



WESTMINSTER CHURCH LIVING

400 I STREET SW
WASHINGTON DC

ZONING COMMISSION HEARING PRESENTATION

APRIL 12
2021



BELIEVE IN COMMUNITY



WESTMINSTER PRESBYTERIAN



SUPPORTIVE



BEACON IN THE SOUTHWEST

PROGRESSIVE



CREATIVE OUTLET



Westminster Presbyterian Church

Zoning Commission Case No. 20-12

Shane L. Dettman
Director of Planning Services
April 12, 2021

Holland & Knight

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-related map amendments establish no precedent for consideration of standalone map amendment requests for the PUD site or adjacent areas, or future PUDs.

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.

COMPREHENSIVE PLAN “ROAD MAP”

- The Comprehensive Plan is a “broad framework intended to guide the future land use planning decisions for the District.” *Wisconsin-Newark Neighborhood Coal. v. District of Columbia Zoning Comm’n.*
- “The Plan is not a code of prohibitions; it is an interpretive guide, which the Commission must consider holistically.” *Tenley & Cleveland Park, supra 550 A.2d at 338* (quoting 1984 Comp Plan Committee of the Whole Report on bill 5-282)
- The Comprehensive Plan reflects numerous “occasionally competing policies and goals,” and, “[e]xcept where specifically provided, the Plan is not binding.” *Durant v. District of Columbia Zoning Comm’n.*
- “[E]ven if a proposal conflicts with one or more individual policies associated with the Comprehensive Plan, this does not, in and of itself, preclude the Commission from concluding that the action would be consistent with the Comprehensive Plan as a whole.” *Durant v. District of Columbia Zoning Comm’n.*

FRAMEWORK ELEMENT (AUGUST 2020)

- “In its decision-making, the Zoning Commission must make a finding of “not inconsistent with the Comprehensive Plan.” To do so, the Zoning Commission must consider the many competing, and sometimes conflicting, policies of the Comprehensive Plan, along with the various uses, development standards and requirements of the zone districts. It is the responsibility of the Zoning Commission to consider and balance those policies relevant and material to the individual case before it in its decision-making, and clearly explain its decision-making rationale.”

10A DCMR 224.8

ASSESSING GPM AND FLUM CONSISTENCY

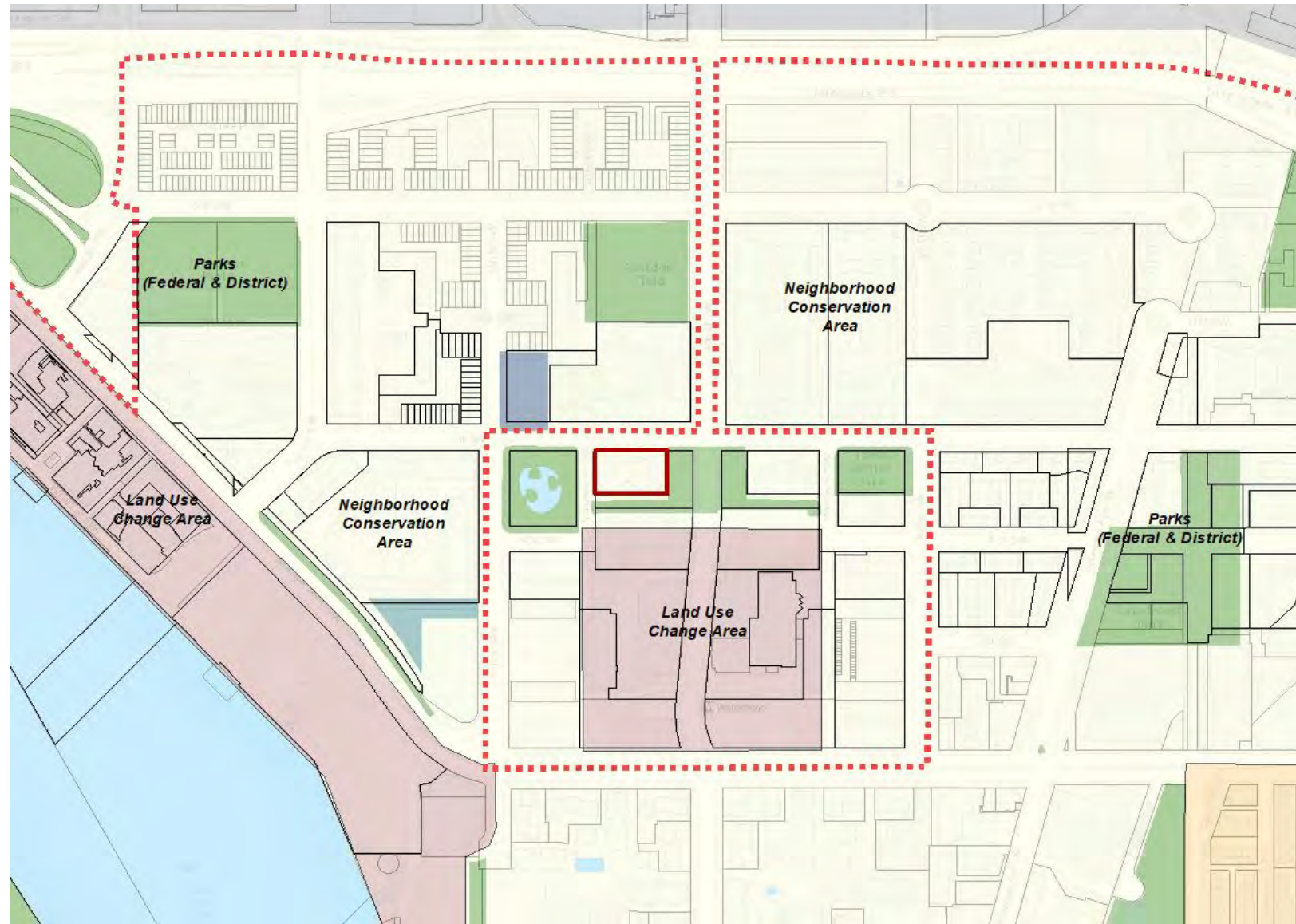
- Both maps are intended to be interpreted broadly, and “[b]oth maps carry the same legal weight as the text of the Comprehensive Plan.” 10A DCMR 200.5
- The GPM “is a generalized depiction of anticipated changes...because it is a generalized view, boundaries shown should be interpreted as approximate and not precise delineations,” and “should be used to guide land use decision-making in conjunction with the Comprehensive Plan text, the [FLUM], and other Comprehensive Plan maps.”
- “The [FLUM] is intended to be used in conjunction with the Comprehensive Plan’s policies and actions. Preparation of this map is explicitly required by D.C. Law; its purpose is to represent the land use policies set forth in the proposed Land Use Element, ‘...’” (D.C. Official Code § 1-306.02).10A DCMR 227.1

ASSESSING GPM AND FLUM CONSISTENCY

- “The Zoning Commission, in selecting a zone district such as through a [PUD] or Zoning Map Amendment, determines if it is not inconsistent with the Comprehensive Plan. In making this determination...the Zoning Commission considers and balances the competing and sometimes conflicting aspects of the Comprehensive Plan, including the policies and text; the intent of the Future Land Use Map land use category; and the Future Land Use Map and Generalized Policy Map. Under the Zoning Regulations, a proposed [PUD] should not result in unacceptable project impacts on the surrounding area.” 10A DCMR 227.2
- “...even if a zone is not identified in a category, it can be permitted as described in Section 227.2.” 10A DCMR 228.1(e)
- The Commission may permit higher intensity development on a site without running afoul of the FLUM:

“We agree with the Commission, however, that permitting some high-density development on the site does not necessarily make the PUD inconsistent with the FLUM. The FLUM explicitly contemplates two ways in which more intensive development than is otherwise reflected in the FLUM may be permissible: ...(2) the PUD process may permit greater height or density.” *Friends McMillan Park v. District of Columbia Zoning Comm’n*, 149 A.3d 1027, 1035 (D.C. 2016).

COMPREHENSIVE PLAN – GENERALIZED POLICY MAP (GPM)



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 222 units, including 123 new senior affordable units, to help address citywide housing needs.

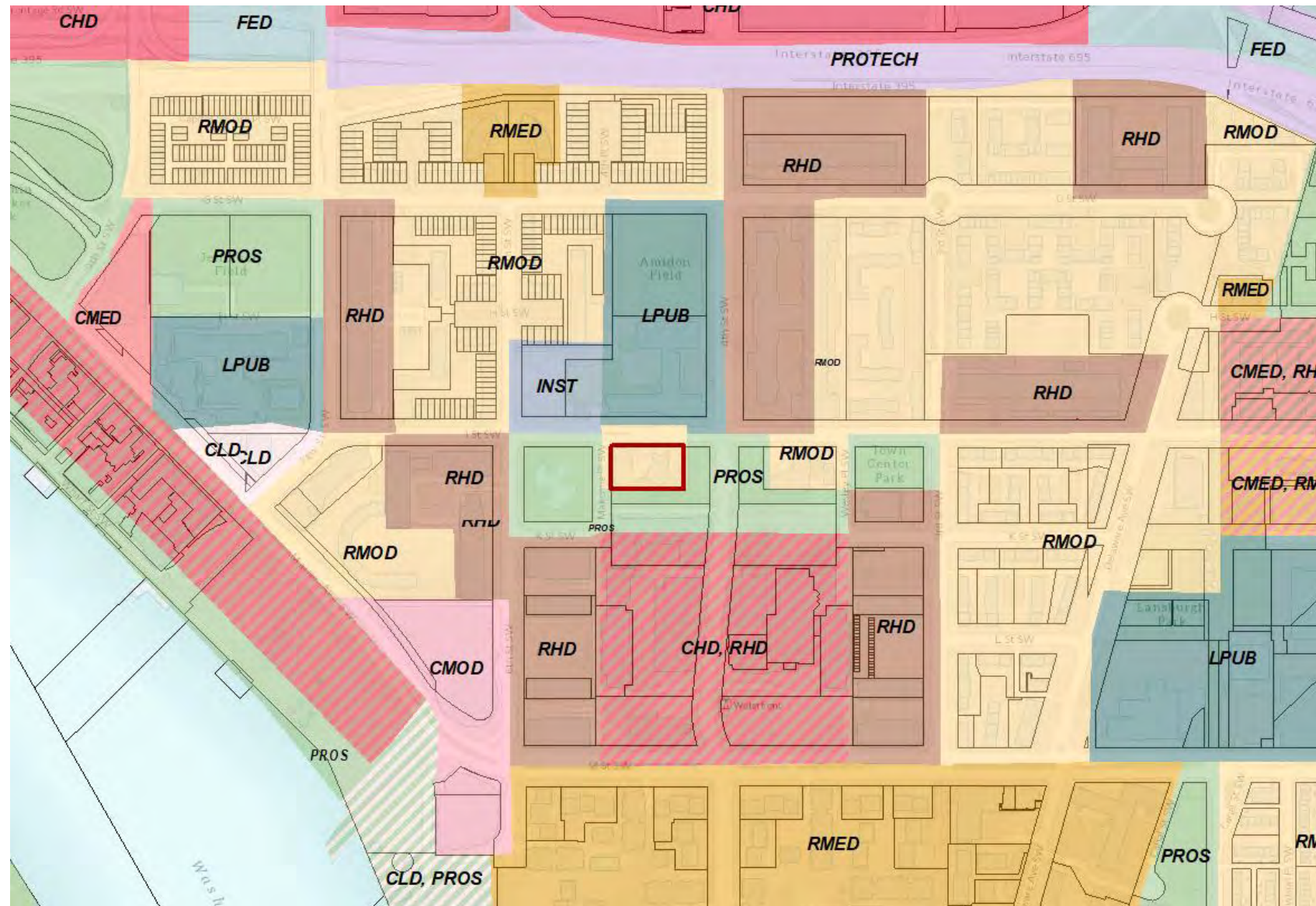
COMPREHENSIVE PLAN – GPM



Southwest Neighborhood Plan:

- “The Plan recommends some changes to the Comprehensive Plan future land use designations in targeted areas to both accommodate growth and reinforce the neighborhood pattern of high and low scale development.”
- Its high-rise and low-rise building heights,...exemplifies another defining urban design feature of Southwest that contributes to the neighborhood’s physical character.
- The neighborhood is predominately residential in character with an eclectic mix of high and low density residential housing typologies, from single family townhomes to apartment towers.
- A variety of high and low building heights is unique to Southwest, an intentional mix of townhouses and high-rise towers. Most buildings in the area are under four stories or over eight stories. This defining feature of Southwest is valued by the community.

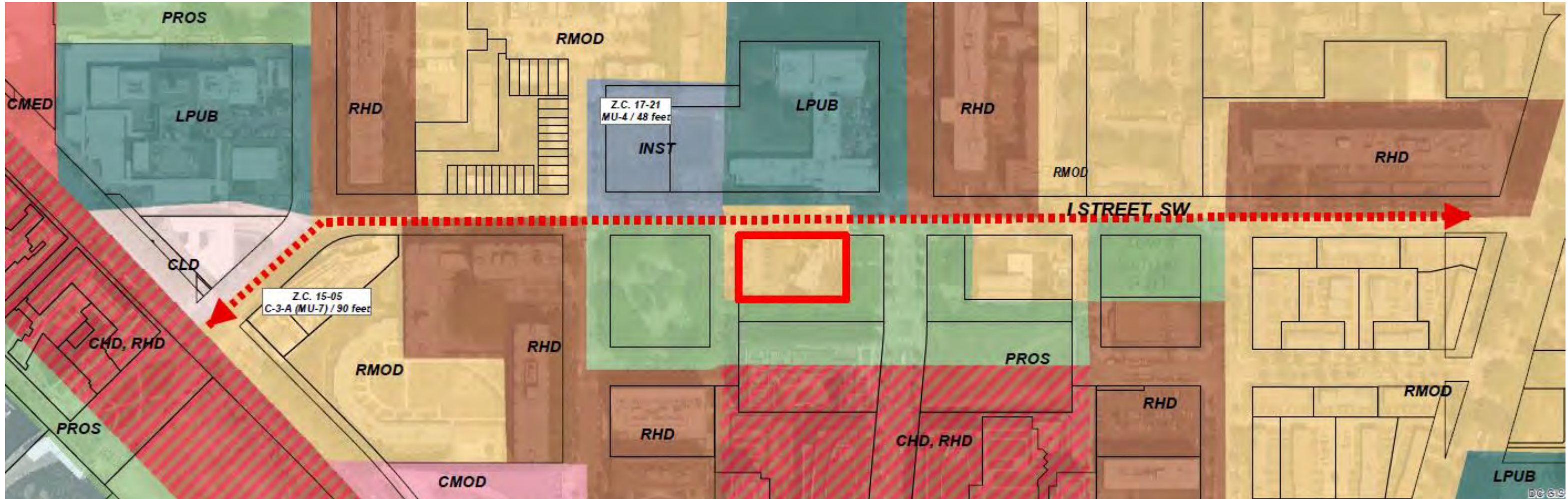
COMPREHENSIVE PLAN – FLUM



- Moderate Density Residential:
 - Generally suited for rowhouses and low-rise garden apartment complexes.
 - Acknowledges areas that contain pre-existing multi-story apartment buildings.
- Proposed building is not a moderate density building.
- Consistent with mixed-height, mixed-density development pattern of the overall neighborhood.
 - Moderate density interspersed with high-density.
 - Transitional site between high-density, mixed-use around Metrorail and mixed-density area to the north of I Street.

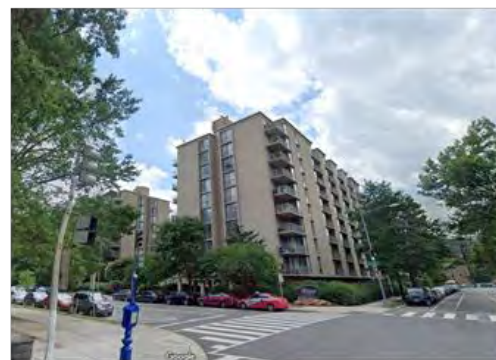
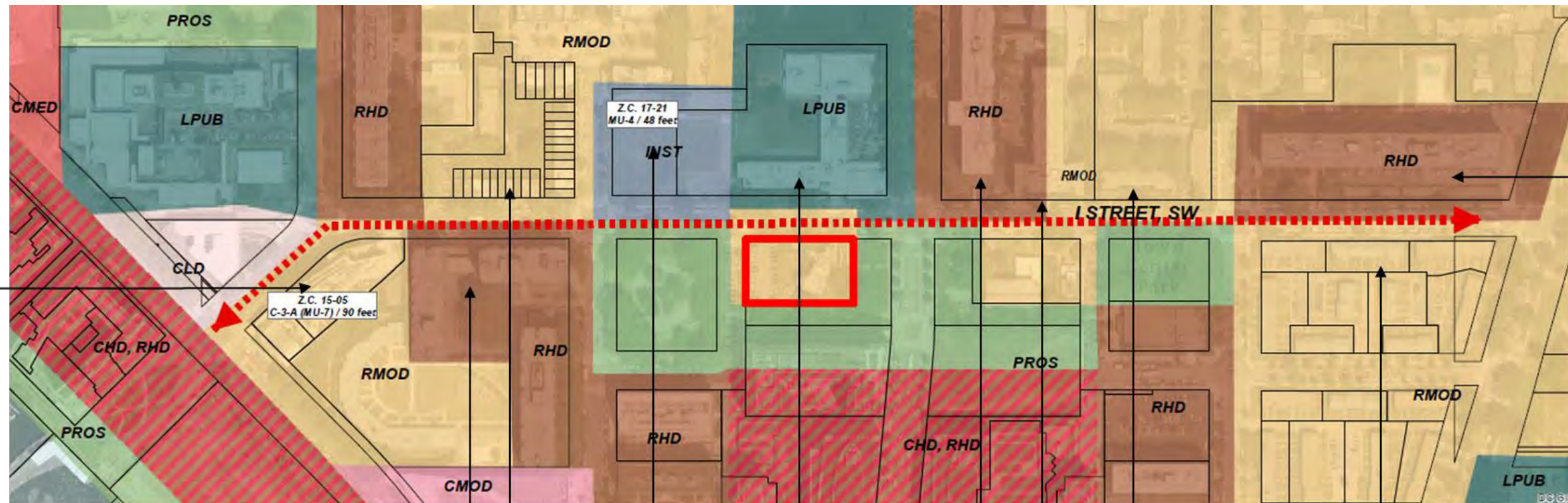
COMPREHENSIVE PLAN – FLUM

I STREET CORRIDOR DEVELOPMENT PATTERN



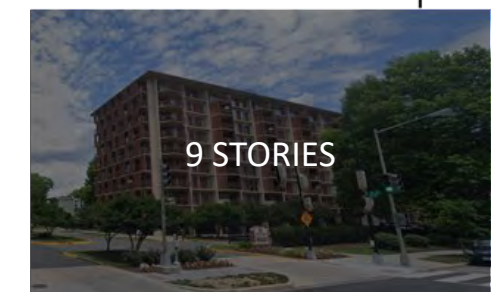
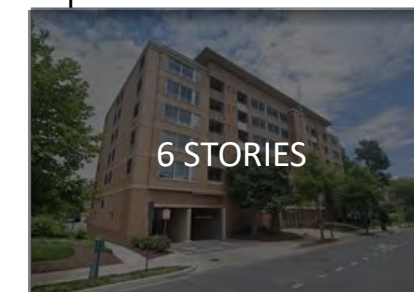
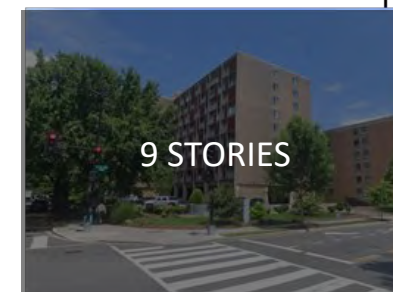
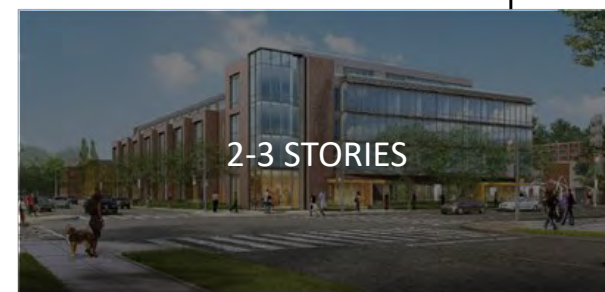
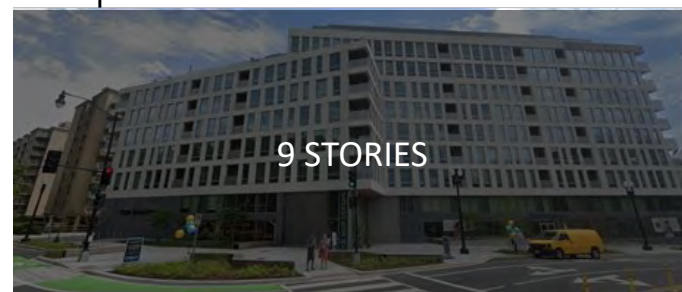
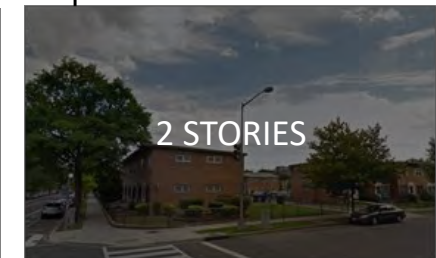
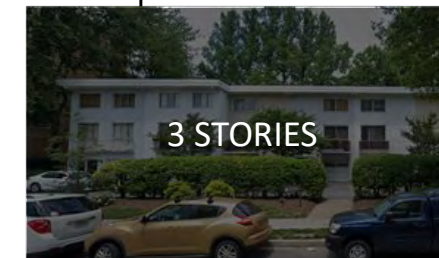
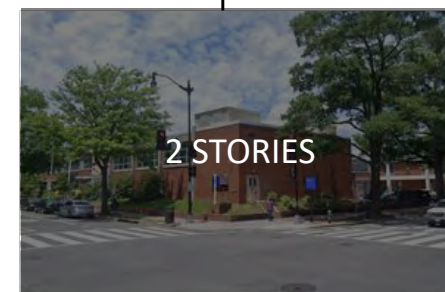
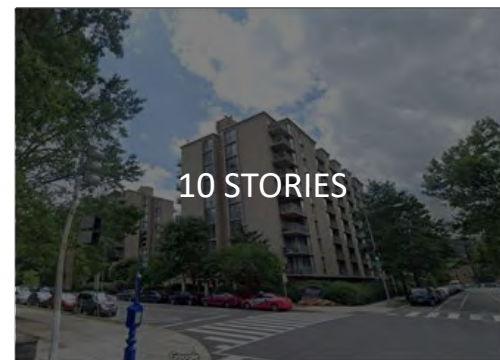
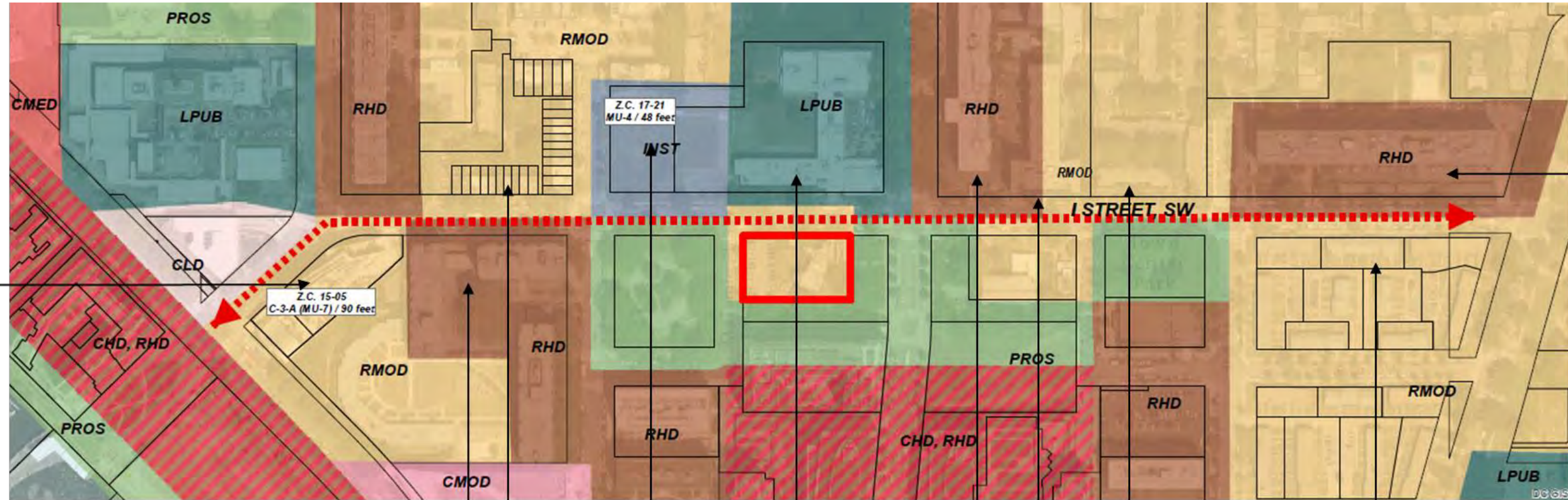
COMPREHENSIVE PLAN – FLUM

I STREET CORRIDOR DEVELOPMENT PATTERN



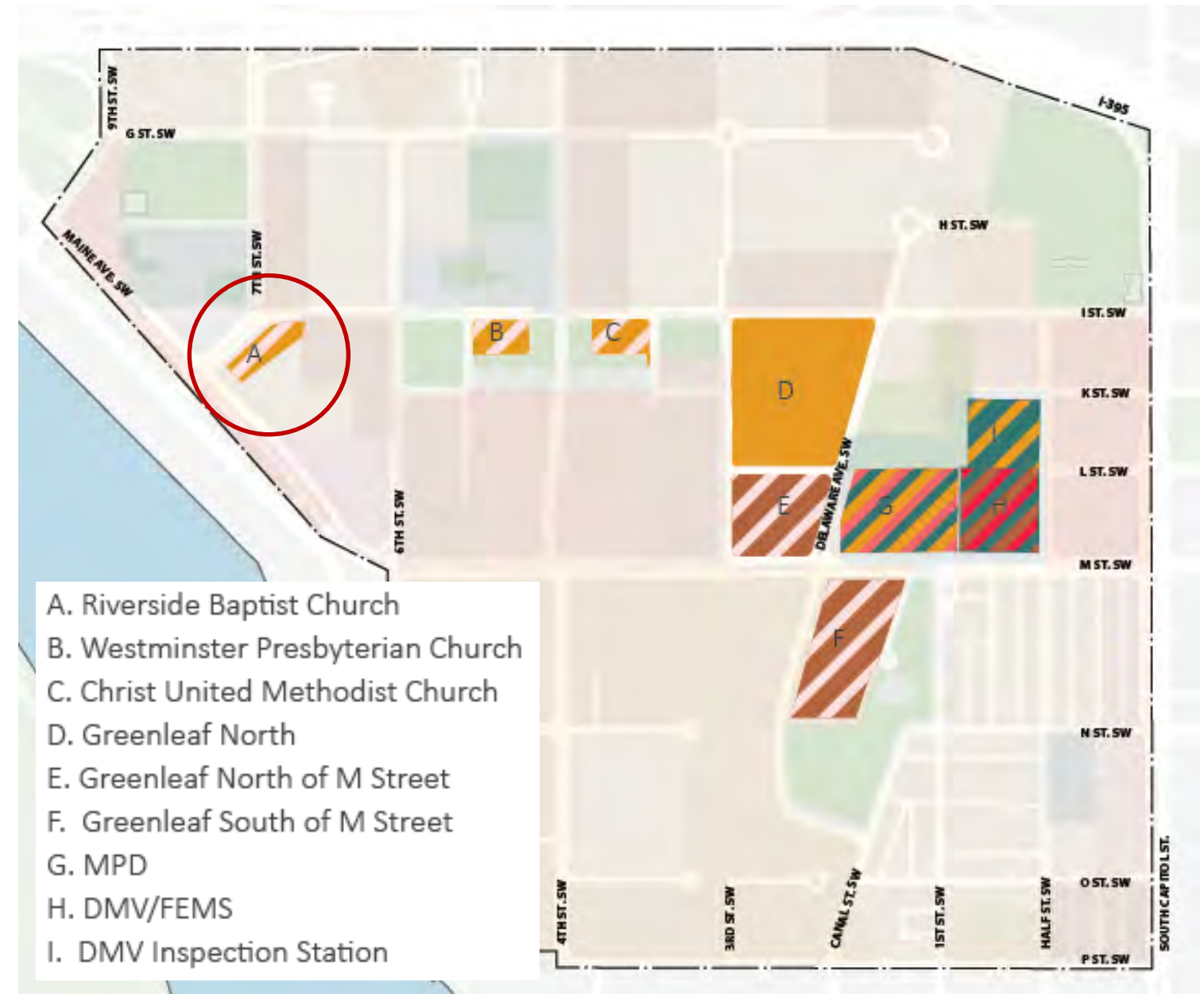
COMPREHENSIVE PLAN – FLUM

I STREET CORRIDOR DEVELOPMENT PATTERN

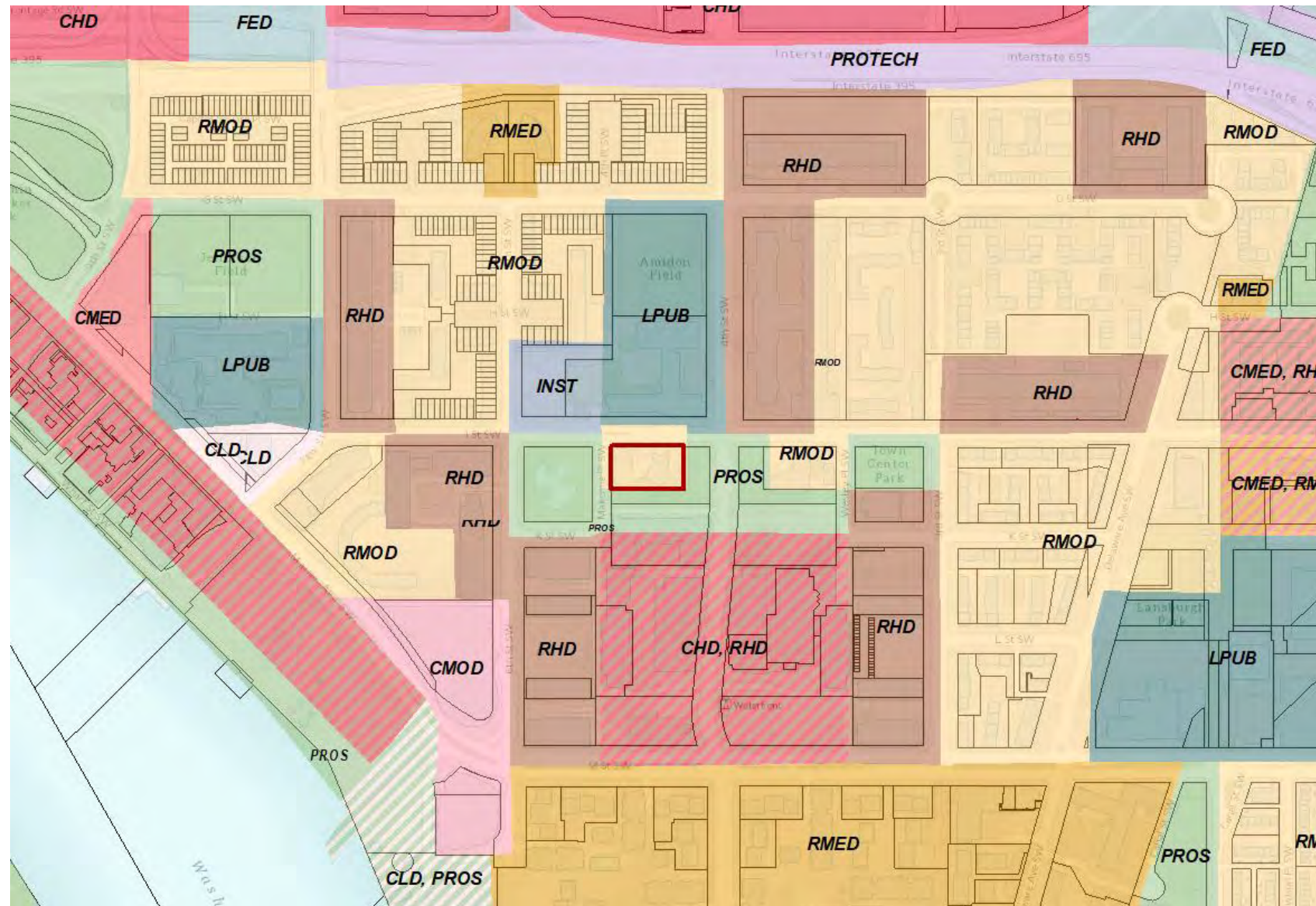


COMPREHENSIVE PLAN – FLUM SOUTHWEST NEIGHBORHOOD PLAN

- Mixed Use (Low Density Commercial / Medium Density Residential)
- Design Principles:
 - Encourage a mix of building heights
 - Enhance green space through landscaped perimeters and internal green or amenity spaces
 - Incorporate sustainable building and site design
- Maintain a mix of affordable and market-rate housing that better serves community needs.
- Build on and market existing cultural assets and institutions to reinforce the concept of an arts and cultural destination.

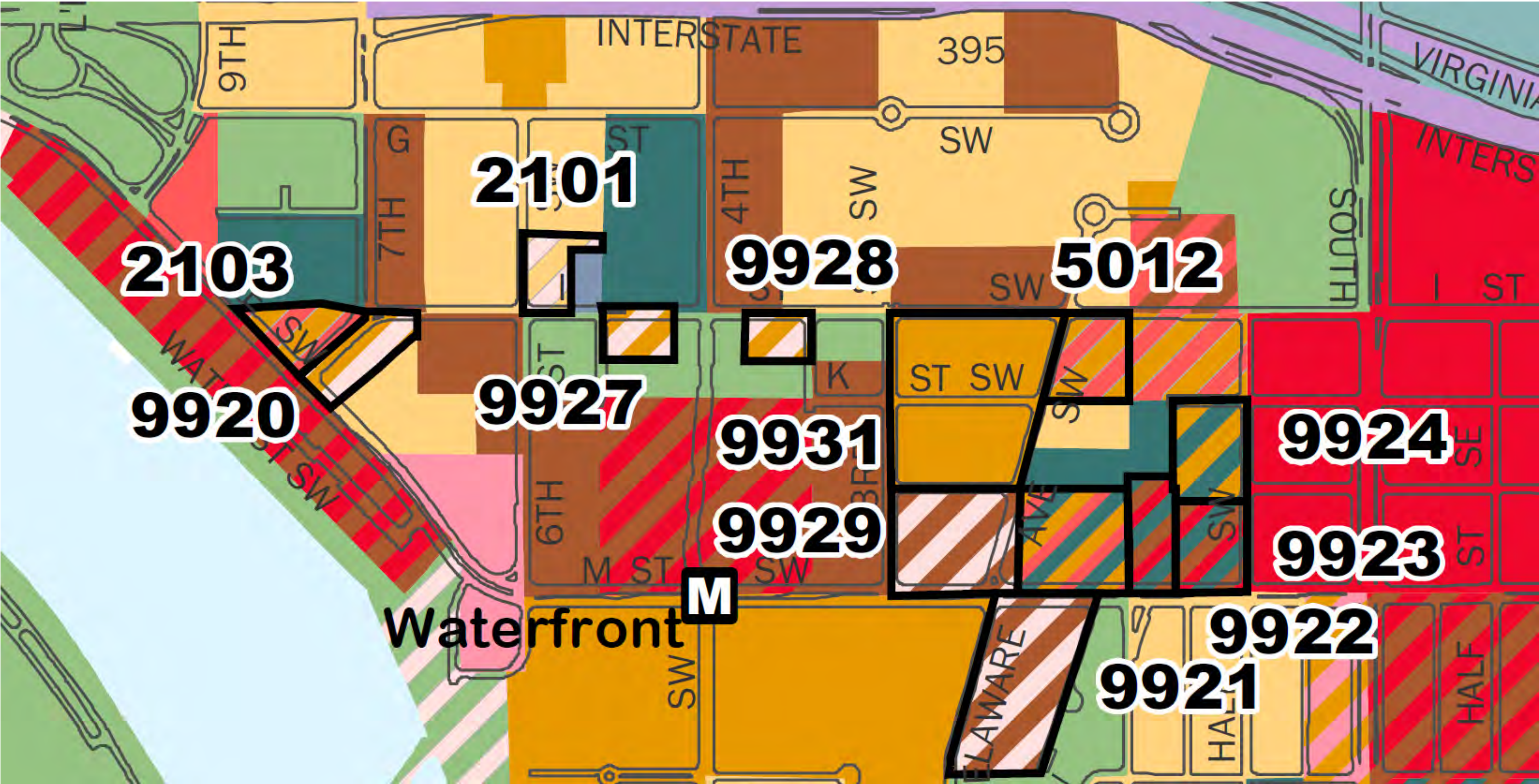


COMPREHENSIVE PLAN – FLUM



- GPM: Proposal will help address housing needs, located in CEA.
- Framework Element
 - Affordable housing is a “high-priority public benefit in the evaluation of residential PUDs.” 10A DCMR 224.9
- Comp Plan Elements
 - Development around Metrorail stations, particularly housing (LU-1.3.1, LU-1.3.2, LU-1.3.3).
 - Importance of places of worship (LU-2.3.6).
 - Transit-oriented development (T-1.1.4).
 - Affordable housing (H-1.2.1, H-1.2.2).
 - Senior housing (H-4.2.2, H-4.2.3).
 - Conservation of waterfront neighborhoods (AW-1.1.1).
 - Mixed-Use development (AW-2.1.1).
 - Affordable housing in Southwest (AW-2.5.4, AW-2.5.11)
- Southwest Neighborhood Plan recommendations.

PROPOSED COMPREHENSIVE PLAN – FLUM



DEVELOPMENT INCENTIVES / FLEXIBILITY

- PUD-related zoning map amendment from R-3 to MU-2 (11-X DCMR 303.11)
- Lot occupancy @ 1st floor (11-G DCMR 304.1)
- Distribution of IZ units (11-C DCMR 1005.5)
- Penthouse heights and sloped roof (11-C DCMR 1500.9 & 1500.10)
- Rear yard (11-G DCMR 305.1)

	R-3	MU-2	Proposed	Gain <i>(compared to existing zoning)</i>
Density	Matter-of-Right: 1.8 FAR PUD: 2.16 FAR <i>Calculated using lot occupancy and story limit</i>	Matter-of-Right: 7.2 FAR (3.5 FAR non-res.) PUD: 8.64 (4.69 FAR)	7.05 FAR (0.6 FAR non-res.)	4.89 - 5.7 FAR
Height	Matter-of-Right: 40 ft. PUD: 50 ft.	Matter-of-Right: 50 ft. PUD: 90 ft.	90 ft.	40 – 50 ft.

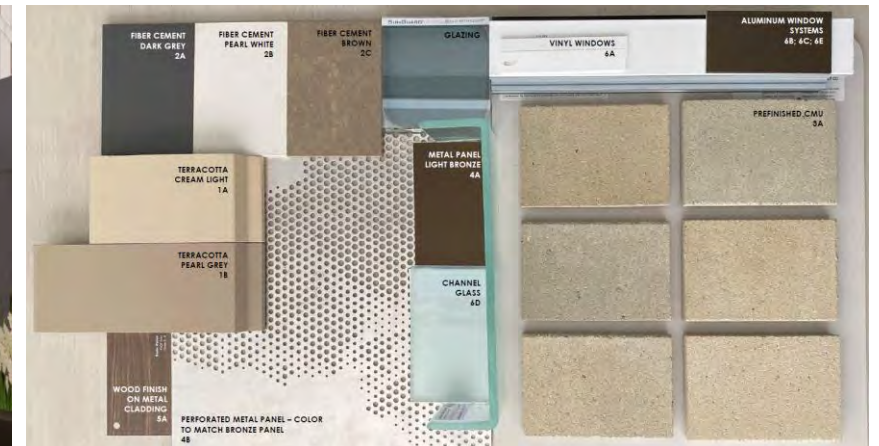
PUBLIC BENEFITS / PROJECT AMENITIES

Urban design, architecture, landscape, streetscape (X-305.5(a), (b), & (l))

- Compatible with context (height and density).
- Massing reduction, varied architectural styles.
- Active, pedestrian-scale ground floor (church and related program spaces, residential lobbies).
- Balconies and bay windows.
- High-quality materials.
- Streetscape improvements (eg. Widening of sidewalk along Makemie Pl.).

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

- Replacement of existing underutilized site (elimination of surface parking lot).
- Mixed-use, mixed-income building.
- Retention of church and church-related programs.
- Transit-oriented development.



PUBLIC BENEFITS / PROJECT AMENITIES

<p>Housing and affordable housing (X-305.5(f) & (g))</p>	<ul style="list-style-type: none"> • 222 new dwelling units. • <u>During LIHTC control period</u>: 123 senior affordable units (104,640 GFA, 52.9% of total residential GFA). • <u>After LIHTC control period</u>: 15,836 GFA @ 50% and 60% MFI (8% of overall res. GFA)
<p>Environmental and sustainable benefits (X-305.5(k))</p>	<ul style="list-style-type: none"> • Green roofs • LEED Silver v4 (west tower). • Enterprise Green Community (east tower).
<p>Use of special value to the neighborhood or the District as a whole (X-305.5(r))</p>	<ul style="list-style-type: none"> • Senior affordable housing. • Retention of Westminster Church, church-sponsored programs, and community-serving facilities.



POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Land Use	<ul style="list-style-type: none"> + Better utilization of underutilized site near transit and amenities. + New housing. + Senior affordable housing. + Retention of community-serving uses and programs. - Potential building impacts mitigated through design and separation from surrounding uses by wide streets and open spaces. - Minimal impact on light and air. 	Favorable or capable of being mitigation
Transportation	<ul style="list-style-type: none"> + Low parking ratio. + Minimal vehicular trip generation. + Walkable location. + Pedestrian improvements (curb extensions and sidewalk widening on Makemie Pl.). + Metrorail, Metrobus, Circulator, Bikeshare / bike lanes, carshare/ car rental. - Potential loading impacts mitigated through implementation of LMP. 	Favorable or capable of being mitigated

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Housing	<ul style="list-style-type: none"> + Positive impact on housing (222 new dwelling units). + Positive impact on affordable housing (123 senior affordable units @ 50% and 60% MFI). + No demolition of existing housing or displacement of existing residents. 	Favorable
Environmental Protection	<ul style="list-style-type: none"> + Enterprise Green Communities and LEED Silver v.4 design. + GAR compliant. + Green roofs. + EV charging stations. - Potential impact / loss of trees mitigated through tree protection and/or replacement. 	Favorable or capable of being mitigated
Economic Development	<ul style="list-style-type: none"> + Construction-related and building operation spending. + First Source Employment agreement (1984 Act). + CBE (East Tower). 	Favorable
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> - Potential impact / loss of trees mitigated through tree protection and/or replacement. 	Capable of being mitigated

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Urban Design	<ul style="list-style-type: none"> + Contextual design (relates/reinforces SW pattern of development). + Separation from actual moderate-density development by wide streets and open spaces. + Access consolidated on minor street. + Improvements to public realm and pedestrian safety. - Minimal impacts to light and air. 	Favorable or capable of being mitigated
Historic Preservation	<ul style="list-style-type: none"> • No impact to historic landmarks or districts. 	No impact
Educational Facilities	<ul style="list-style-type: none"> • No adverse impact on schools anticipated. - Construction-related noise and activities mitigated through traffic control plan, construction management procedures, compliance with DCRA construction requirements. 	No impact or capable of being mitigated
Infrastructure	<ul style="list-style-type: none"> • No adverse impact to infrastructure anticipated. 	Favorable or no impact

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Community Services and Facilities	<ul style="list-style-type: none"> • No adverse impacts to health care facilities anticipated. • No adverse impacts to libraries, emergency services, community centers anticipated. • Favorable impact to community through continued church programming. 	<p>Favorable or no impact</p>

CONCLUSION

- Not inconsistent with the Comprehensive Plan.
- Any potential inconsistencies with individual Comprehensive Plan policies or map are outweighed by other competing priorities relating to housing, affordable housing, 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.

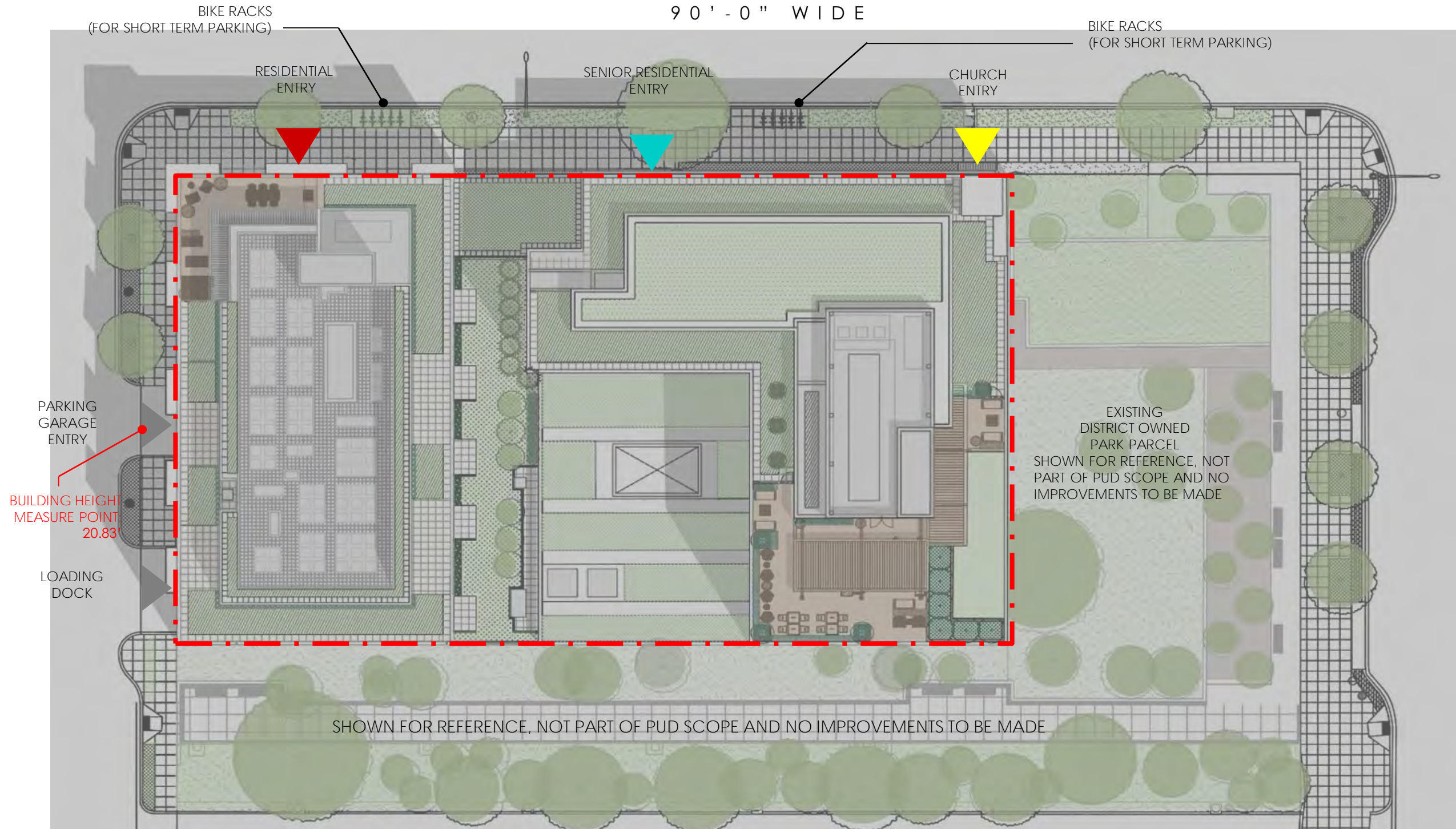




MAKEMEPLACE SW
60'-0" WIDE

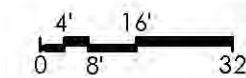
I STREET SW
90'-0" WIDE

4TH STREET SW
90'-0" WIDE

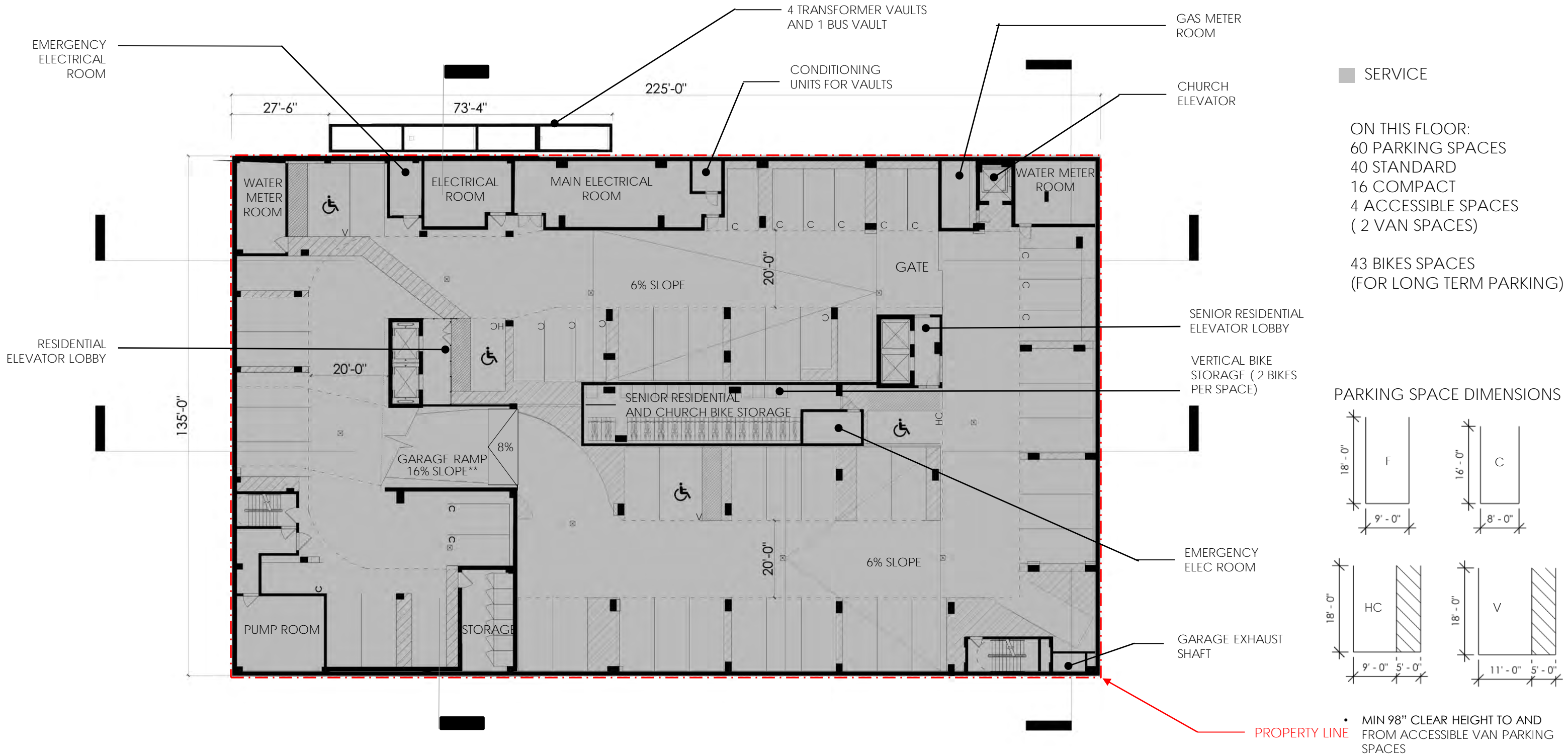


NOTE:

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE AND GREEN ROOF LAYOUT
2. DISTRICT OWNED PARCEL SHOWN FOR REFERENCE. NOT PART OF SCOPE. NO IMPROVEMENTS TO BE MADE



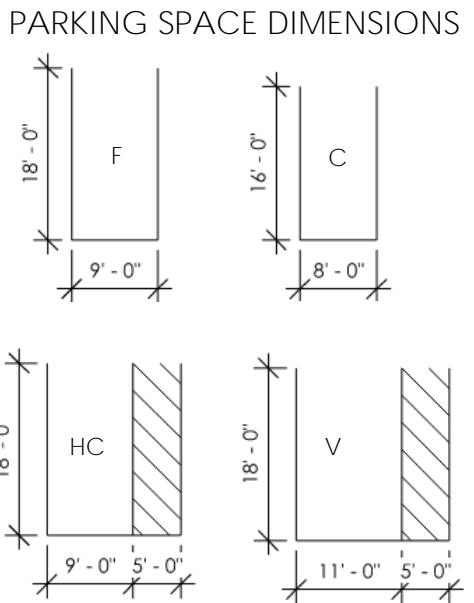
ARCHITECTURAL SITE PLAN



■ SERVICE

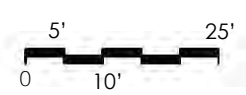
ON THIS FLOOR:
 60 PARKING SPACES
 40 STANDARD
 16 COMPACT
 4 ACCESSIBLE SPACES (2 VAN SPACES)

43 BIKES SPACES
 (FOR LONG TERM PARKING)

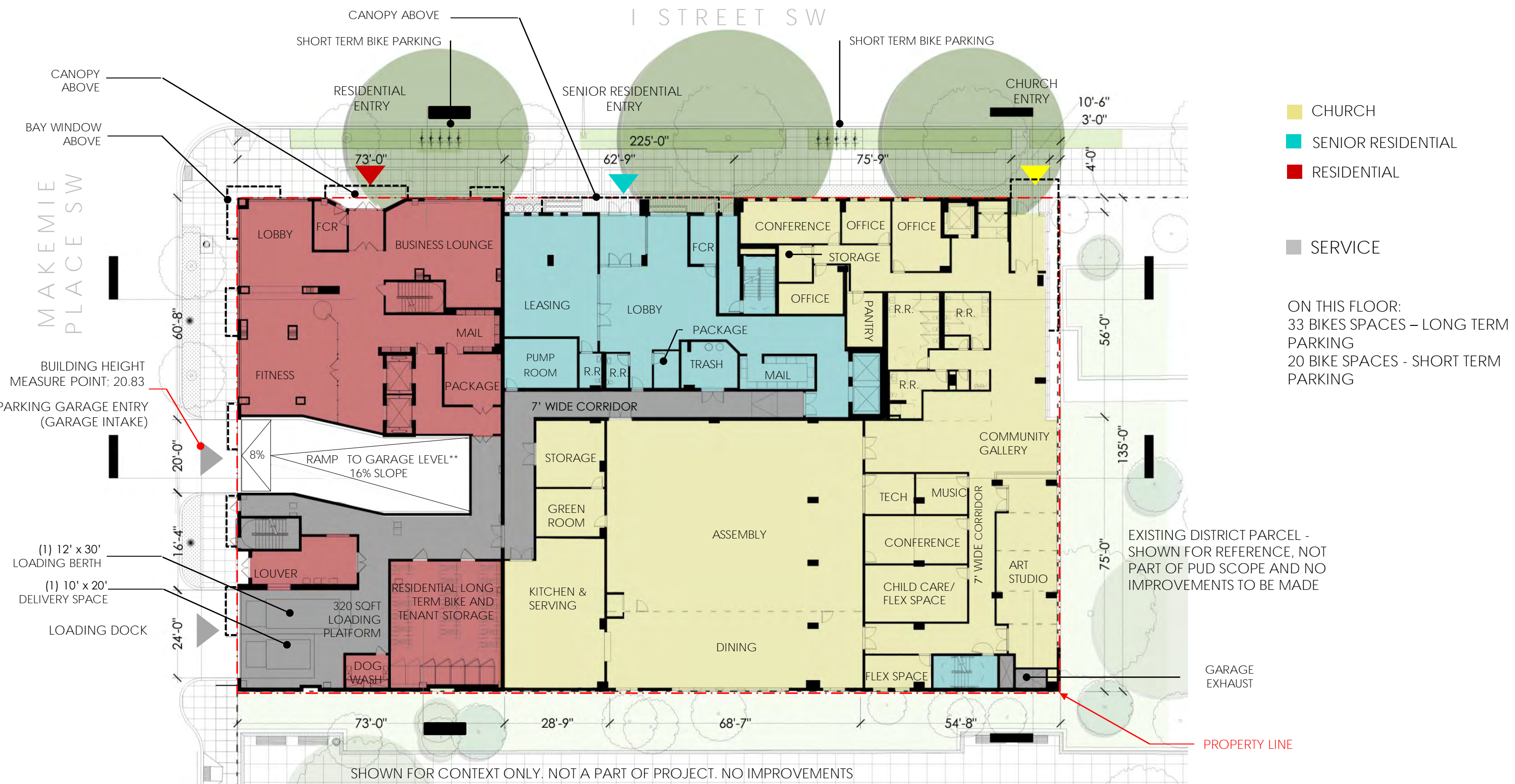


** GARAGE RAMP IS 16% SLOPE WITH 8% TRANSITIONS AT THE PROPERTY LINE/TOP 10' AND AT THE BOTTOM 10' OF RAMP

NOTE:
 1. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.



GARAGE FLOOR PLAN



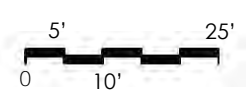
- CHURCH
- SENIOR RESIDENTIAL
- RESIDENTIAL

- SERVICE

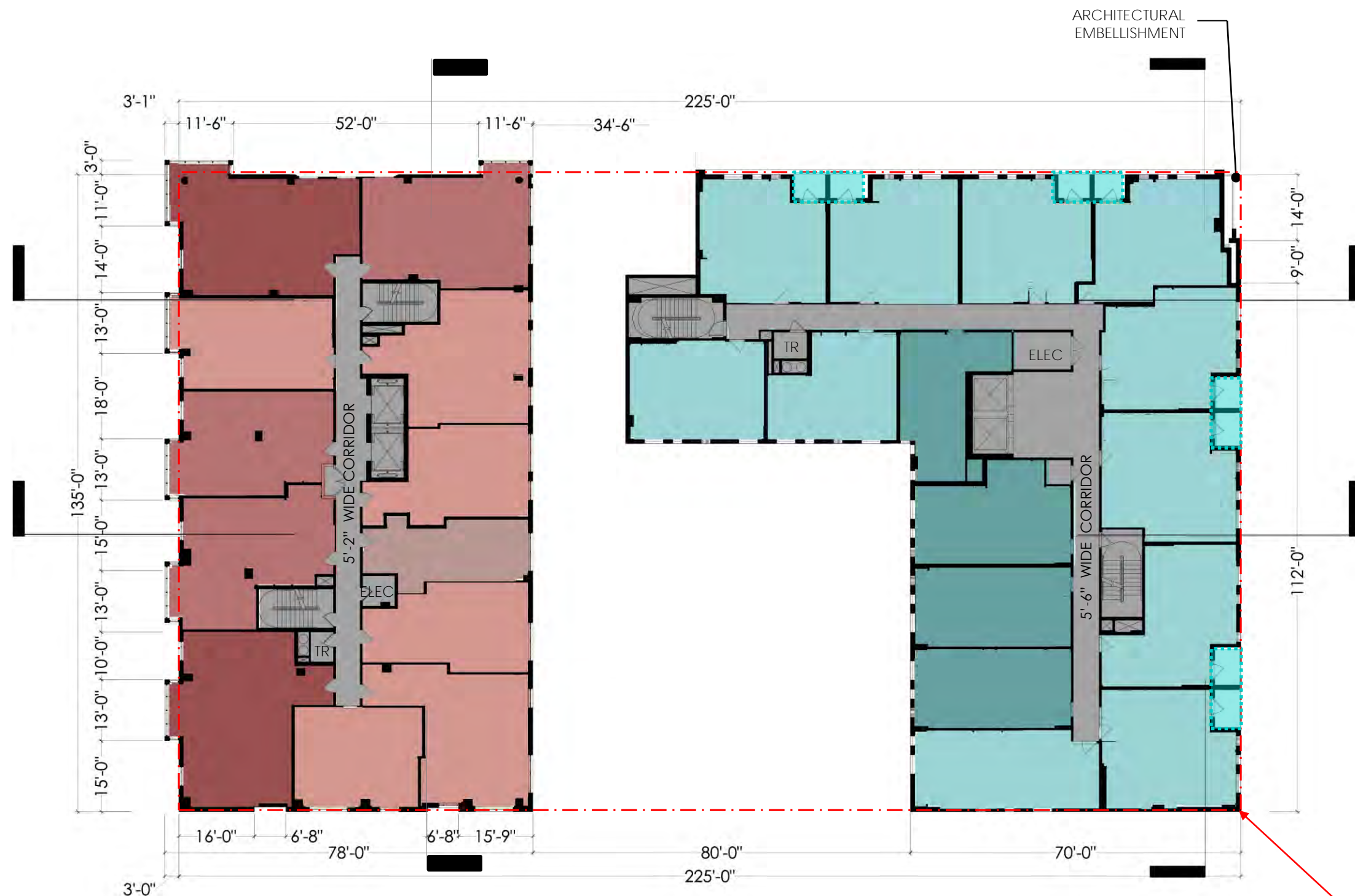
ON THIS FLOOR:
 33 BIKES SPACES – LONG TERM PARKING
 20 BIKES SPACES - SHORT TERM PARKING

** GARAGE RAMP IS 16% SLOPE WITH 8% TRANSITIONS AT THE PROPERTY LINE/TOP 10' AND AT THE BOTTOM 10' OF RAMP

NOTE:
 1. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.



FIRST FLOOR PLAN



SENIOR RESIDENTIAL	
1 BEDROOM	11
JR. BEDROOM	4
TOTAL	15

RESIDENTIAL	
STUDIO	1
1 BEDROOM	6
1 BEDROOM + DEN	3
2 BEDROOM	2
TOTAL UNITS	12

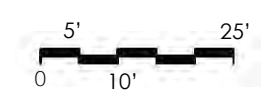
- SERVICE
- NON-ACCESSIBLE GREEN ROOF
- ACCESSIBLE GREEN ROOF
- PRIVATE PATIO WITH PRIVACY SCREEN
- SENIOR RESIDENTIAL BALCONY

SENIOR AFFORDABLE
BALCONY CALCULATIONS (FLOORS 3-10)

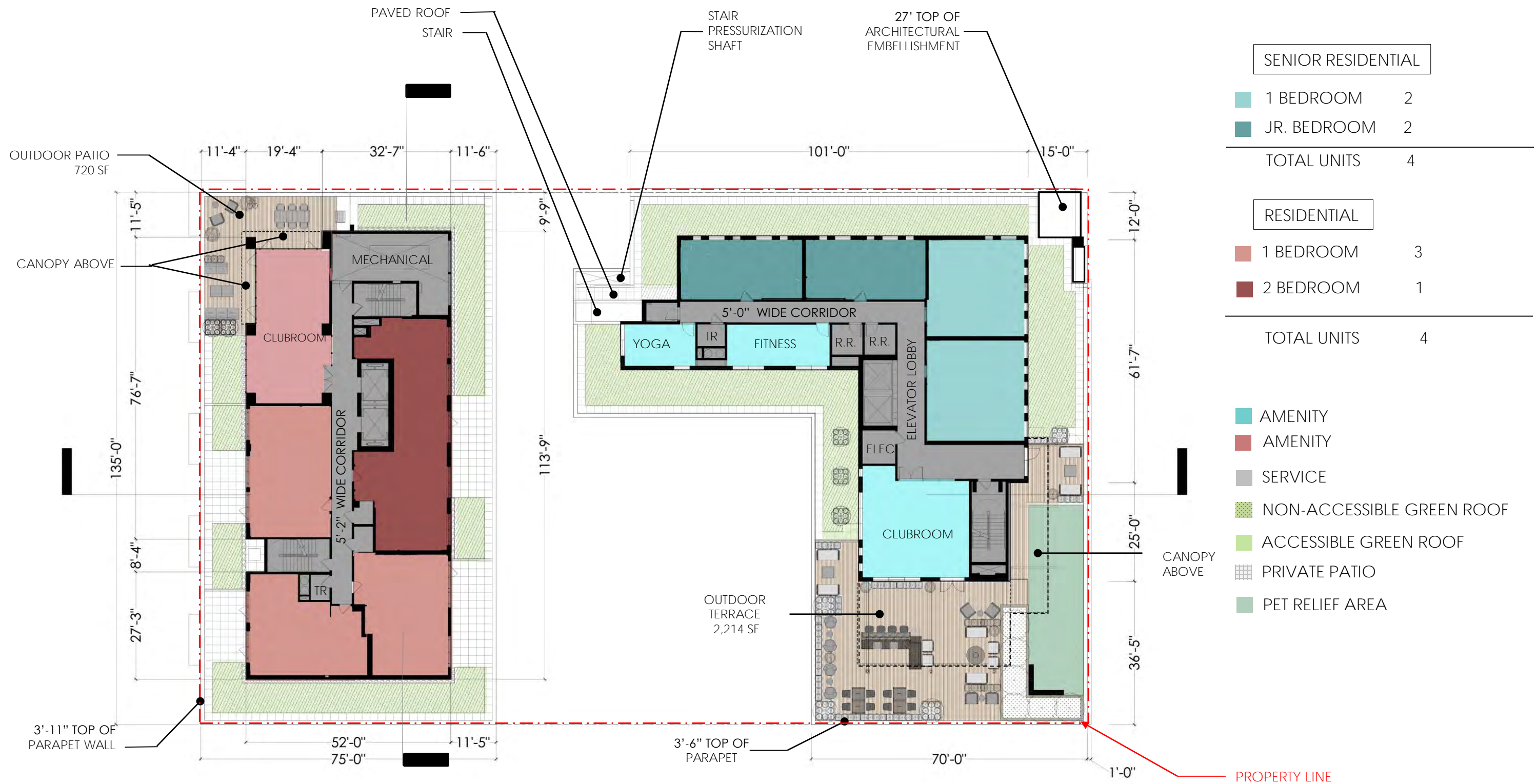
8 UNITS ON EACH FLOOR WITH BALCONIES
64 UNITS TOTAL WITH BALCONIES

64 BALCONIES UNITS/ 123 TOTAL UNITS =
52% UNITS WITH BALCONIES

- NOTE:
1. FOR THE RESIDENTIAL TOWER, TYPICAL FLOORS ARE FLOORS 3-9.
 2. FOR SENIOR RESIDENTIAL TOWER, TYPICAL FLOORS ARE FLOORS 4-10
 3. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.
 4. TYPICAL BALCONY SIZE 5'-6" X 6'-0" AT SENIOR RESIDENTIAL.



TYPICAL FLOOR PLAN

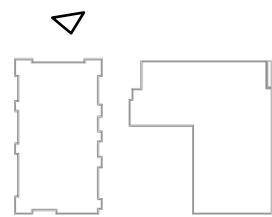


NOTE:

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE AND GREEN ROOF LAYOUT
2. ON THE SENIOR RESIDENTIAL ROOF, ALL GREEN AREAS ARE NON-ACCESSIBLE WITH THE EXCEPTION OF THE PET RELIEF AREA.
3. ALL GREEN ROOF ON THE RESIDENTIAL ROOF ARE ACCESSIBLE.
4. ALL HEIGHT CALLOUTS ARE FROM ROOF FLOOR LEVEL U.O.N
5. SEE SHEET A-1.8A & A-1.8B FOR ARCHITECTURAL EMBELLISHMENT CALCULATIONS AND HEIGHT/SETBACKS
6. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.



PENTHOUSE LEVEL FLOOR PLAN



KG D
architecture

WESTMINSTER
PRESBYTERIAN CHURCH



DP
DANTES PARTNERS

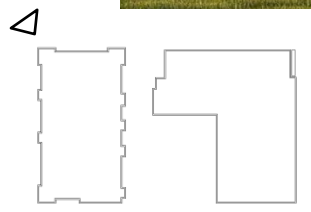


WESTMINSTER CHURCH LIVING |
400 I STREET SW, WASHINGTON DC

VIEW FROM ACROSS I STREET

ZONING COMMISSION
HEARING PRESENTATION |
APRIL 12, 2021

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KG D
architecture

WESTMINSTER
PRESBYTERIAN CHURCH



DP
DANTES PARTNERS



WESTMINSTER CHURCH LIVING |
400 I STREET SW, WASHINGTON DC

CORNER OF MAKEMIE PL AND I STREET

ZONING COMMISSION
HEARING PRESENTATION |
APRIL 12, 2021

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