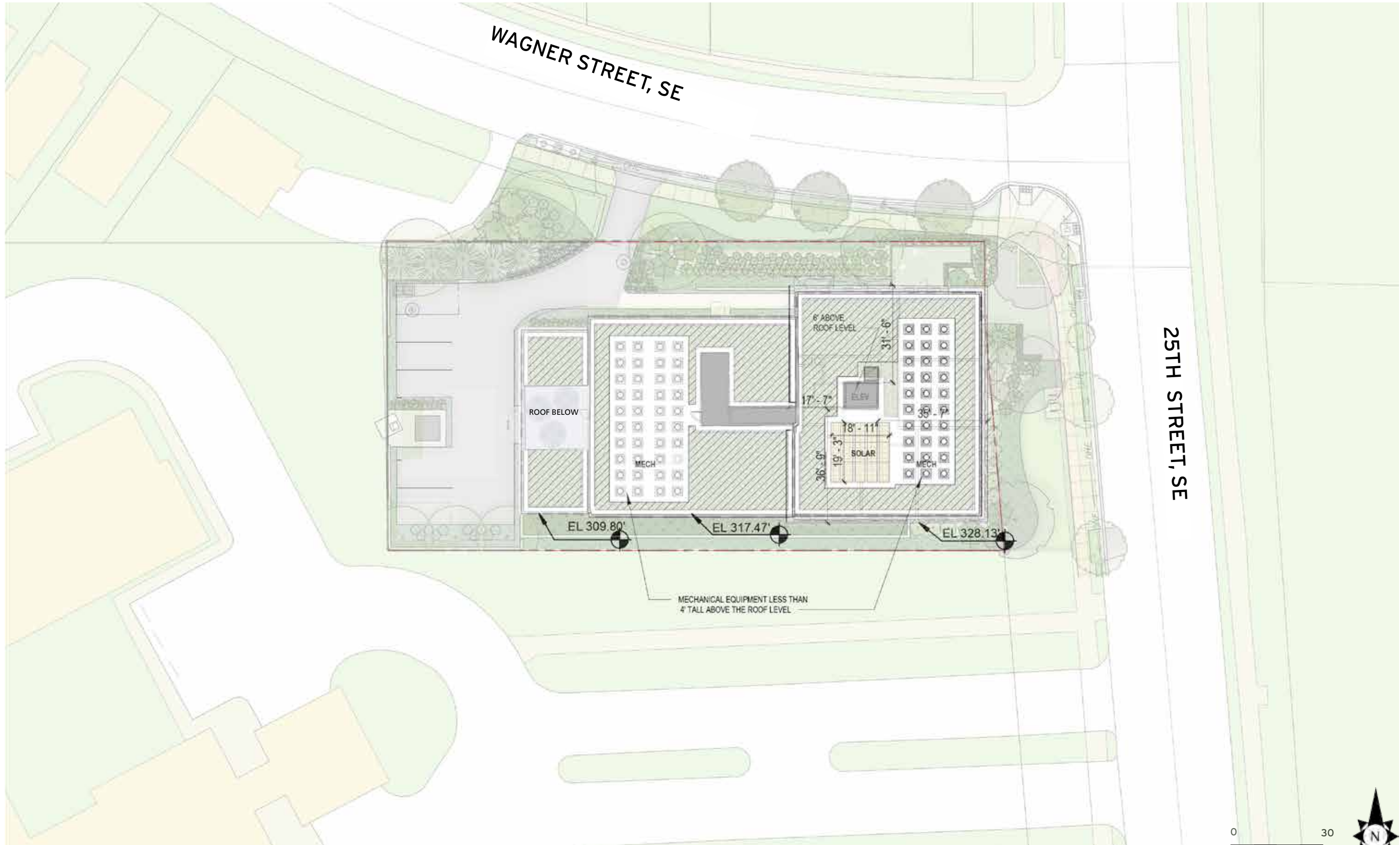
©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132



Fifth Floor Plan  
25TH & WAGNER STREET, SE

A05





Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

September 4, 2020 ©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132

Note: Interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or square footage, may occur.











A-North Elevation



B-East Elevation



KEY PLAN







A-South Elevation



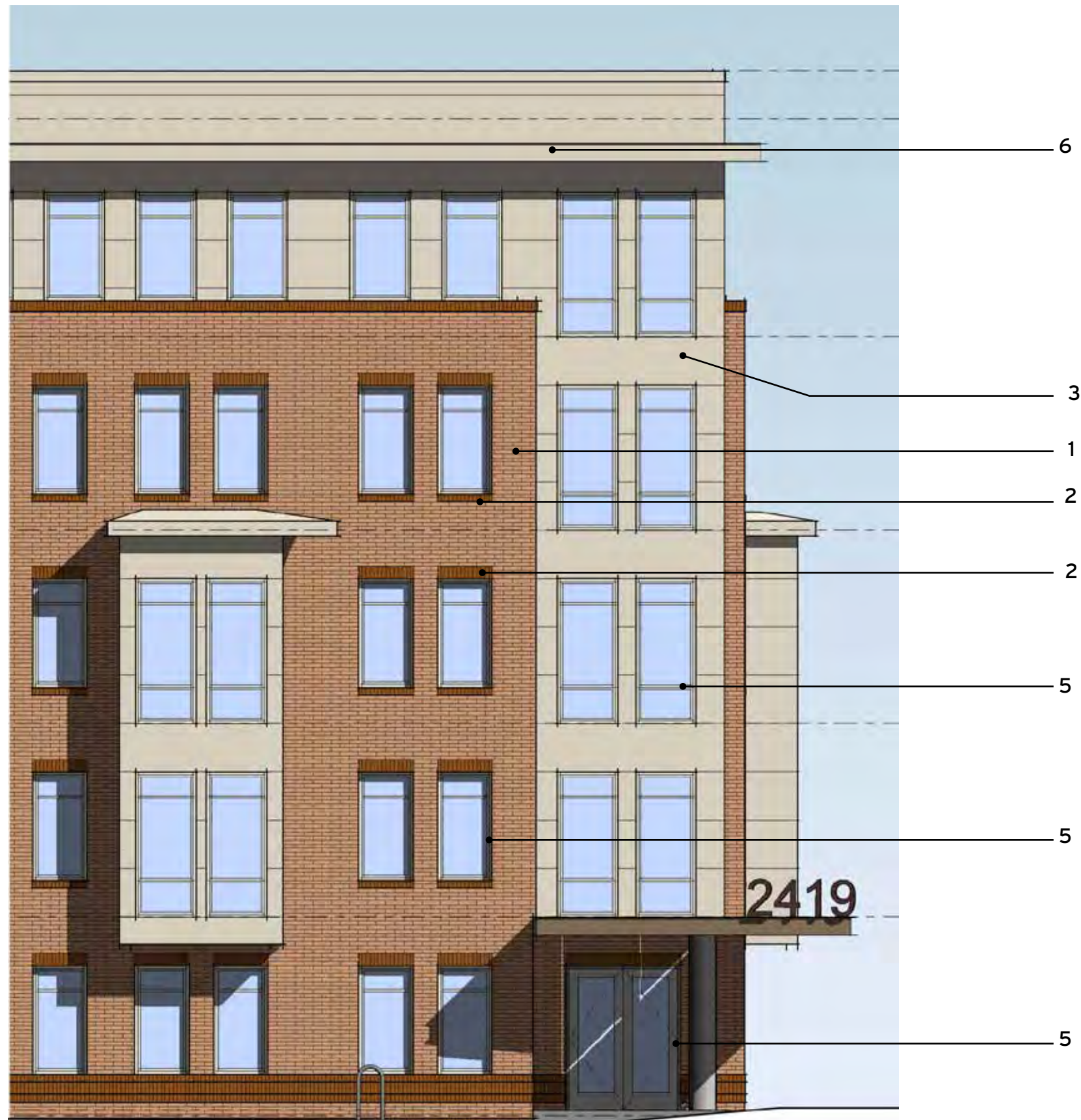
B-West Elevation



KEY PLAN







KEY PLAN

MATERIAL LEGEND

- 1 BRICK
- 2 ACCENT BRICK
- 3 FIBER CEMENT PANELING
- 4 FIBER CEMENT SIDING
- 5 WINDOWS AND DOORS
- 6 METAL BALCONY, CANOPY, AND RAILING

ENLARGED ELEVATION - EAST ELEVATION





KEY PLAN

**MATERIAL LEGEND**

- 1 BRICK
- 2 ACCENT BRICK
- 3 FIBER CEMENT PANELING
- 4 FIBER CEMENT SIDING
- 5 WINDOWS AND DOORS
- 6 METAL BALCONY, CANOPY, AND RAILING

**ENLARGED ELEVATION - SOUTH ELEVATION**

September 4, 2020

©2020 Torti Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132







1. Brick Masonry #1



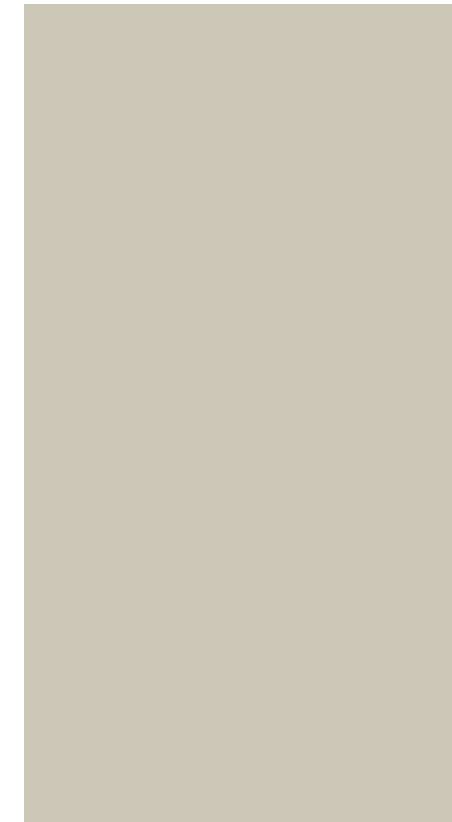
2. Accent Brick #2



5. Windows and Doors



6. Metal Railings, Balconies and Canopy



3. Fiber Cement Panel Color #1  
\* Includes Penthouse



4. Fiber Cement Siding Color #2





BUILDING ENTRANCE SIGNAGE ZONE -  
2'-0" HEIGHT X 10'-0" LENGTH MAXIMUM  
ALUMINUM.

*EXTERNALLY LIT*

**TYPE A - BUILDING ENTRANCE SIGNAGE**



PARKING SIGNAGE ZONE -  
1'-0" HEIGHT X 12'-0" LENGTH MAXIMUM  
ALUMINUM

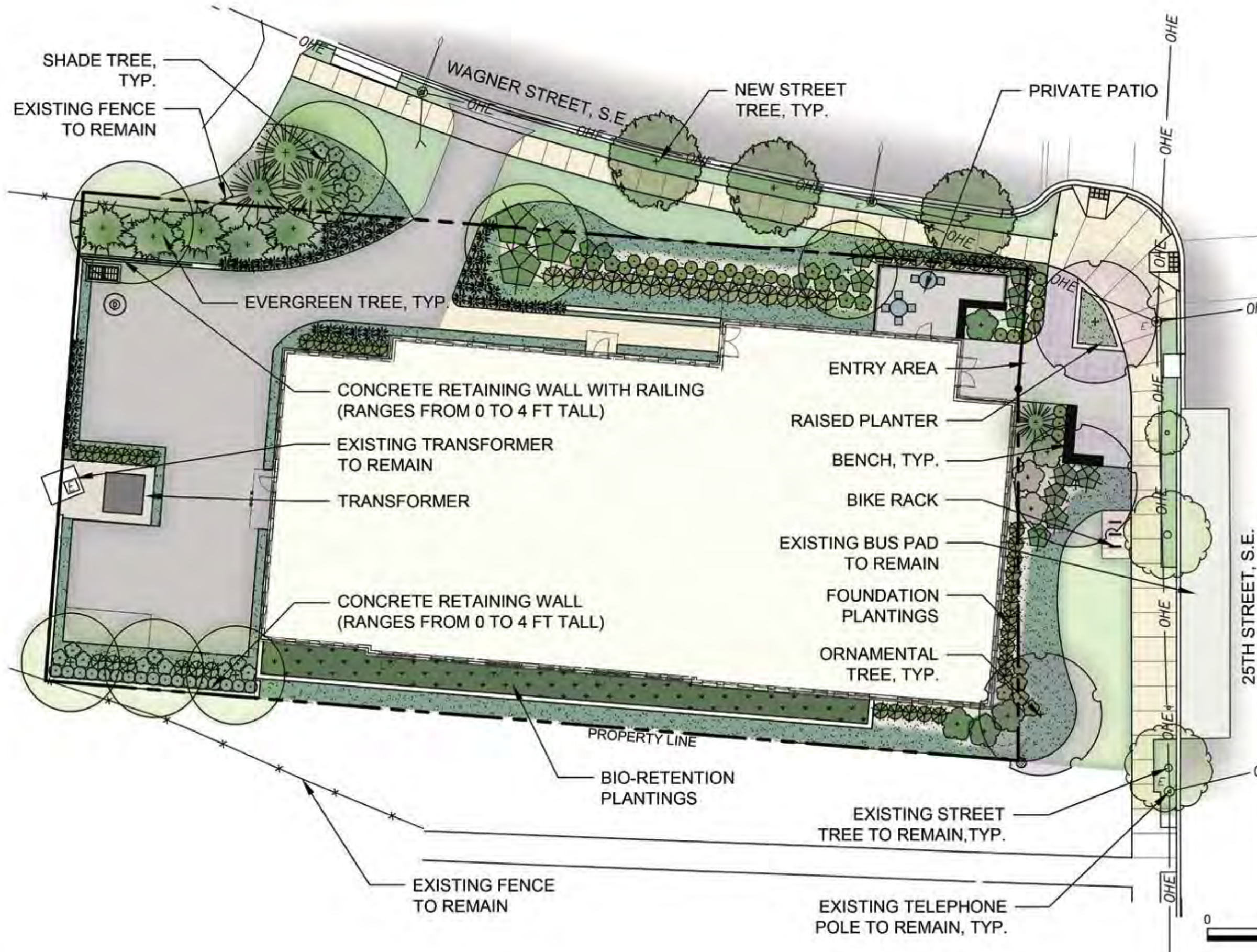
*EXTERNALLY LIT*

**TYPE B - PARKING ENTRANCE SIGNAGE**



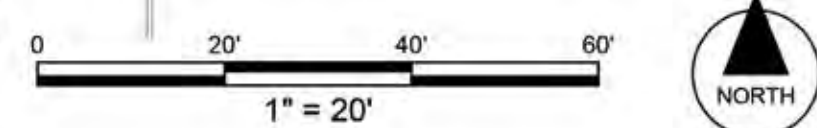
KEY PLAN





- LEGEND**
- BIORETENTION
  - GROUNDCOVER
  - SMALL STREET TREE
  - EXISTING STREET TREE
  - SHADE TREE
  - ORNAMENTAL TREE
  - EVERGREEN TREE
  - EVERGREEN TREE

**NOTES:**  
 1. FINAL PUBLIC SPACE DESIGN SUBJECT TO DDOT PUBLIC SPACE APPROVAL PROCESS  
 2. SEE L07 FOR REPRESENTATION FOR TYPES OF PLANTS TO BE USED.



Note: All features in public space or within the building restriction line area are subject to DDOT Public Space Committee approval.

September 4, 2020 ©2020 Tori Gallas Urban | 650 F Street, Suite 690 NW | Washington, DC 20004 | 202.232.3132





# 2419 25<sup>th</sup> Street SE

Zoning Commission Case No. 20-09

Nicole A. White, P.E., PTOE

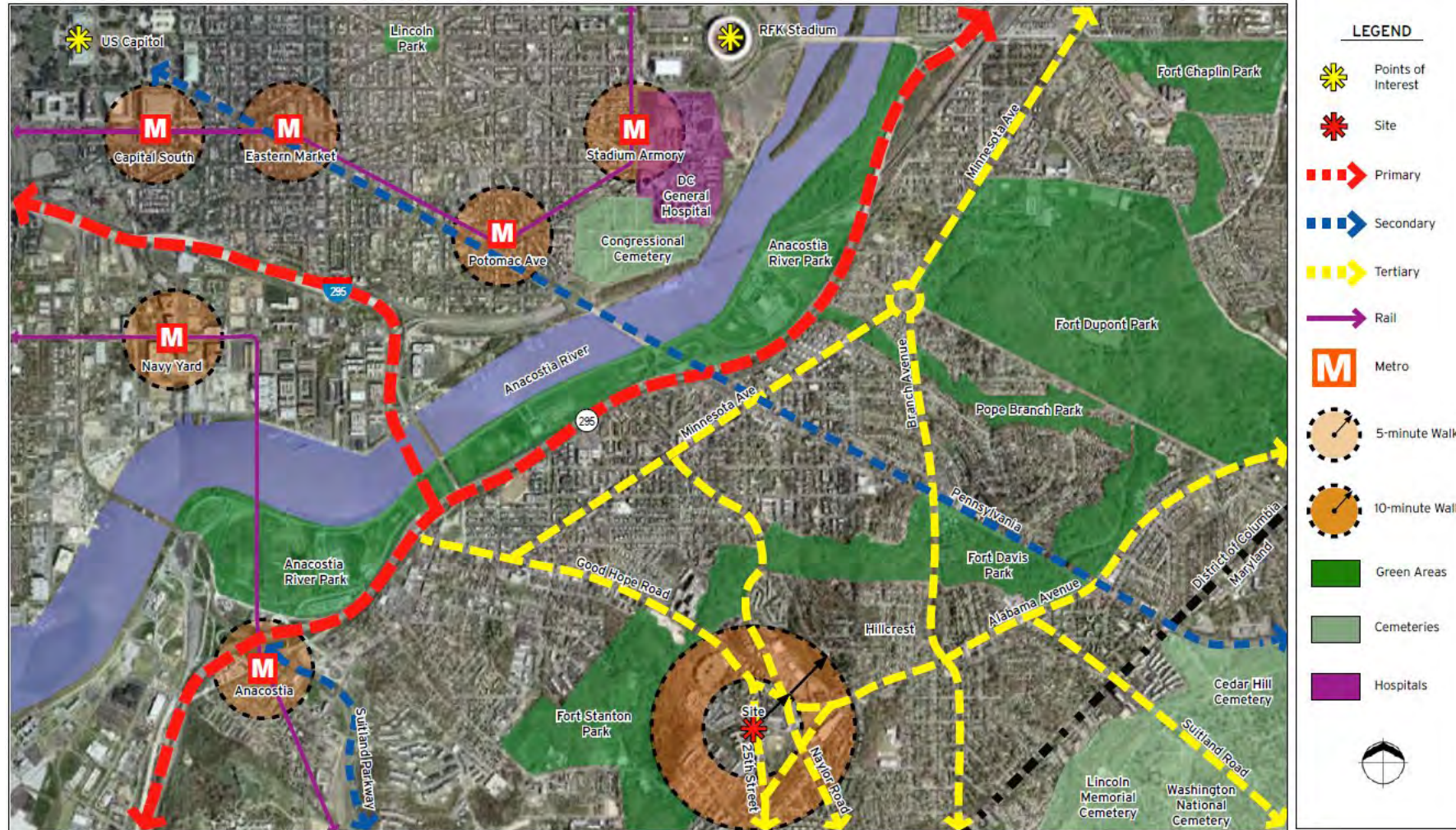
September 24, 2020



**symmetra** design

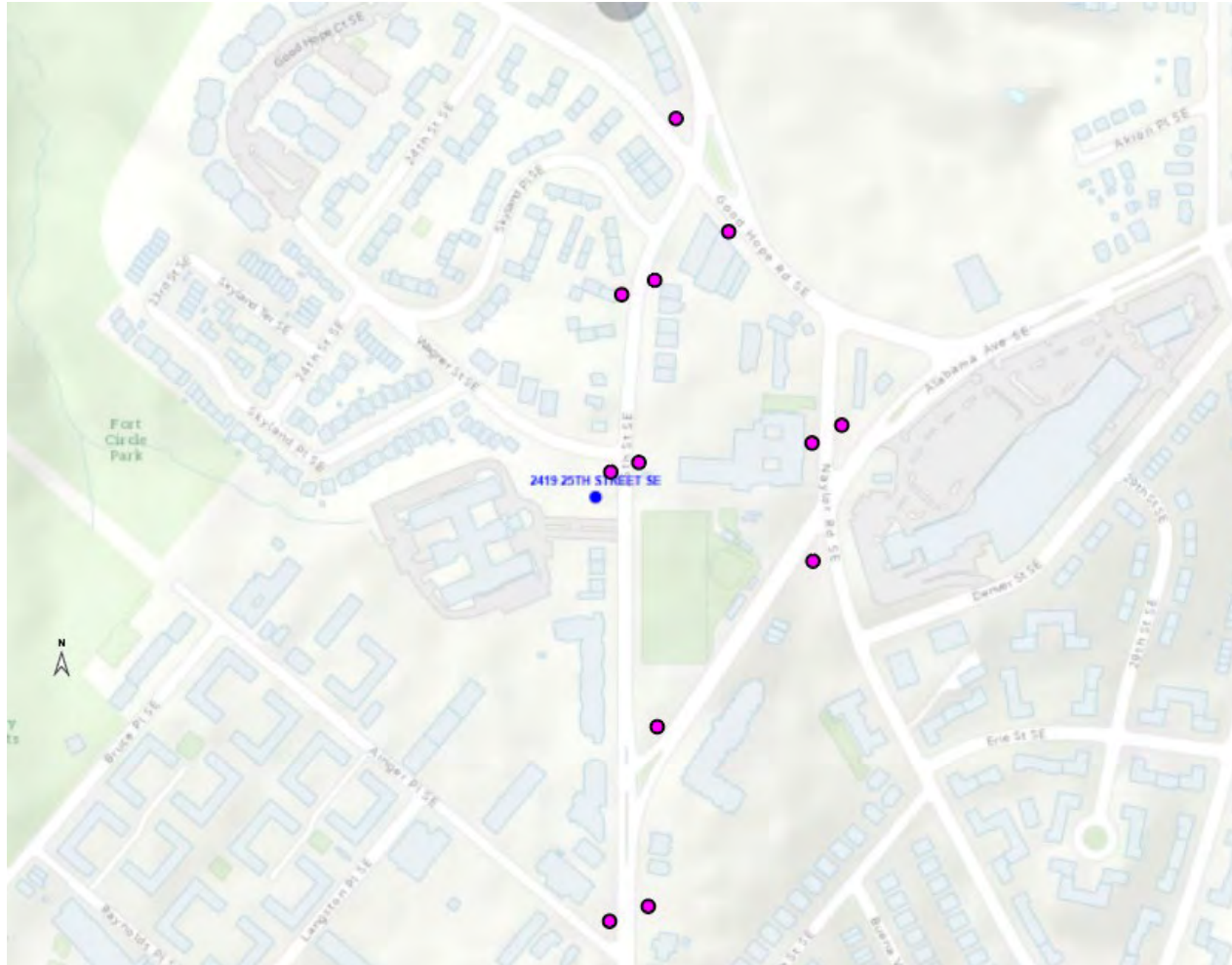


# Transportation Network





## Bus Lines Accessible within ¼-Mile Radius

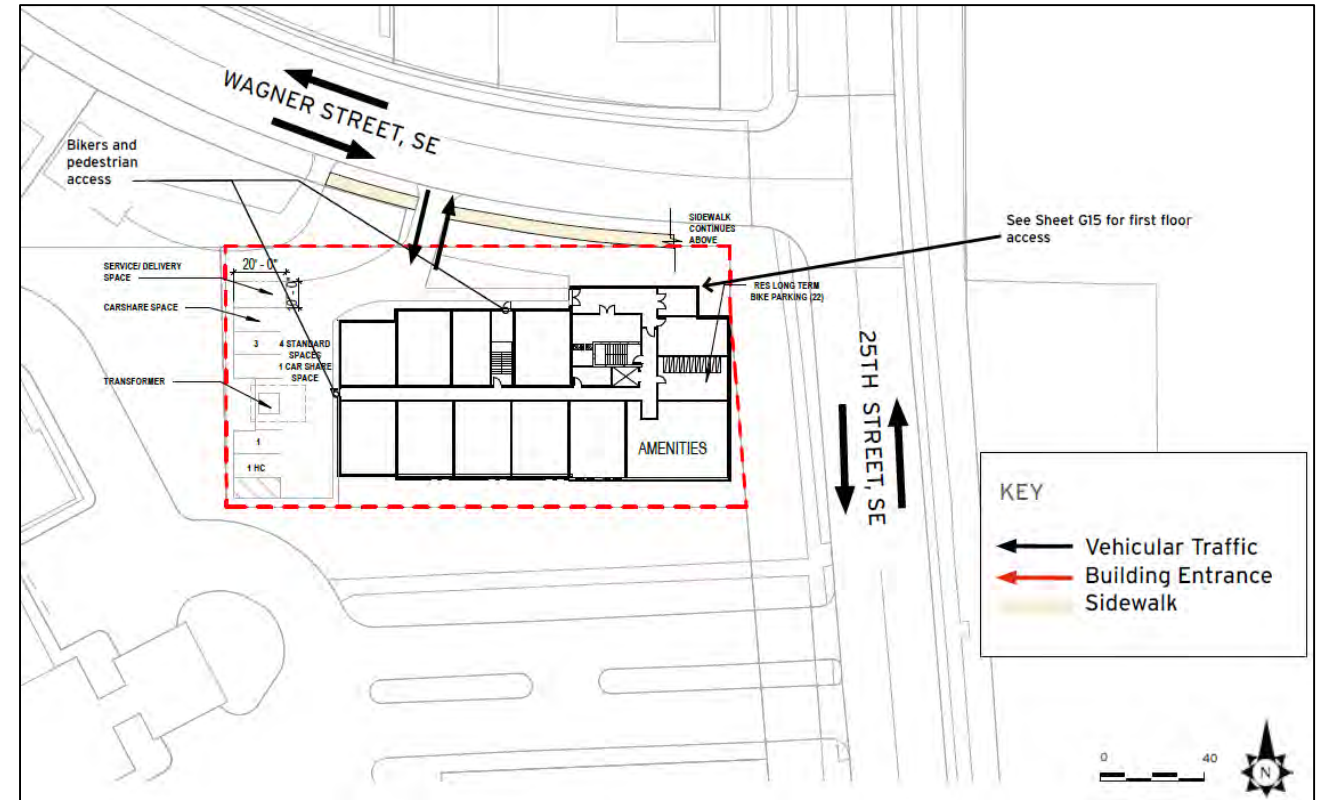


- Neighborhood has a Walkscore of 66
- 12 bus stops in ¼ mile
- Access to 7 bus lines (30S, 32, 92, W2, W4, W6, and W8)



## Site Access

- Vehicular site access is proposed via Wagner Street, SE
- Site driveway is 12 feet and accommodates two-way traffic
- Driveway width is consistent with DDOT's standard per the Design and Engineering Manual
- Limited cars, no adverse impacts





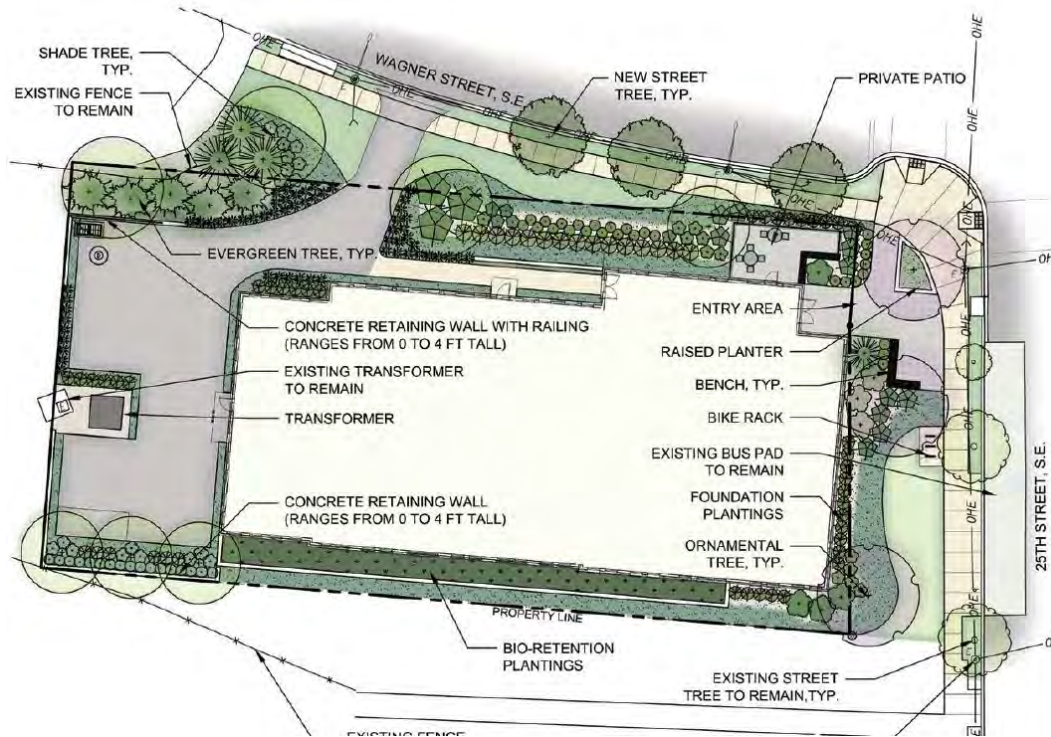
## DDOT Support

- Full support for the application, on 3 conditions:
  1. Fund and construct a sidewalk on the south side of Wagner, between 25th Street and the nearest single-family residential driveway to the west of the site, and construct curb extensions on Wagner at the intersection with 25th Street;
  2. Implement the TDM plan as proposed in our transportation report; and
  3. Implement the Loading Management Plan proposed in our transportation report.



# Sidewalk to be Constructed:

South Side of Wagner Street, West of Site, to Res. Driveway





## 2) Transportation Demand Management (1 of 2)

- a. **Identify Transportation Coordinator** for the planning, construction, and operations phases of development. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- b. Provide Transportation Coordinators' contact information to goDCgo, **conduct an annual commuter survey of employees on-site**, and **report TDM activities and data collection efforts to goDCgo** once per year
- c. Transportation Coordinator will **develop, distribute, and market various transportation alternatives and options to the residents**, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building communications.
- d. **Transportation Coordinator will receive TDM training from goDCgo** to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- e. **Provide welcome packets to all new residents** that should, at a minimum, **include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus)**, carpool and vanpool information, **CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map**. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- f. **Provide residents who wish to carpool with detailed carpooling information** and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.



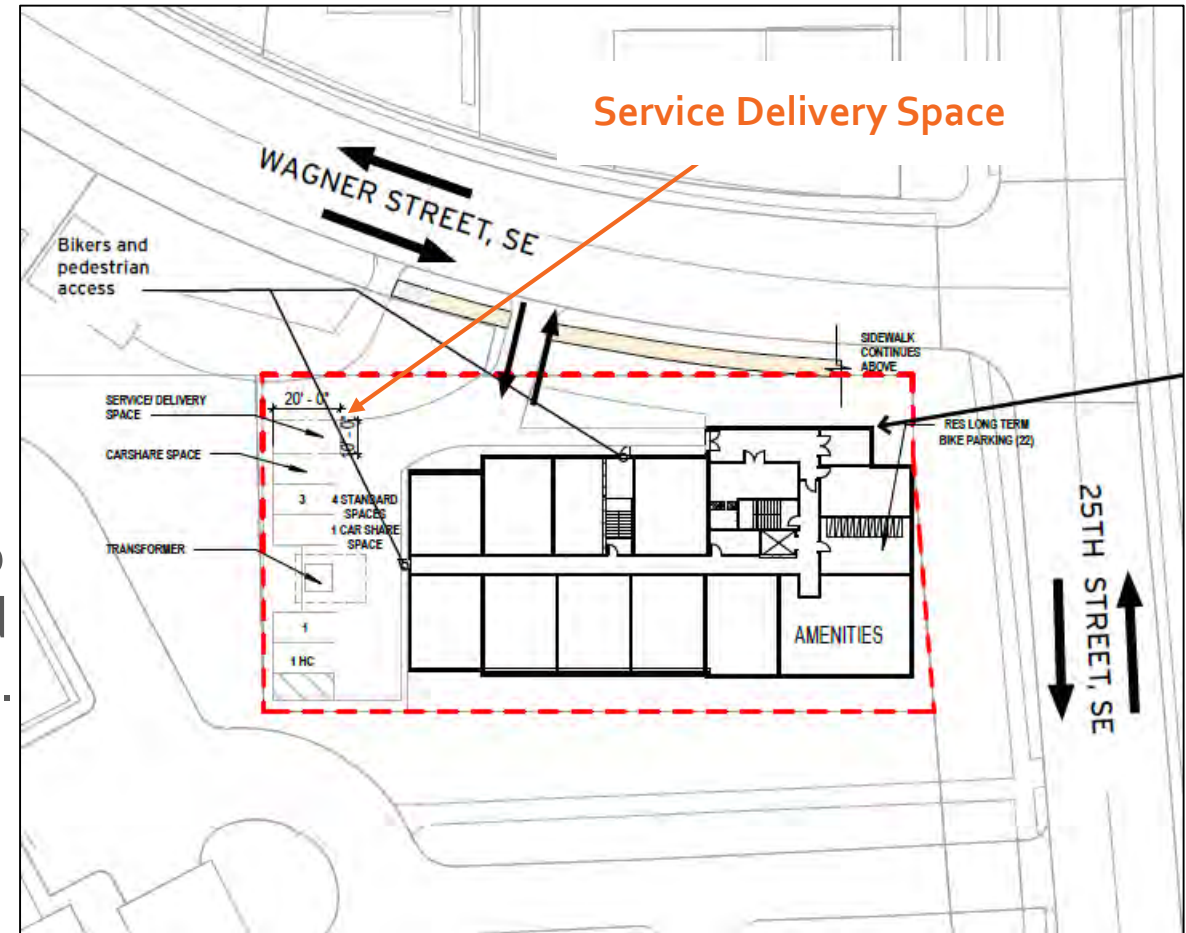
## 2) Transportation Demand Management (2 of 2)

- g. Transportation Coordinator will **subscribe to goDCgo's residential newsletter**.
- h. **Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.**
- i. **Provide a FREE SmarTrip card** to every new resident and a **complimentary Capital Bikeshare coupon** good for one ride.
- j. Will **meet ZR16 short- and long-term bicycle parking requirements**. Long-term bicycle space will be provided free of charge to residents. (22 long-term spaces provided)
- k. Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit **documentation from DCRA summarizing compliance** with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and
- l. Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a **letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years** (as measured from the final certificate of occupancy for the Project) **summarizing continued compliance with the transportation and TDM conditions** in the Order.



## Loading

- Zoning requires (1) loading berth at 30 feet deep, (1) service/delivery space at 20 feet deep.
- Requesting relief for a loading berth and loading platform
- A service space will be provided at 20 feet deep as required by the proposed zoning
- Proposed loading plan allows Applicant to devote a greater amount of the Site's land area to landscaping and pervious surfaces.
- 20-foot moving truck would be sufficient (96% studio and one bedroom and all units between 445-730 square feet)





## Loading Management Plan

- a. The property manager will be responsible for coordinating with tenants to **schedule deliveries and move-ins/move-outs**, and will work with the community and neighbors to resolve any conflicts should they arise.
- b. A lease provision will require all tenants to use **only the service delivery space for all deliveries and move-in and moveout activities**.
- c. **The maximum size for on-site delivery vehicles is 20 feet in length.**
- d. Residents utilizing moving trucks **greater than 20 feet in length shall be required to obtain “Emergency, No Parking” signs** for Wagner Street SE during the duration of the move. The fees for this service will be **paid by the resident**. The property manager will schedule move-ins/move-outs using the service delivery space such that the loading capacity is not exceeded.
- e. In the event that an unscheduled delivery vehicle arrives **while the dock is full, that driver will be directed to return at a later time** when the service space will be available so as to not compromise safety or impede operations on Wagner Street SE or 25th Street SE.
- f. Trash/recycle will be stored in the building, and then rolled out from the trash room to be collected on Wagner Street.



## Conclusions

- The development is located close to several bus stops, that provide access to 7 bus lines and connections to Metrorail stations.
- Site access is adequate to support development and minimal traffic levels.
- The applicant will fund construction of a sidewalk adjacent to the site and curb extension at Wagner Street (public benefit)
- The applicant has committed to Transportation Demand Management (TDM) measures to minimize traffic and parking impacts.
- The applicant has committed to a Loading Management Plan to minimize impacts to pedestrians and to building tenants, reduce conflicts between truck traffic



## PUD PROCESS (11-X DCMR § § 300.1 & 300.4)

- Intended to provide for higher quality development through flexibility in building controls, provided the PUD:
  - a) Results in a project superior to what would result from the matter-of-right standards;
  - b) Offers a commendable number or quality of meaningful public benefits; and
  - c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.
- A PUD application may include a related zoning map amendment, which is only valid in combination with the approved PUD.



## PUD STANDARD OF REVIEW (11-X DCMR § § 304.3 & 304.4)

- Zoning Commission shall judge, balance, and reconcile the relative value of public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects of the project.
- The Zoning Commission shall find that the proposed development:
  - Is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs;
  - Does not result in unacceptable project impacts but instead impacts shall be favorable, capable of being mitigated, or acceptable given the quality of public benefits; and
  - Includes specific public benefits and project amenities that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.

# DEVELOPMENT INCENTIVES / FLEXIBILITY

- Map amendment (R-3 to RA-2)
- Minimum PUD land area (X-301.1): 55% reduction (5% more than permitted, approx. 2,179 sf).
- Loading berth requirement (C-901.1).
- Driveway width requirement (C-711.6).

	R-3	RA-2	Proposed
Density	Matter-of-Right: 1.8 FAR  PUD: 2.16 FAR  * Calculated using lot occupancy and story limit	Matter-of-Right: 1.8 FAR (2.16 FAR w/ IZ)  PUD: 2.592 FAR	2.59 FAR
Height	Matter-of-Right: 40 ft.  PUD: 50 ft.	Matter-of-Right: 50 ft.  PUD: 60 ft.	55 ft.



# PUBLIC BENEFITS AND PROJECT AMENITIES

Urban design and architecture  
(X-305.5(a))

- Responsive to context (materials, step downs, setbacks, articulation).

Landscaping, open space, streetscape  
(X-305.5(b) & (l))

- Ground level patio and roof terrace.
- Garden areas and buffer planting.
- Public space improvements.
- Bioretention.

Site planning, efficient land utilization  
(X-305.5(c))

- Proximity to Metrobus routes.
- Proximity to Skyland Town Center.



# PUBLIC BENEFITS AND PROJECT AMENITIES

Housing and affordable housing  
(X-305.5(f) & (g))

- 67 new dwelling units.
- 100% senior affordable (up to 60% MFI).

Transportation infrastructure  
(X-305.5(o))

- Sidewalk extension.
- Curb extension.
- TDM.

Other public benefits  
(X-305.5(r))

- Laptops (\$20,000).
- Families Rise (\$7,000).
- Gerald Project (\$5,000).





# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p><b>Land Use</b></p>	<ul style="list-style-type: none"> <li>• Better utilization of underutilized land.</li> <li>• New housing (100% affordable).</li> <li>• Potential building impacts mitigated through design (relates to existing development, setbacks, building placement, stepdowns, 53% lot occupancy, screening)</li> <li>• <b>Favorable recommendation from DCOP.</b></li> </ul>	<p>Favorable or capable of being mitigation</p>
<p><b>Transportation</b></p>	<ul style="list-style-type: none"> <li>• Fully analyzed in Transportation Statement.</li> <li>• Minimal vehicular trip generation.</li> <li>• Access to several bus routes.</li> <li>• Satisfies minimum vehicle and bike parking requirements.</li> <li>• Service delivery space will meet loading demand.</li> <li>• Potential loading impacts mitigated through implementation of LMP.</li> <li>• Positive impact to pedestrian safety and circulation.</li> <li>• <b>No objection from DDOT.</b></li> </ul>	<p>Favorable or capable of being mitigated</p>

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p><b>Housing</b></p>	<ul style="list-style-type: none"> <li>• Positive impact on housing (67 new dwelling units).</li> <li>• Positive impact on affordable housing (100% senior affordable up to 60% MFI).</li> <li>• No demolition of existing housing or displacement of existing residents.</li> <li>• <b>No objection from DHCD or DACL.</b></li> </ul>	<p>Favorable</p>
<p><b>Environmental Protection</b></p>	<ul style="list-style-type: none"> <li>• Enterprise Green Communities design.</li> <li>• <b>No objection from DOEE.</b></li> </ul>	<p>Favorable or capable of being mitigated</p>
<p><b>Economic Development</b></p>	<ul style="list-style-type: none"> <li>• Support retail sector and nearby business.</li> <li>• <b>No objection from DSLDB</b></li> </ul>	<p>Favorable</p>



# POTENTIAL IMPACTS

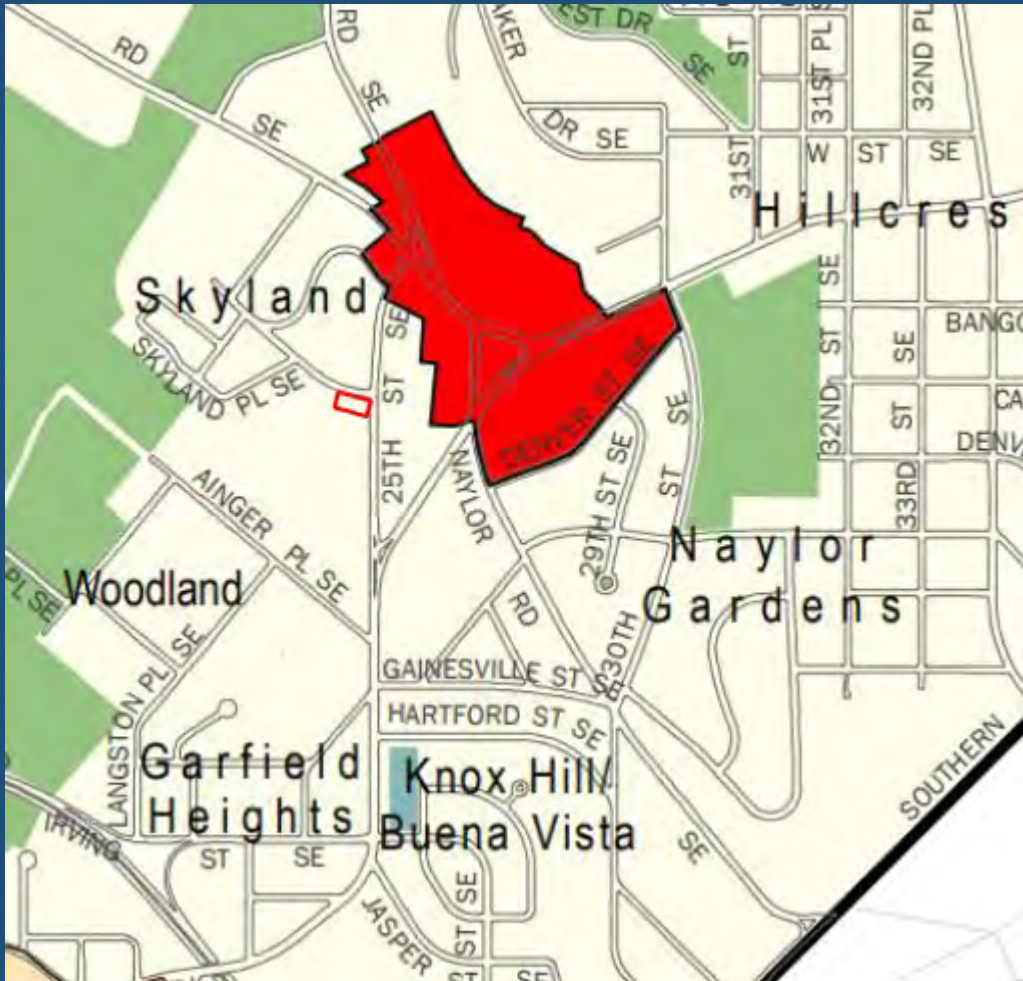
Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> <li>No impacts to public parks.</li> <li><b>No objection from DPR.</b></li> </ul>	No impact
Urban Design	<ul style="list-style-type: none"> <li>Contextual design.</li> <li>Improvements to public realm.</li> <li><b>Favorable recommendation by DCOP.</b></li> </ul>	Favorable
Historic Preservation	<ul style="list-style-type: none"> <li><b>Favorable recommendation by DCOP.</b></li> </ul>	No impact
Educational Facilities	<ul style="list-style-type: none"> <li>No adverse impact on schools anticipated.</li> <li>Favorable impact to schools in ANC 8B through contribution for laptops.</li> </ul>	Favorable or no impact
Infrastructure	<ul style="list-style-type: none"> <li>No adverse impact to infrastructure anticipated.</li> </ul>	Favorable or no impact

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Community Services and Facilities</b>	<ul style="list-style-type: none"><li>• No adverse impacts to publicly-owned land anticipated.</li><li>• No adverse impacts to health care facilities anticipated.</li><li>• No adverse impacts to libraries, emergency services, community centers anticipated.</li><li>• Favorable impact to community through contributions for youth services.</li><li>• <b>No objection from FEMS.</b></li></ul>	Favorable or no impact



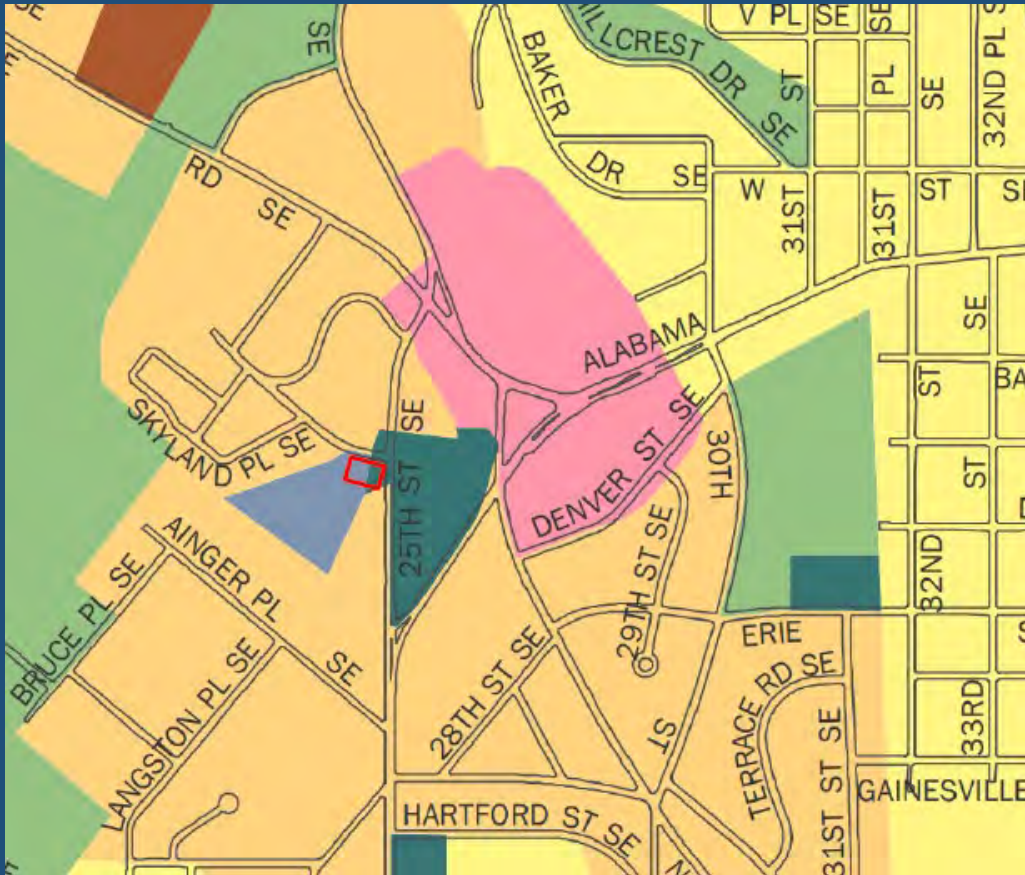
# COMPREHENSIVE PLAN – GENERALIZED POLICY MAP



## Neighborhood Conservation Area:

- Guiding philosophy is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs.
- New development should be compatible with existing scale, natural features, and character.
- Proposed PUD is compatible with the scale and character of surrounding area and will provide 67 units of new senior affordable housing to help address citywide housing needs.

# COMPREHENSIVE PLAN – FUTURE LAND USE MAP



## Local Public Facility / Institutional:

- FLUM guidelines – “If a change in use occurs on these sites...the new designations should be generally comparable in density and intensity to those in the vicinity.”
- Surrounding Area (Existing): Single family and multi-family residential (2 – 4 stories). Adjacent Nursing Home (3 stories) Skyland Town Center (5 stories).
- Surrounding Area (FLUM): Moderate Density Residential.
- Framework Element: RA-2 consistent with Moderate Density Residential FLUM category.



# CONCLUSION

- Not inconsistent with the Comprehensive Plan.
- Any potential inconsistencies with individual Comprehensive Plan policies are outweighed by other competing priorities relating to housing, affordable housing, pedestrian circulation, and community facilities and services.
- Will not cause any unacceptable impacts.
- The public benefits balance the degree of development incentives requested.
- Consistent with the Zoning Act and will create conditions that are favorable to public health, safety, welfare, and convenience.

