

Z.C. Case No. 24-11

New City, DC
Consolidated PUD and Related Zoning Map Amendment
New York and Montana Avenues, NE

*Zoning Commission Public Hearing
Monday, October 20, 2025*

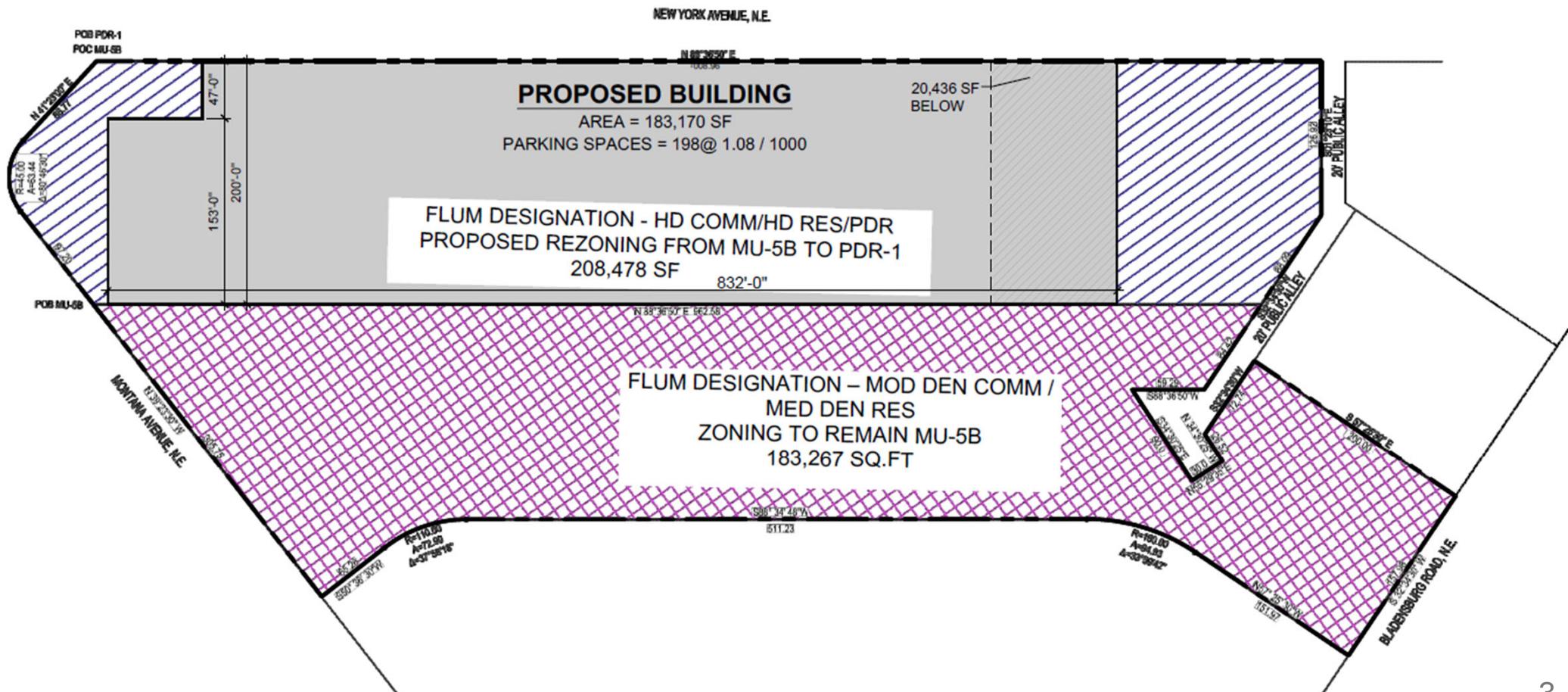


Application Overview

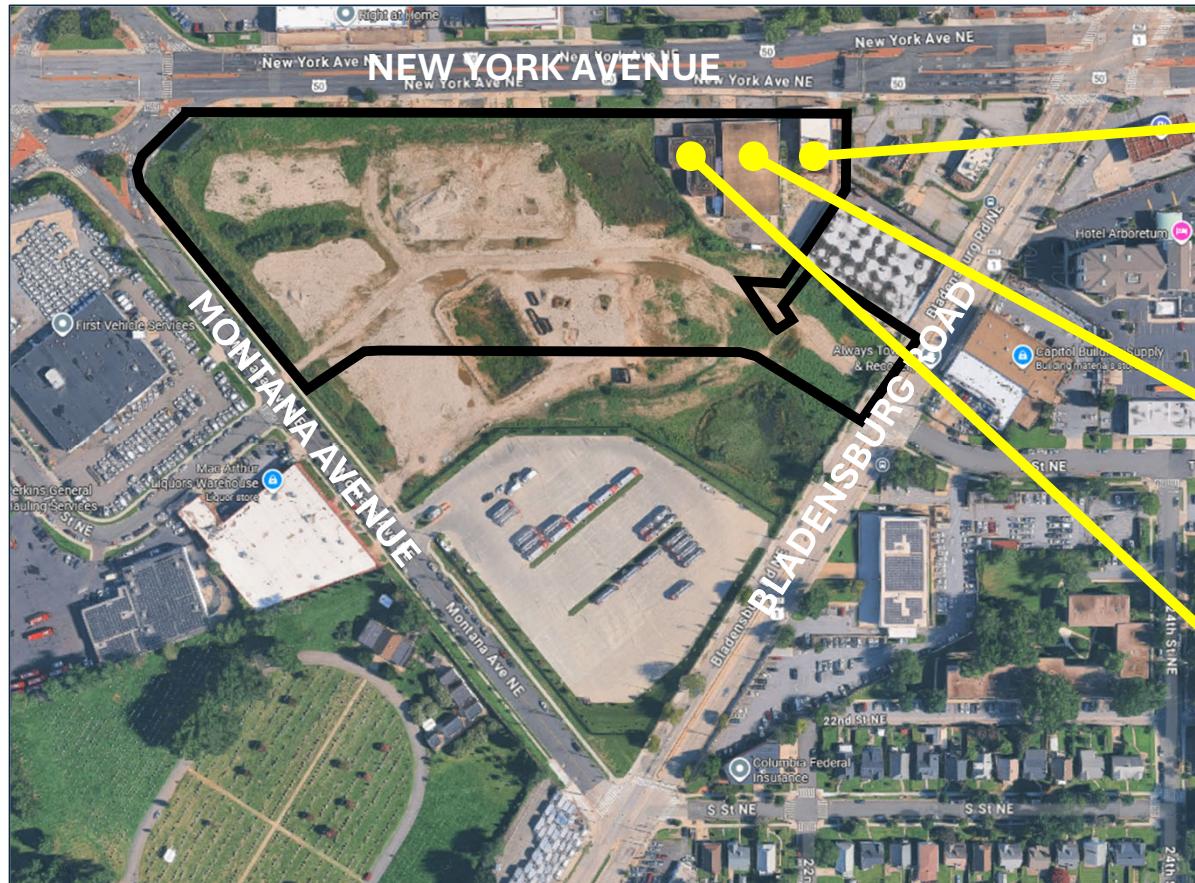
- **PUD Site:** 397,745 sf of land area
 - Rezone portion (208,478 sf) from MU-5B to PDR-1
 - Remaining area (183,267 sf) to remain MU-5B zone
- **Proposed Project:** new building with light industrial/distribution and accessory office uses
 - Max. height = 48 ft.
 - Density = 0.467 FAR
 - Lot occupancy = 46.7%
 - GAR = 0.20
 - Vehicle parking = 198 spaces
 - Long term bicycle parking = 10 spaces
 - Loading = 19 berths



PUD-Related Zoning Map Amendment from MU-5B to PDR-1 Zone



Subject Property



Community Engagement

Meeting History

Date	Meeting Description / Purpose
May 7, 2024	Project introduction to Arboretum Civic Association
May 14, 2024	Meeting with Arboretum Civic Association
May 15, 2024	ANC 5C Meeting
June 11, 2024	Meeting with Arboretum Civic Association
October 16, 2024	Presentation to ANC 5C and ANC 5C voted in support of the Application (Exhibit 15)
April 4, 2025	ANC 5C (new membership) submitted report superseding previous report recommending changes. (Exhibit 20)
June 25, 2025	Meeting with ANC Commissioners and Community Stakeholders
July 23, 2025	Correspondence to ANC regarding use provisions
August 13, 2025	
August 28, 2025	

Neighborhood Benefits

Applicant expanded PUD benefits package to include the following:

- Improvements to MPD 5th District HQ ([\\$125,000](#))
HVAC, lighting, interior finishes, enhanced landscaping
- Improvements to the Arboretum Recreation Center ([\\$5,000](#))
New benches and ADA-compliant features
- Installation of shot detection cameras at Bladensburg Road and Montana Avenue ([\\$15,000](#))

DESIGN COMPARISON

OLD DESIGN



CURRENT DESIGN



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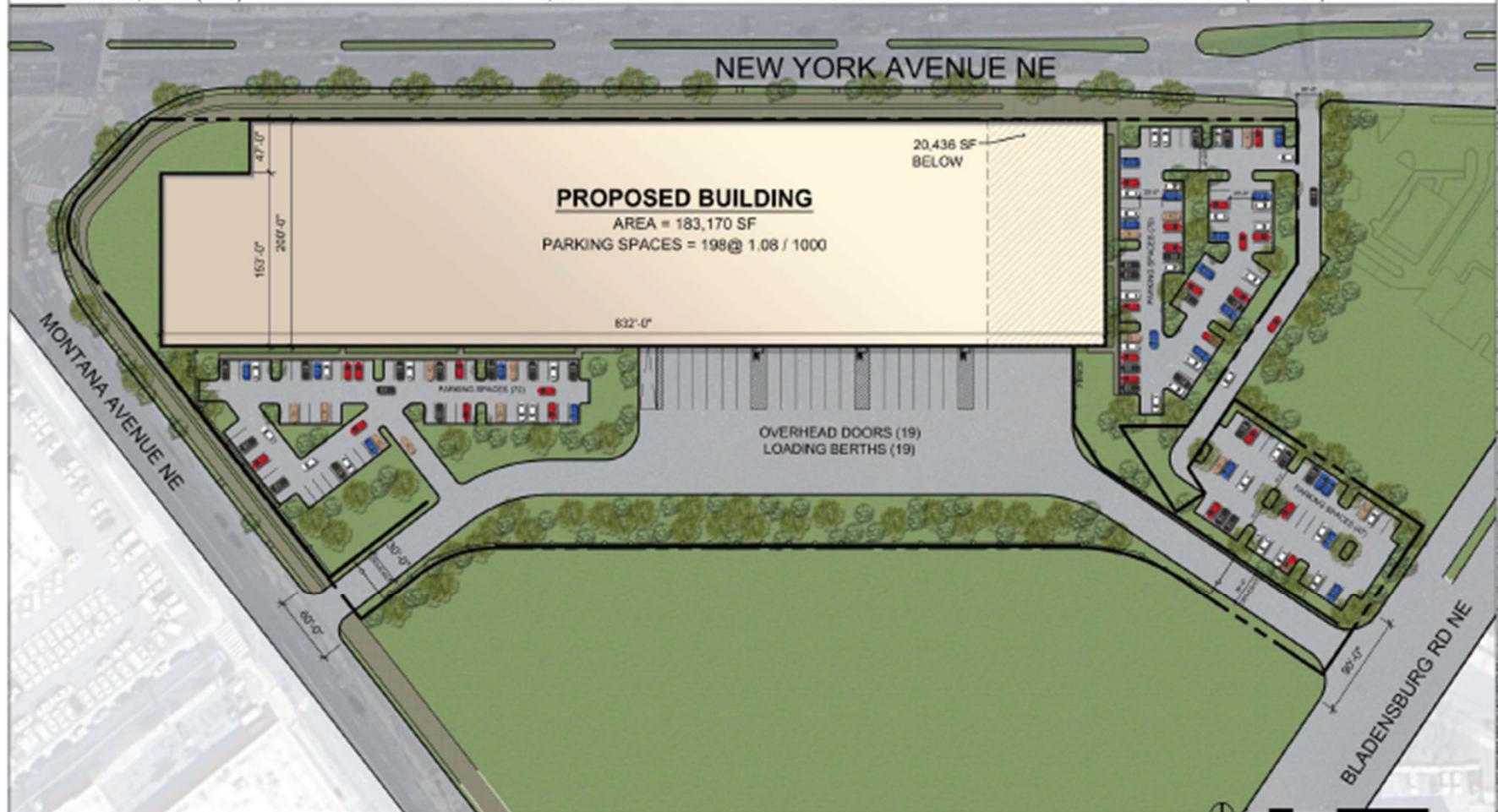
OVERALL SITE PLAN

SITE AREA : 391,745 SF (9 AC)

BUILDING AREA : 183,170 SF

LOT OCCUPANCY : 46.7%

PARKING : 198 (1.08/1000)



*Preliminary Not for Construction Permit or Regulatory Approval.

*Boundary lines and exhibits are preliminary & require verification - Survey not provided.

*All building areas are approximate until building footprints fully finalized.

*Site plan is representative of the design intent only. It is not a photographic representation of actual materials proposed and subject to change at all stages.

*

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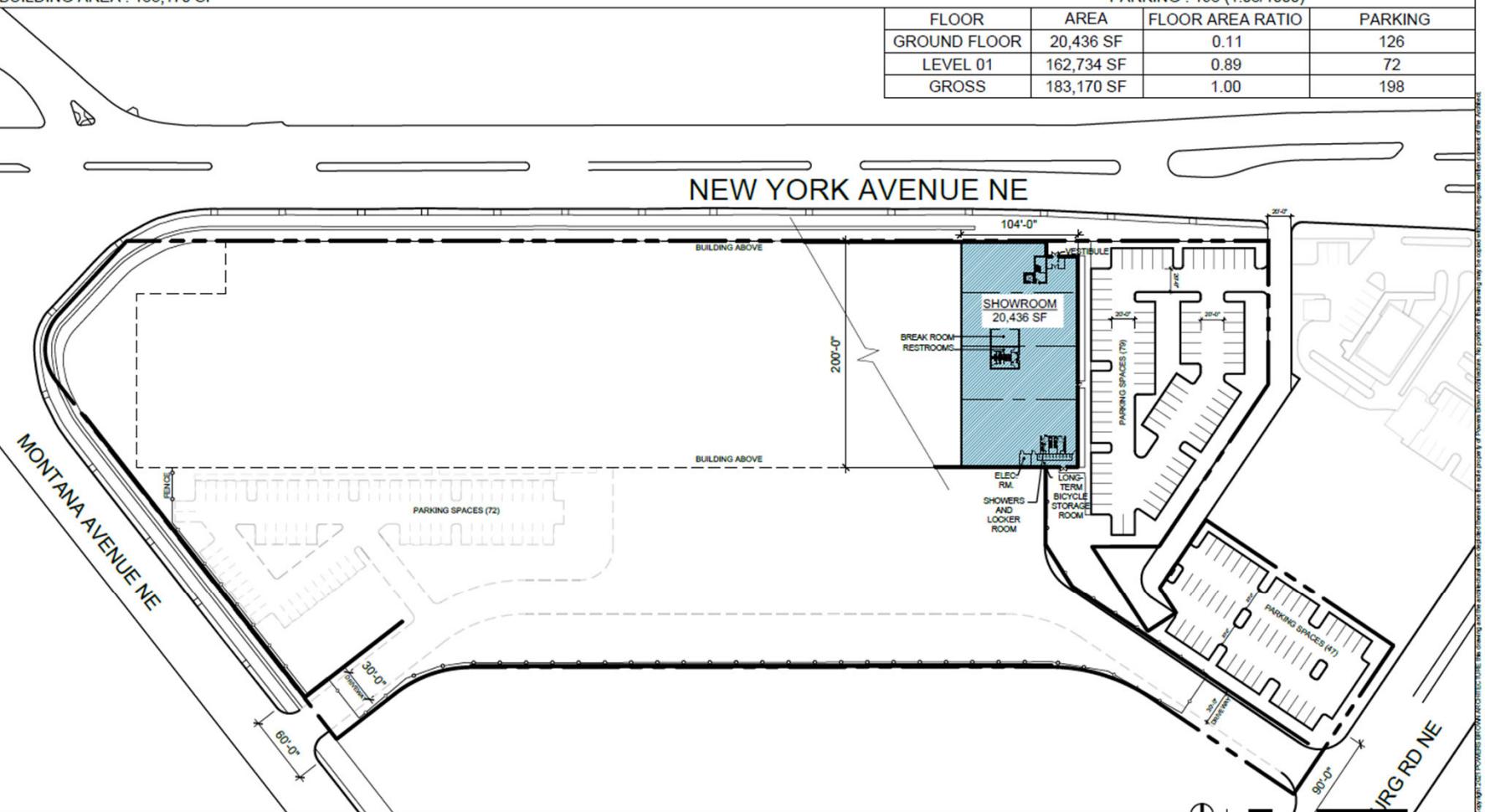
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OVERALL FLOOR PLAN - GROUND FLOOR

BUILDING AREA : 183,170 SF

PARKING : 198 (1.08/1000)

FLOOR	AREA	FLOOR AREA RATIO	PARKING
GROUND FLOOR	20,436 SF	0.11	126
LEVEL 01	162,734 SF	0.89	72
GROSS	183,170 SF	1.00	198



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OVERALL FLOOR PLAN AND BUILDING SECTION

BUILDING AREA : 183,170 SF

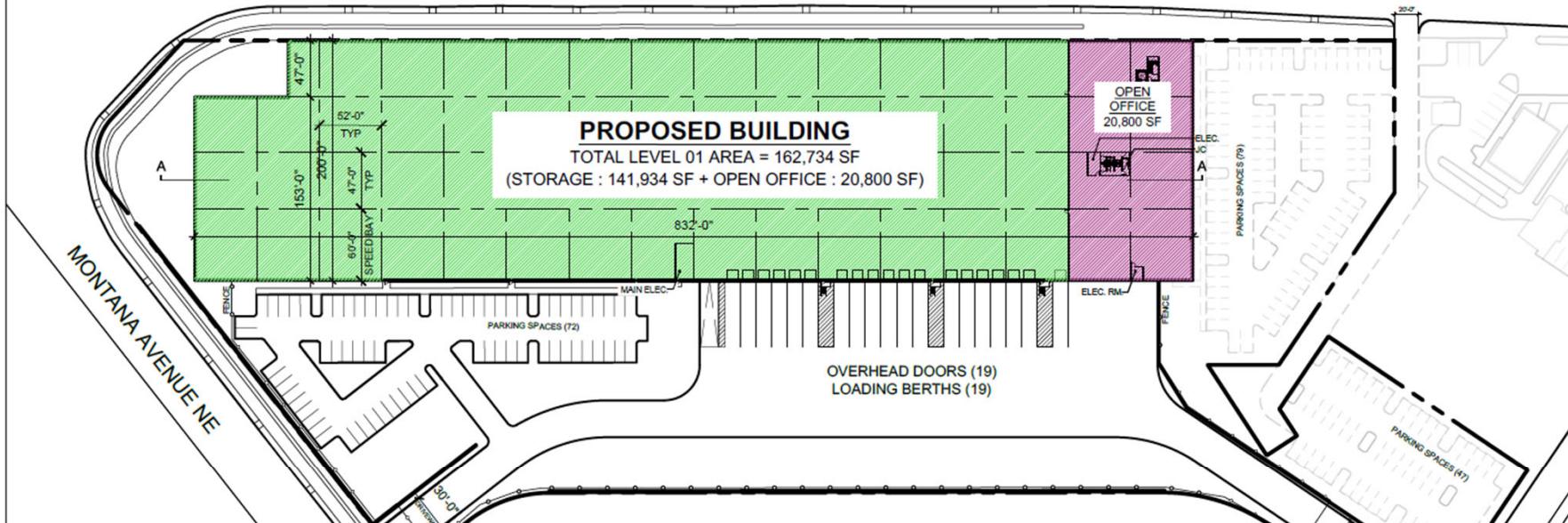
PARKING : 198 (1.08/1000)

LEVEL 01 PLAN :

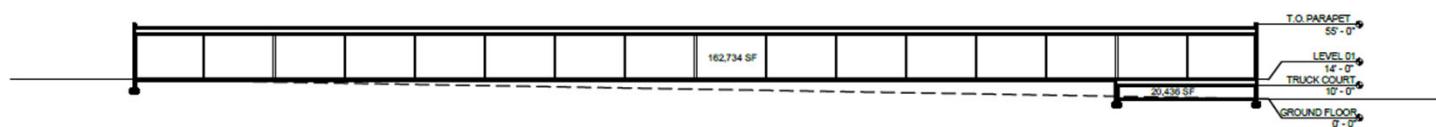
FLOOR	AREA	FLOOR AREA RATIO	PARKING
GROUND FLOOR	20,436 SF	0.11	126
LEVEL 01	162,734 SF	0.89	72
GROSS	183,170 SF	1.00	198

NEW YORK AVENUE NE

PROPOSED BUILDING
TOTAL LEVEL 01 AREA = 162,734 SF
(STORAGE : 141,934 SF + OPEN OFFICE : 20,800 SF)



BUILDING SECTION:



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OVERALL BUILDING ELEVATIONS

EAST ELEVATION :



***NOTE : BUILDING HEIGHT MEASURING POINT (BHMP) REFERS TO THE POINT ESTABLISHED AT THE LEVEL OF THE CURB, OPPOSITE THE MIDDLE OF THE FRONT OF THE BUILDING.**
BUILDING HEIGHT IS CALCULATED AS THE VERTICAL DISTANCE MEASURED FROM THE BHMP TO THE HIGHEST POINT OF THE ROOF OR PARAPET (B-307.1)

NORTH ELEVATION (1 OF 2) :



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NORTH ELEVATION (2 OF 2) :



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OVERALL BUILDING ELEVATIONS

WEST ELEVATION :



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SOUTH ELEVATION (1 OF 2) :



***NOTE : BUILDING HEIGHT MEASURING POINT (BHMP) REFERS TO THE POINT ESTABLISHED AT THE LEVEL OF THE CURB, OPPOSITE THE MIDDLE OF THE FRONT OF THE BUILDING.**
BUILDING HEIGHT IS CALCULATED AS THE VERTICAL DISTANCE MEASURED FROM THE BHMP TO THE HIGHEST POINT OF THE ROOF OR PARAPET (B-307.1)

MATCHLINE
 PARAPET 55'-0"
 LEVEL 01 14'-0"
 TRUCK COURT 10'-0"
 BHMP 7'-0"
 GROUND FLOOR 0'-0"
 48'-0"

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PERSPECTIVE VIEW 02



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PERSPECTIVE VIEW 03



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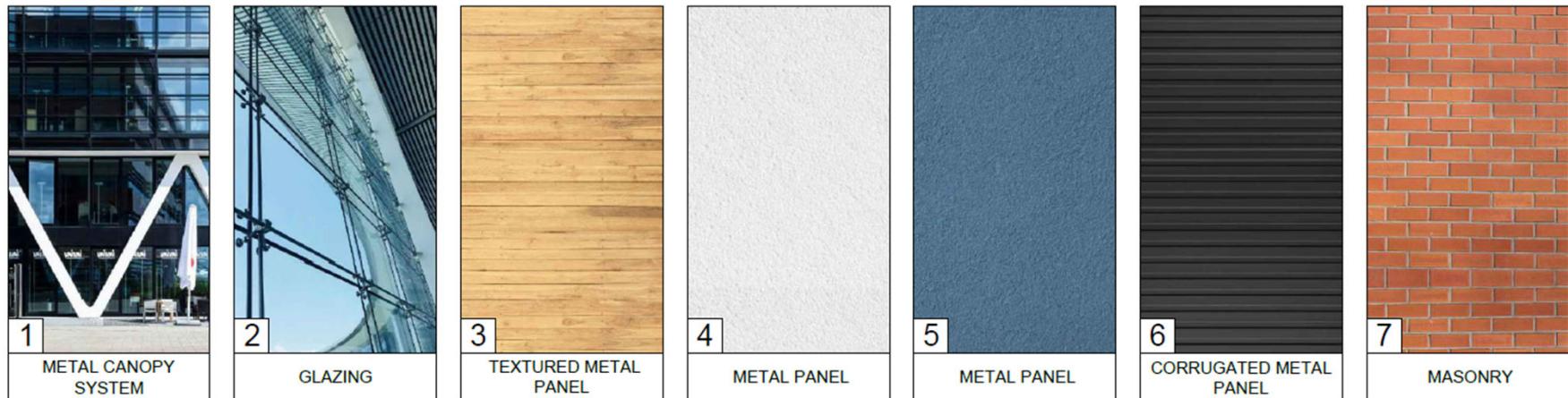
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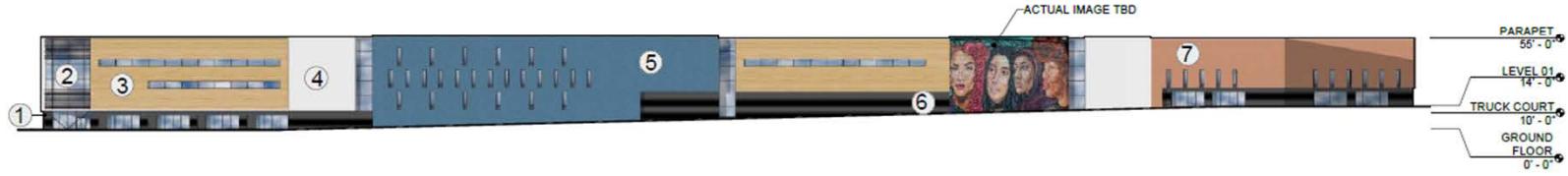
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BUILDING MATERIAL ANALYSIS



NORTH ELEVATION (2 OF 2):



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LANDSCAPE SITE PLAN

NEW YORK AVENUE, N.E.

NEW BUILDING
(SEE ARCH)

1
L03

1
L02

1
L04

LEGEND:

- ASPHALT
- CONCRETE
- LAWN
- BIORETENTION
- STREET TREE

MONTANA AVENUE, N.E.

NOTE: PARKING LOTS WILL MEET
REQUIREMENTS DESIGNATED IN DC
ZONING'S 715 LANDSCAPING REQUIREMENTS
FOR SURFACE PARKING LOTS. LIMITS OF
PLANTING AND PLACEMENT OF TREES TO BE
FINALIZED AS OVERALL DESIGN DEVELOPS.

0 80' 160' 240'

1" = 80'

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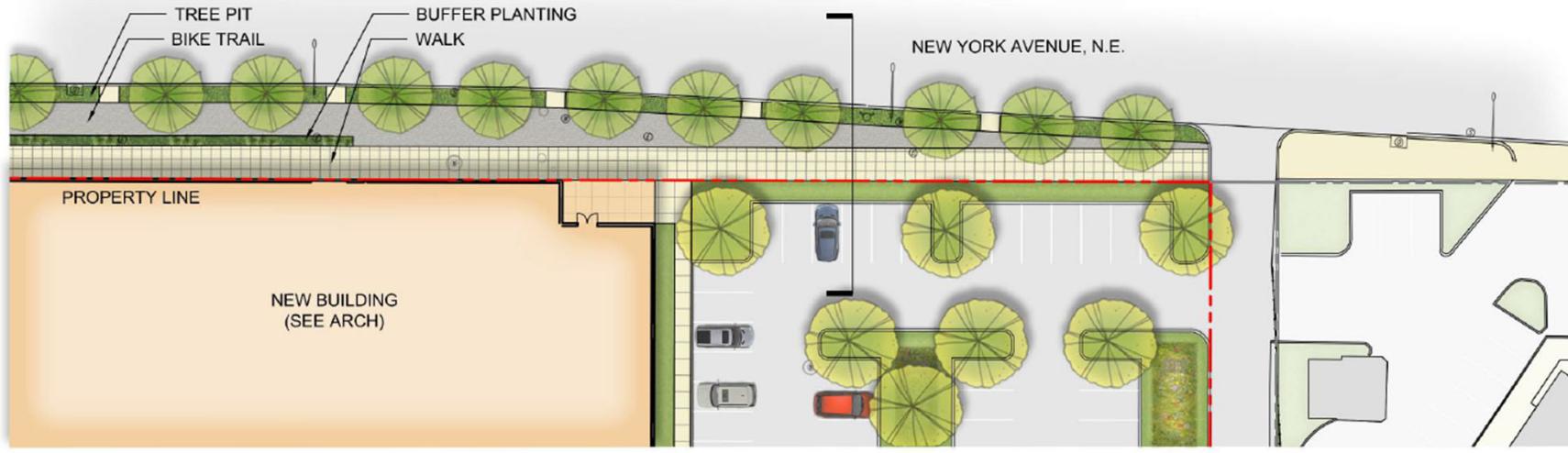
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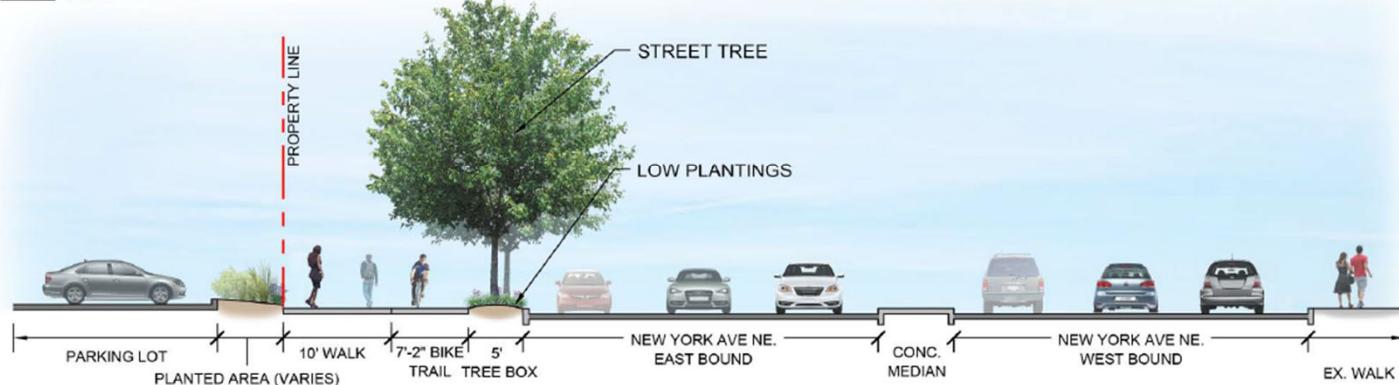
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NEW YORK AVENUE SITE PLAN A



1 NEW YORK AVENUE, NE STREETSCAPE PLAN

1" = 30'-0"



2 NEW YORK AVENUE, NE STREETSCAPE SECTION

1" = 20'-0"

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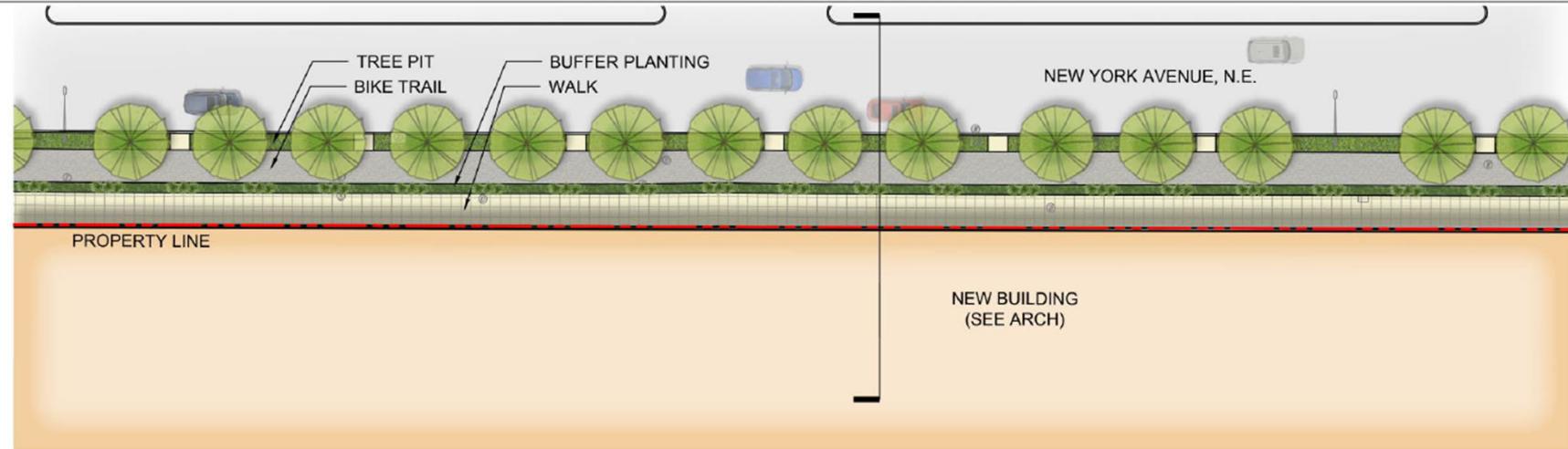
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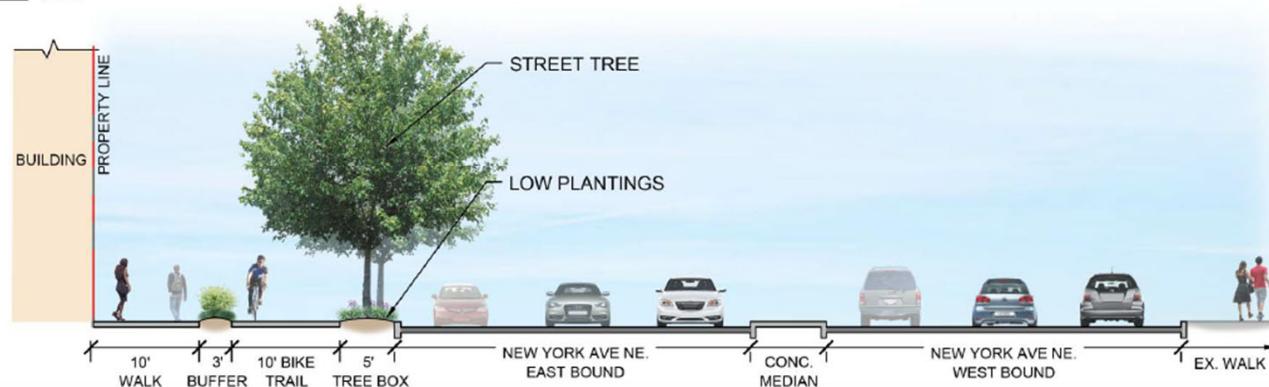
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NEW YORK AVENUE SITE PLAN B



1 NEW YORK AVENUE, NE STREETSCAPE PLAN

1" = 30'-0"



2 NEW YORK AVENUE, NE STREETSCAPE SECTION

1" = 20'-0"

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03-JUNE-2009

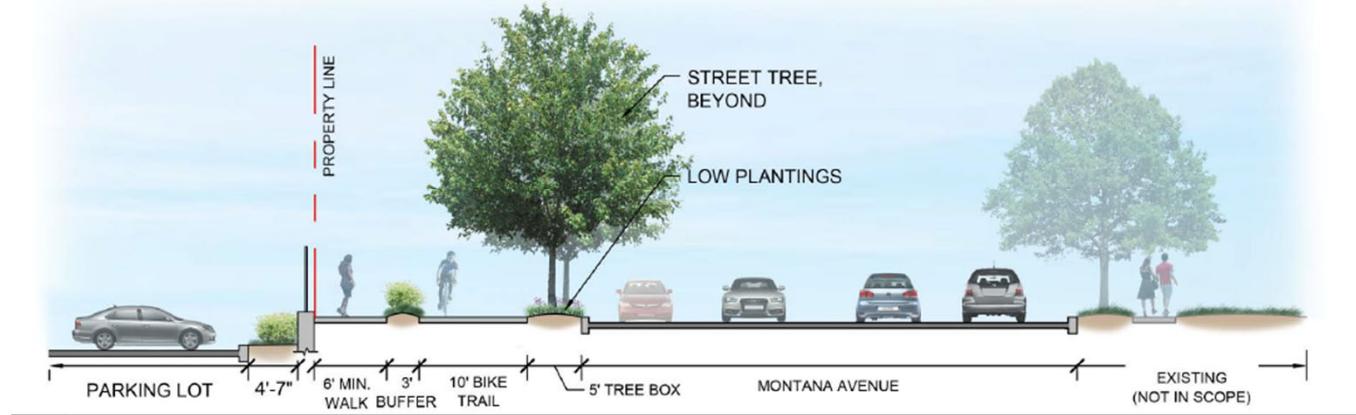
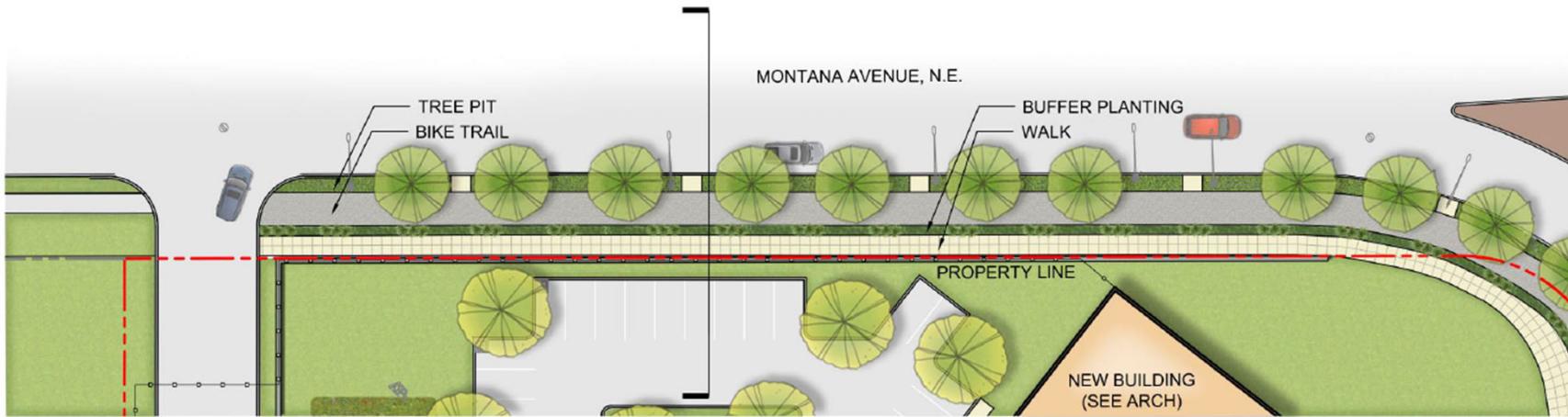
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MONTANA AVENUE SITE PLAN



2

MONTANA AVENUE, NE STREETSCAPE SECTION

1' = 20'-0"

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Site Location

Metrorail (Red Line)

- Rhode Island Ave-Brentwood Station (1.5 miles away)

Bus

- High-Frequency: C41
- Low Frequency: C71

Bicycle Facilities

- West Virginia Avenue NE protected bike lanes
- 18th Street NE bike lanes

Capital Bikeshare

- 2 stations within a ½ mile with a total of 39 docks



New City Douglas PUD ZC 24-11

October 20, 2025

GOROVE SLADE
Transportation Planners and Engineers

Site Access

Vehicular Access

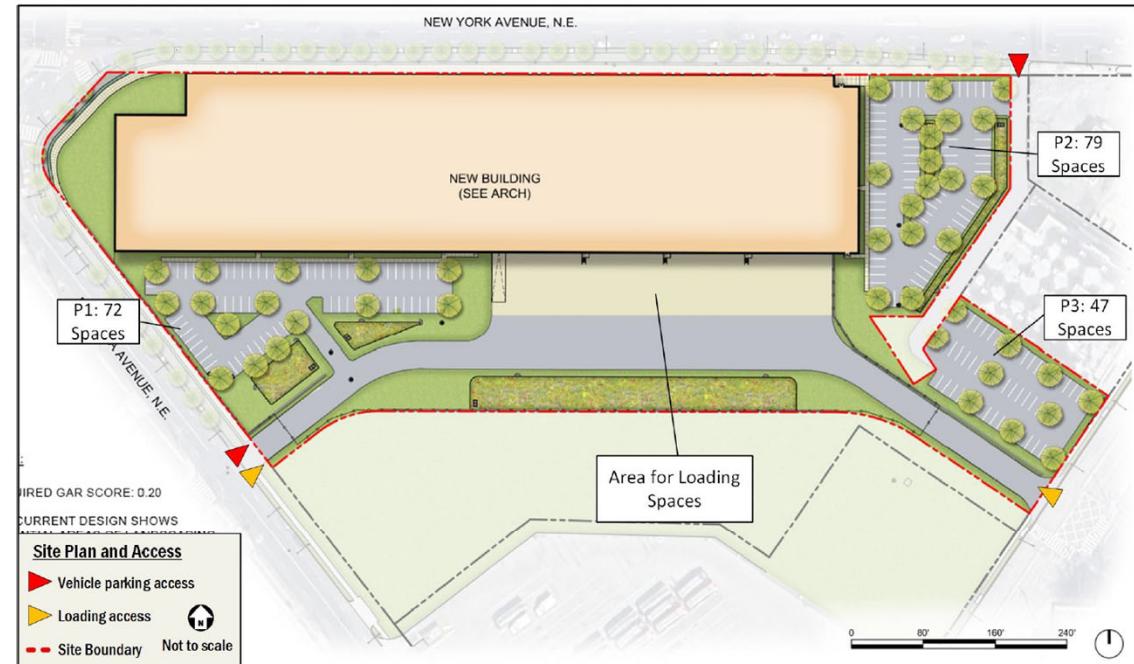
- Via existing public alley utilizing existing curb cut on New York Avenue NE, and via two (2) new curb cuts on Montana Avenue and Bladensburg Road NE, to be signalized.
- All 16 curb cuts along with site will be removed, to be replaced by two (2) new curb cuts.

Adjacent Truck Routes

- New York Avenue NE
- West Virginia Avenue NE
- Bladensburg Road NE

Non-Auto Access

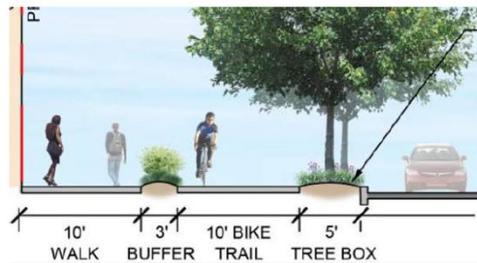
- Via New York Avenue NE
- Dual sidewalk and shared-use path to be provided on site frontage



Intersection and Shared-Use Path Improvements

The Applicant is proposing to install the following transportation improvements:

- A dual sidewalk and share-use path along the site frontage beginning at the public alley on New York Avenue and ending at the intersection of Montana Avenue & Bladensburg Road NE
- A traffic signal and crosswalks at the intersection of 17th Street NE Montana Avenue NE



Example of Sidewalk and Shared-Use Path Extending from PUD Site to Bladensburg

New City Douglas PUD ZC 24-11



October 20, 2025

GOROVE SLADE
Transportation Planners and Engineers

Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Provide TDM materials on building website and internal building newsletters
- Establish a carpooling system and provide employees who wish to carpool with detailed carpooling information
- Meets long-term bicycle parking requirements
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new employee employed by the first tenant of the building for up to the first six months of occupation

DDOT Coordination

Comprehensive Transportation Review (CTR)

- Multimodal assessment and intersection capacity analysis performed
- Scoping document finalized March 20, 2025
- Transportation Statement submitted on September 29, 2025

DDOT no objection with conditions:

- Implement the Transportation Demand Management (TDM) Plan as proposed in the CTR, for the life of the project. – **Agree**
- Implement the following infrastructure improvements in public space, subject to DDOT approval:
 - Install sidewalk and trail along the site's New York Avenue frontage and along Montana Avenue NE from New York Avenue NE to Bladensburg Road NE – **Agree**
 - Provide an easement for all sidewalk and trail facilities within the property so DDOT can provide maintenance – **Agree**
 - Install intersection signalization as needed at the driveway on Montana Avenue NE 17th Street NE and on Bladensburg Road NE T Street NE – **Agree**
 - Upgrade sidewalk along the site's Bladensburg Road frontage to DDOT's width and buffer standards, where it does not already meet this standard – **Agree**