

INTERIOR RENDERINGS



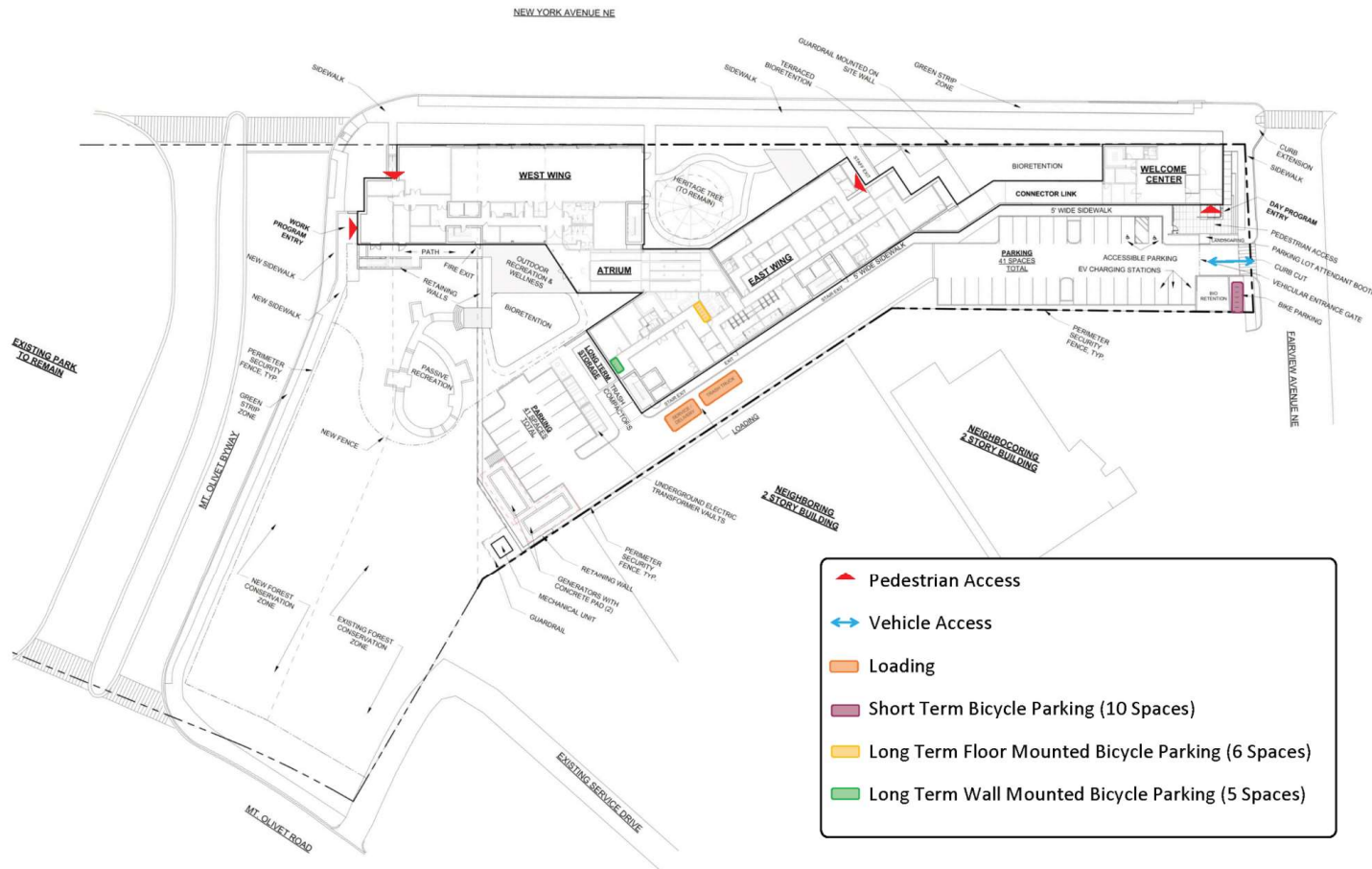
Kitchen



Dining

Traffic and Transportation

New York Avenue Shelter



Vehicle Parking

Land Use	ZR16 Min	DDOT Preferred Max	Proposed
Emergency Shelter	25 spaces	60 spaces	41 spaces

- Applicant is seeking relief from §712.3(a) to provide 100% compact spaces (8'x16') to maximize the number of spaces provided on-site
- The number of spaces that can be provided on-site is limited due to:
 - Parking cannot be provided on the western portion of the site within the Forest Conservation Easement
 - The irregular shaped property – narrower on the eastern portion

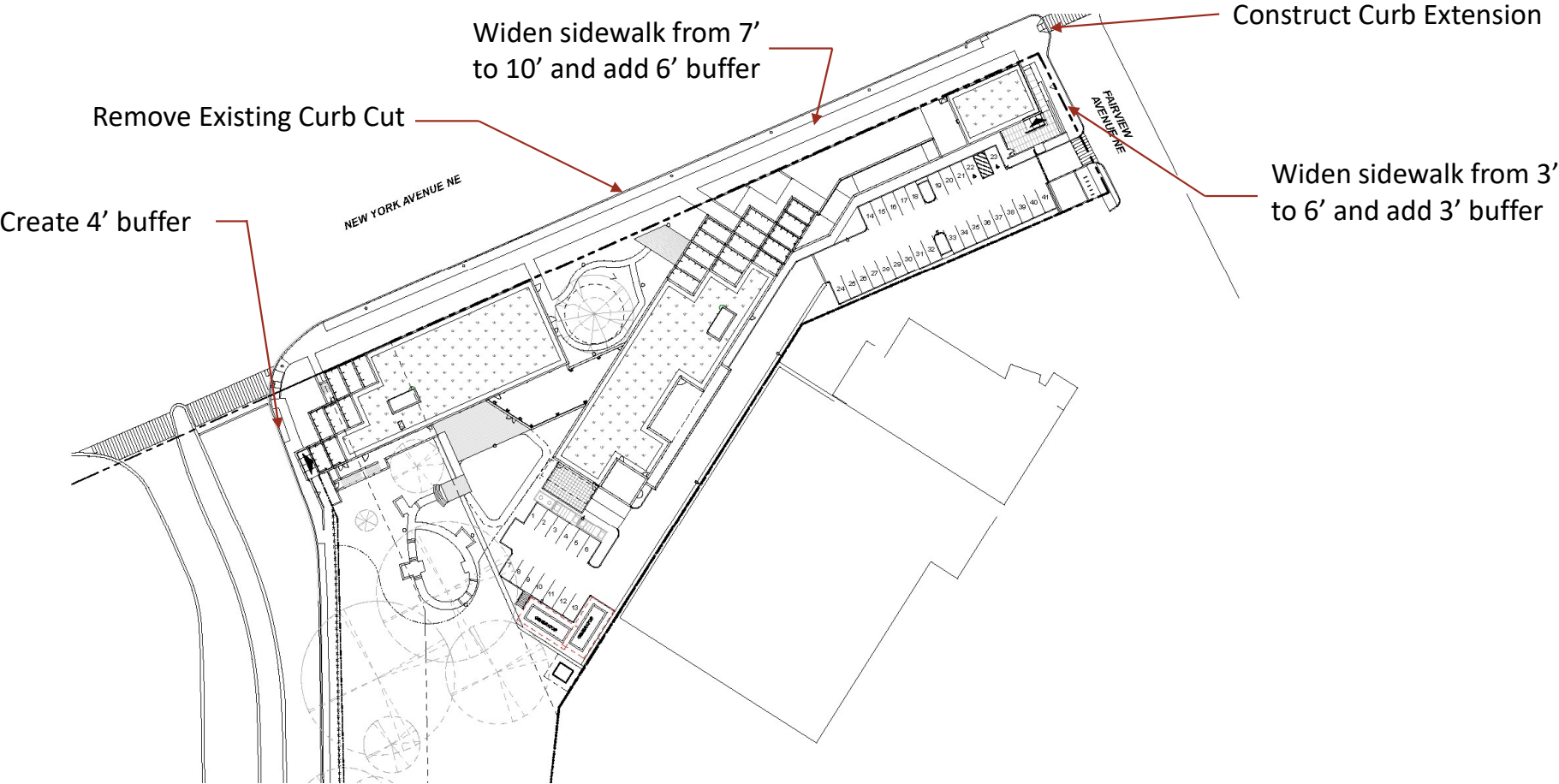
Vehicle Parking (continued)

- All parking would be used for staff parking (regular/familiar users)
- 6 of the 9 most popular vehicles in DC are less than 16' in length
- 7 of the 9 most popular vehicles in DC are less than 7' wide (including exterior mirrors)
 - One is 7' wide
 - One is 8' wide
- Staff who drive larger vehicles should be directed to park in the southwest portion of the lot to avoid impeding traffic flow through the eastern portion of the lot.

Vehicle Parking (continued)

- Current Emergency Shelter on New York Avenue has approximately 9 parking spaces off of the alley.
 - The remainder of staff who drive currently parks off-site.
 - The proposed shelter will provide 4.5 times the amount of parking as the existing shelter.

PROPOSED IMPROVEMENTS



Transportation Demand Management Plan

- Identify a Transportation Coordinator for the building
- Develop, distribute, and market transportation options to employees
- Provide links to online transportation resources via employee web portal or other internal communications
- Distribute information on the Guaranteed Ride Home Program and Carpool Matching services offered through Commuter Connections
- Provide long-term bicycle parking, showers and lockers for employees who bike to work

Conclusion

- The proposed project would create only a modest increase in vehicular trips
- The proposed shelter would provide significantly more on-site parking than the current shelter on New York Avenue
- Provide links to online transportation resources via employee web portal or other internal communications
- Distribute information on the Guaranteed Ride Home Program and Carpool Matching services offered through Commuter Connections
- Provide long-term bicycle parking, showers and lockers for employees who bike to work

Zoning and Comprehensive Plan Analysis

Zoning Flexibility

- Parking space dimensions
 - Requirement – 50% of spaces are “full-sized”
 - Provided – All 41 spaces are “compact” size
- Loading Berth dimensions
 - Requirement – 12 ft. x 30 ft.
 - Provided – 8 ft. x 26 ft.
- Penthouse Setback (southwest corner of East Wing)
 - Requirement – Setback equal to height of penthouse (15 ft.)
 - Provided – No setback from side and rear roof wall

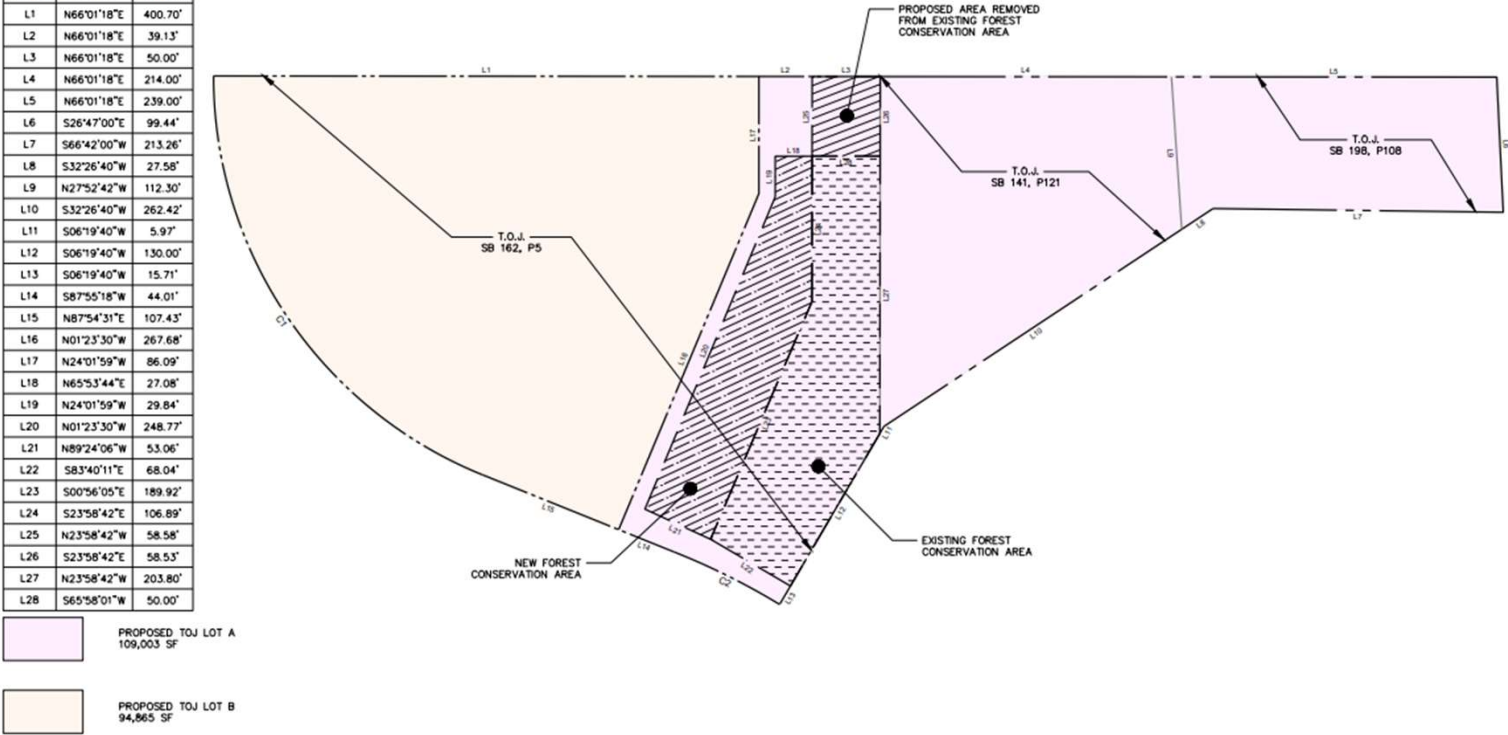
	PROPOSED BUILDING	MU – 9 (PUD)
Proposed Use	Shelter - Dorms - Training - Medical Clinic - Administration	Mixed Use (High Density)
Height	East Wing – 83' West Wing – 61'	130'
FAR	.49 (GFA 99,529 SF)	9.36
Penthouse Height	Stair Overrun at 9' 6"	20'
Lot Occupancy	15% Footprint of 30,447 SF / Lot Area 203,898 SF	100%
Front Setback	None	None
Rear yard Setback	30'	12' – 18' (Based on 2.5" x Height)
Side yard	None	None
Parking	41 Spaces	0.5/1,000 SF + Transit Exception 25 Spaces
Bicycle Parking	11 Long Term Spaces 10 Short Term Spaces	10 Long term spaces and 10 Short term spaces based on 1/10,000 SF of building area
Loading	(1) Loading (1) Service/Delivery	(1) Loading (1) Service/Delivery
GAR	.50+	.20
Potable Water Estimate	270 GPM Potable Water (Connected Load)	N/A

Project Benefits and Amenities	
Category	Benefit
Housing	Over 400 permanent beds for men experiencing homelessness; density significantly greater than what is permitted by-right under current RF-1 zoning
Superior Urban Design	Modern aesthetic that incorporates industrial-style design to incorporate prevailing architectural theme in Ivy City
Site Planning and Efficient Land Utilization	Efficient use of site that is relatively narrow on eastern side with a conservation easement on western side
Superior Landscaping	Extensive new plantings and landscaping to improve resident experience, including in recreation areas in front of and behind building; preservation of heritage tree; new trees along New York Avenue frontage
Superior Environmental and Sustainable Benefits	Net-Zero energy standards with anticipated LEED-Gold certification. Solar array, green roof and high-efficiency systems
Public Benefits Advancing Policy Objectives	New, purpose-built emergency shelter for men experiencing homelessness with improved programming that can contribute to better long-term outcomes for residents

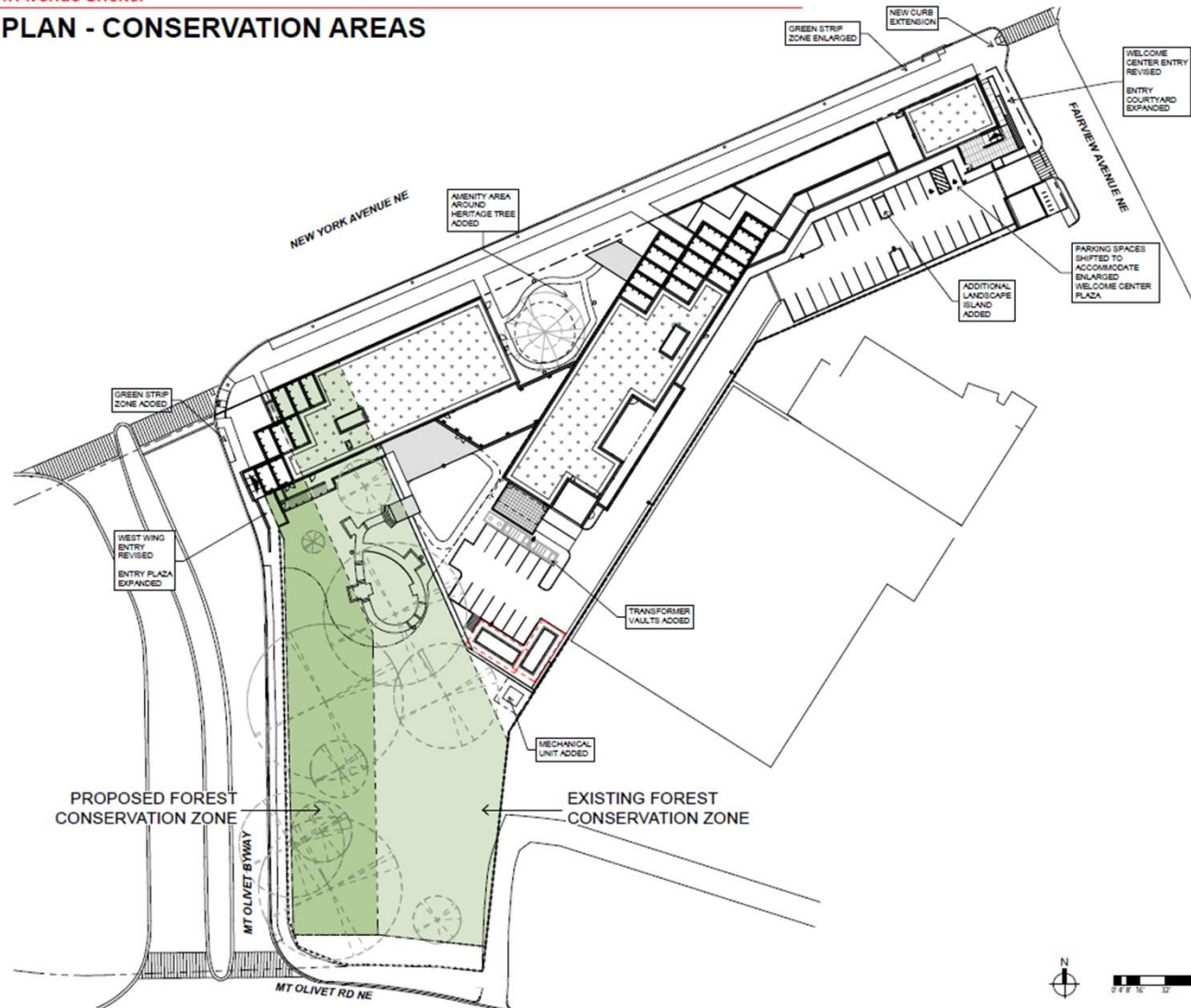
SURVEYOR'S PLAT / TRANSFER OF JURISDICTION (TOJ)

CURVE TABLE						
CURVE NO.	RADIUS	DELTA	LENGTH	TANGENT	CHD BEARING	CHORD
C1	316.162'	068°04'36"	375.652'	213.56'	S58°02'56"E	353.94'
C2	512.608'	009°41'02"	86.638'	43.42'	N87°34'19"W	86.53'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N66°01'18"E	400.70'
L2	N66°01'18"E	39.13'
L3	N66°01'18"E	50.00'
L4	N66°01'18"E	214.00'
L5	N66°01'18"E	239.00'
L6	S26°47'00"E	99.44'
L7	S66°42'00"W	213.26'
L8	S32°26'40"W	27.58'
L9	N27°52'42"W	112.30'
L10	S32°26'40"W	262.42'
L11	S06°19'40"W	5.97'
L12	S06°19'40"W	130.00'
L13	S06°19'40"W	15.71'
L14	S87°55'18"W	44.01'
L15	N87°54'31"E	107.43'
L16	N01°23'30"W	267.68'
L17	N24°01'59"W	86.09'
L18	N65°53'44"E	27.08'
L19	N24°01'59"W	29.84'
L20	N01°23'30"W	248.77'
L21	N89°24'06"W	53.06'
L22	S83°40'11"E	68.04'
L23	S00°56'05"E	189.92'
L24	S23°58'42"E	106.89'
L25	N23°58'42"W	58.58'
L26	S23°58'42"E	58.53'
L27	N23°58'42"W	203.80'
L28	S65°58'01"W	50.00'



SITE PLAN - CONSERVATION AREAS



Zoning Commission's Racial Equity Tool



Part I – Guidance
through the
Comprehensive Plan



Part II – Community
Outreach and
Engagement



Part III – Disaggregated
Data Regarding Race
and Ethnicity



Part IV – Criteria to
Evaluate a Zoning Action

Part I – Comprehensive Plan Consistency

Future Land Use Map



High Density Residential

- “This designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings.”
- “Density is typically greater than a FAR of 4.0, and greater density may be possible...when approved through a Planned Unit Development

High Density Commercial

- “This designation is used to define the central employment district, other major office centers, and other commercial areas...”
- “The MU-9, D-3 and D-6 Zone Districts are consistent with the High Density Commercial category...”

Moderate Density Residential

- “This designation is used to define neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden apartment complexes.”

Production, Distribution and Repair

- “Areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from housing and other noise-, air-pollution and light-sensitive uses.”
- “It is important to ensure that adequate, appropriate land is provided for these PDR uses that are critical to supporting the retail, transportation and service needs of the city.”

Federal

- “This designation includes land and facilities owned, occupied and used by the federal government, excluding parks and open space.”

Part I – Comprehensive Plan Consistency

Generalized Policy Map



Federal Lands

- Not expressly defined by the Framework Element, but notes “federal lands are called out to acknowledge the District’s limited jurisdiction over them but are still discussed in the text of the District Elements.”

Neighborhood Conservation Area

- “Generally residential in character...”
- “Major changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated...”
- “New development, redevelopment and alterations should be compatible with the existing scale, natural features, and character of each area...”

Part I – Comprehensive Plan Consistency

District-Wide Policies

Land Use Element

- Policy LU-1.3.3: Federal Sites
- Policy LU-1.3.5: Public Benefit Uses on Large Sites
- Policy LU-1.4.5: Development Along Corridors
- Policy LU-2.2.4: Neighborhood Beautification
- Policy LU-2.3.5: Institutional Uses

Transportation Element

- Policy T-1.2.1: Major Thoroughfare Improvements
- Policy T-2.4.1: Pedestrian Network
- Policy T-2.4.2: Pedestrian Safety
- Policy T-2.5.4: Traffic Management
- Policy T-2.5.5: Natural Landscaping

Housing Element

- Policy H-4.1.3: Coordination of Housing and Support Services
- Policy H-4.2.1: Ending Homelessness
- Policy H-4.2.2: Neighborhood-Based Services for Persons Living Without Homes
- Action H-4.2.A: Homeward DC
- Policy H-4.3.1: Short-Term and Emergency Housing Options

Environmental Protection Element

- Policy E-2.1.3: Sustainable Landscaping Practices
- Policy E-3.2.2: Net-Zero Buildings
- Policy E-3.2.3: Renewable Energy
- Policy E-3.2.6: Alternative Sustainable and Innovative Energy Sources
- Policy E-3.2.7: Energy-Efficient Building and Site Planning
- Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff

Urban Design Element

- Policy UD-1.2.1: Respecting Natural Features in Development
- Policy UD-1.4.1: Thoroughfares and Urban Form
- Policy UD-1.4.2: District Gateways
- Policy UD-1.4.3: Thoroughfare Vistas and View Corridors
- Policy UD-1.4.4: Priority Avenues and Gateway Corridors
- Policy UD-4.2.1: Scale and Massing of Large Buildings
- Policy UD-4.2.4: Creating Engaging Facades

Community Services and Facilities Element

- Policy CSF-1.1.2: Adequate Facilities
- Policy CSF-1.1.5: Addressing Facilities that are Functionally Obsolete
- Policy CSF-1.1.7: Location of Facilities
- Policy CSF-2.2.1: Behavioral Health and Resilience

Upper Northeast Area Element

- Policy UNE-1.2.1: Streetscape Improvements
- Policy UNE-2.1.4: Northeast Gateway Urban Design Improvements
- Policy UNE-2.1.5: Green Spaces in Ivy City
- Policy UNE-2.3.1: New York Avenue Corridor

Part I – Comprehensive Plan Consistency

Ivy City Small Area Plan

Community Resilience Recommendation 2.5

Expand the use of **green infrastructure**, such as cool pavements or small-scale solar panels, on existing public lands including the Crummell School, Lewis Crowe Park, and other government properties.

Community Resilience Recommendation 2.6

Encourage new development projects to incorporate **green infrastructure elements**, such as roof gardens, landscaped terraces, pocket parks, vegetation walls, and decorative planters to help reduce heat island impacts and increase visual appeal in the surrounding neighborhood.

Design Principle A

New buildings are encouraged to incorporate a **height step down** to soften the transition between the higher density buildings along New York Avenue NE and the lower-density residential areas south of Alexander Crummell Way. New and infill development heights in residential areas should remain moderate, consistent with the existing zoning.

Design Principle E

Building frontages should have **variation along streets with continuous massing to ensure a pedestrian-scale of development**. This will lessen the perceived length of high-rise buildings or rowhouse groupings. **Blank walls should be avoided**, particularly along streets and pedestrian ways.

Design Principle H

Building façades should provide a **variety of design elements for visual interest**. These include textures found throughout the neighborhood (brick and masonry with more contemporary materials as secondary accents), colors, and **interesting architectural features** that reflect traditional and/or industrial-style architecture and contribute to neighborhood unique visual identity.

Public Space & Urban Design Recommendation 3.6

Enhance the pedestrian experience with streetscape elements, such as **pedestrian-scale lighting** along the corridor and around block corners of side streets.



Part I – Comprehensive Plan Consistency

New York Avenue NE Vision Framework

Action Item 1: Produce and Preserve Housing

Actions that will help residents stay in their communities and benefit from the corridor’s reinvestment. Recommendations include increasing awareness of anti-displacement programs, rezoning properties along New York Avenue NE to mixed-use, support projects that provide affordable rental and ownership opportunities through the Housing Production Trust Fund, and more.

Action Item 2: Increase Resilience

Reinvestment in the corridor to increase climate resilience by making the neighborhood cooler, less likelier to flood and healthier for residences. Recommendations include **improved streetscape and landscaping, renewable energy, and maximizing tree canopy and green space.**

Action Item 3: Strengthen Connections

Better transportation connections along New York Avenue to provide increased access to jobs, healthcare and other services through the city. Recommendations include mobility features, such as a shared use path and bicycle lanes, **improvements or addition of sidewalks**, and exceeding short and long-term bicycle parking requirements.

Action Item 4: Uplift the Corridor’s Industrial Legacy

Retaining the corridor’s unique visual identity as a former manufacturing and warehouse hub while creating new uses and spaces for all residents. Recommendations include **concentrating building height along New York Avenue**, locating key features by major intersections, and **use of industrial building design elements.**

Part II – Community Outreach and Engagement

Neighborhood and Effected Community Profile

- Ivy City
 - Historically black neighborhood that initially grew with employment opportunities through the B&O Railroad Branch and brick-making industry
 - By the early-20th century, Ivy City began to face economic decline and evolved into a commercial and industrial corridor
 - During the 20th century, residents faced racial, social and environmental justices due to the concentration of industrial and commercial uses
 - By the 21st century, Ivy City began to shift into a mixed-use neighborhood with many of the former industrial buildings being revived and redeveloped
- Men experiencing homeless in the District of Columbia
 - Approximately 5,616 individuals experiencing homelessness in the District (DHS 2024 “Point in Time” count)
 - Unhoused individuals face a myriad of social and health challenges
 - District of Columbia and Interagency Council on Homelessness has developed policy to make homelessness rare, brief and non-recurring

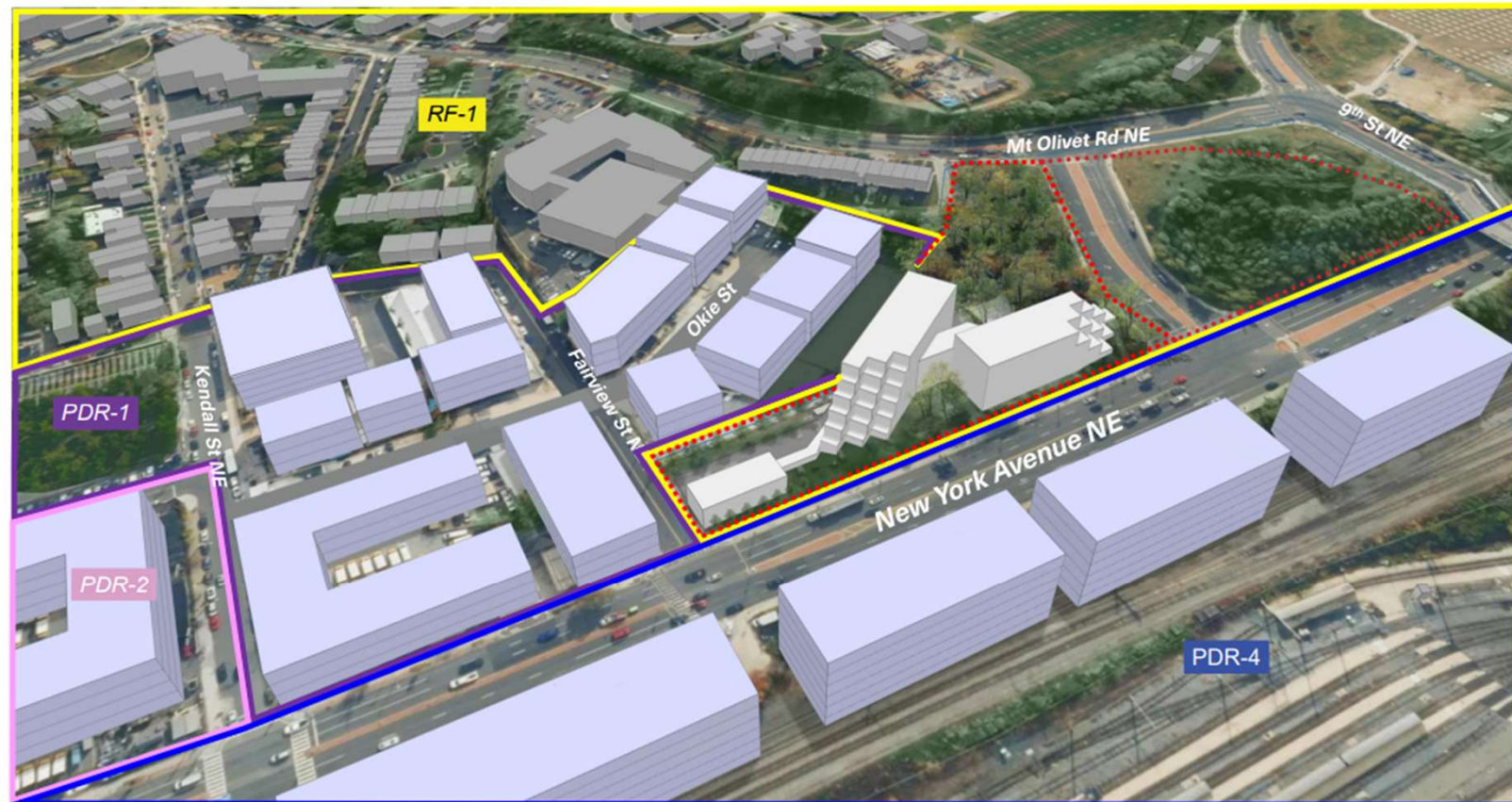
Part IV – Evaluating Zoning Action Through Racial Equity Lens

Indicator	Aspect of Action Related to Racial Equity	Outcome
Direct Displacement	<ul style="list-style-type: none"> The Application will not cause physical displacement of tenants or residents as the Property is currently used for an animal shelter, which will be relocated off-site 	
Indirect Displacement	<ul style="list-style-type: none"> It is not expected that there will be indirect economic or cultural displacement due to a new homeless shelter that is replacing a shelter two blocks away 	
Housing	<ul style="list-style-type: none"> The project will provide humane temporary housing for men experiencing homelessness 	
Employment	<ul style="list-style-type: none"> The project will create new full-time employment opportunities The programming is intended to assist residents with finding and keeping employment 	
Transportation/Infrastructure	<ul style="list-style-type: none"> Improvements to public space, including widening sidewalk 	
Environmental	<ul style="list-style-type: none"> Extensive landscaping and plantings with expansion of forest conservation easement LEED-Gold certification Net-zero building 	

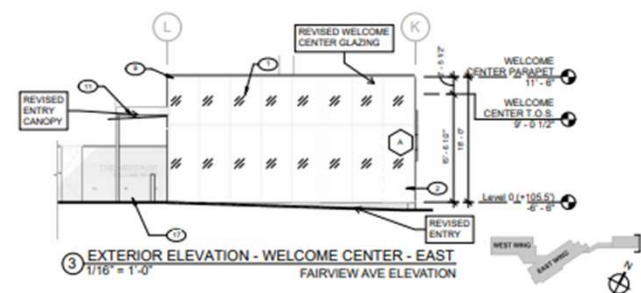
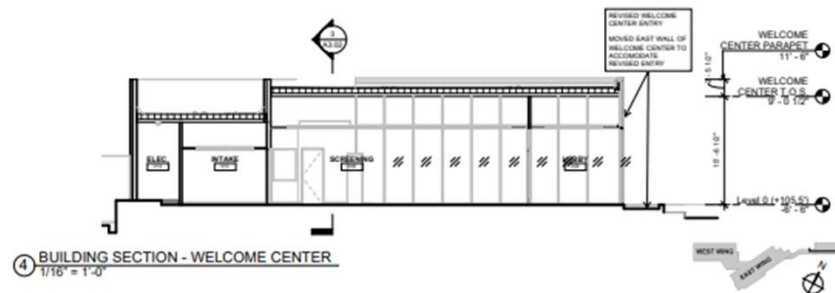
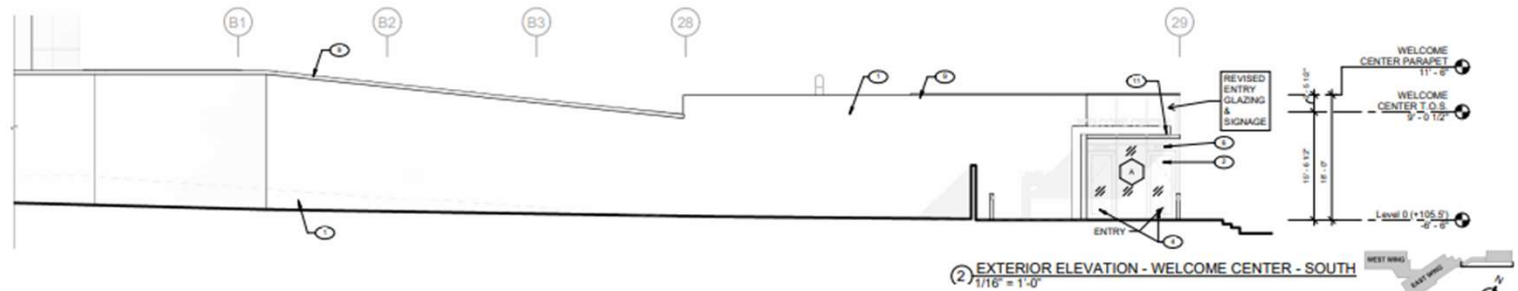
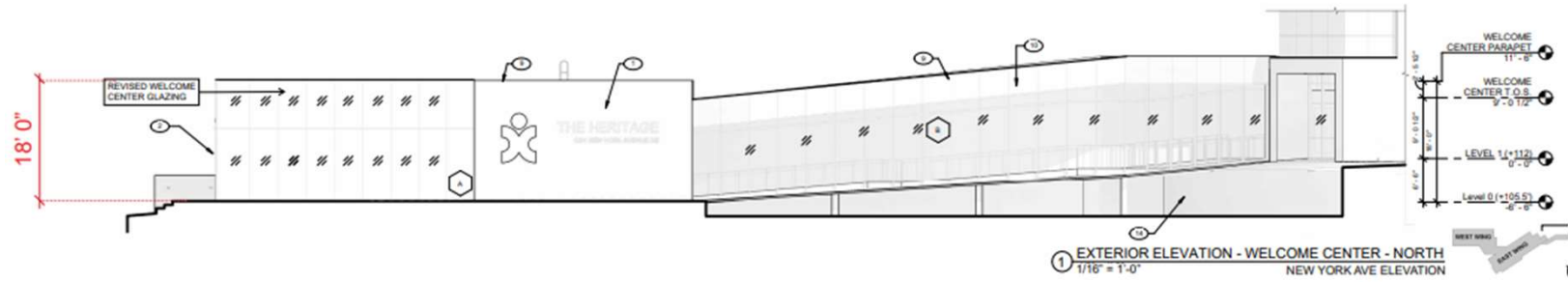


Thank You

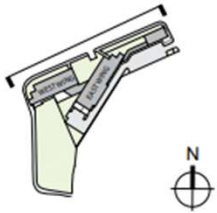
BUILDING MASSING WITHIN POTENTIAL FUTURE DEVELOPMENT



WELCOME CENTER

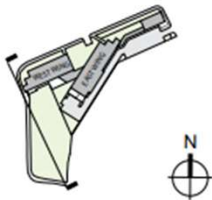


NEW YORK AVENUE NE RENDERED ELEVATION



 	
NEW YORK AVENUE SHELTER 1201 NEW YORK AVENUE NE WASHINGTON, DC 20002	
SHEET NUMBER PUD 0.34	DRAWING NAME NY AVE ELEVATION
 918 LI SU NW, Washington, DC, 20001 T 202.796.7964 W https://sorg.design/	

MT. OLIVET BYWAY RENDERED ELEVATION



**NEW YORK AVENUE
SHELTER**

1201 NEW YORK AVENUE NE
WASHINGTON, DC 20002

SHEET NUMBER	DRAWING NAME
PUD 0.35	MT. OLIVET BYWY. ELEVATION



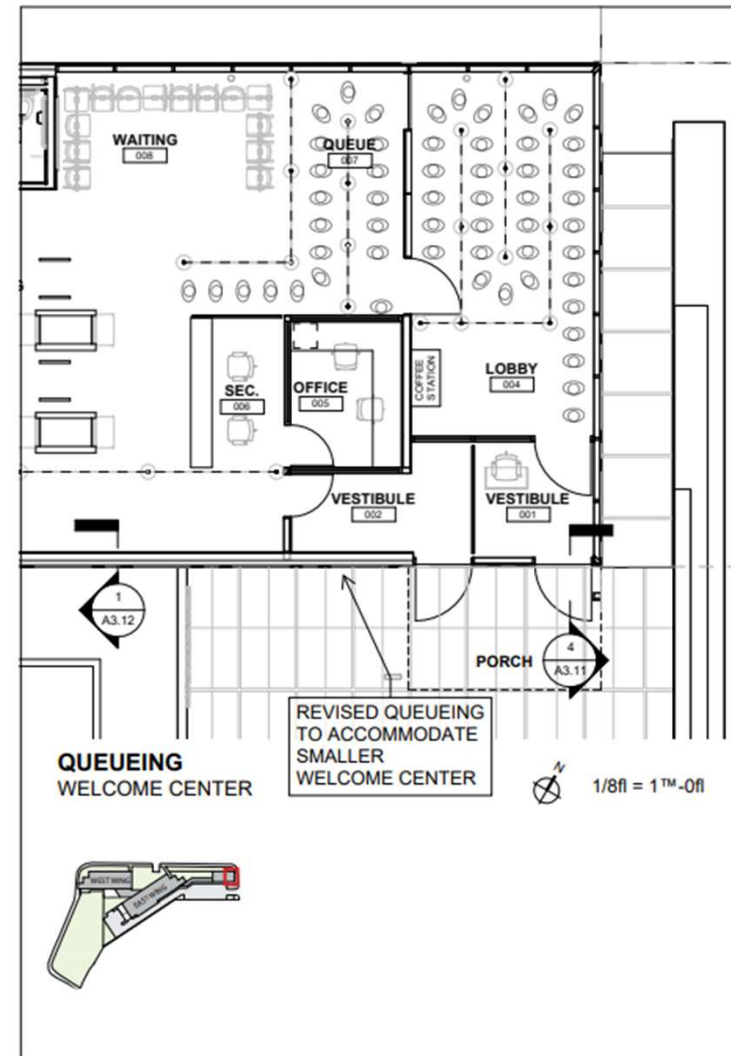
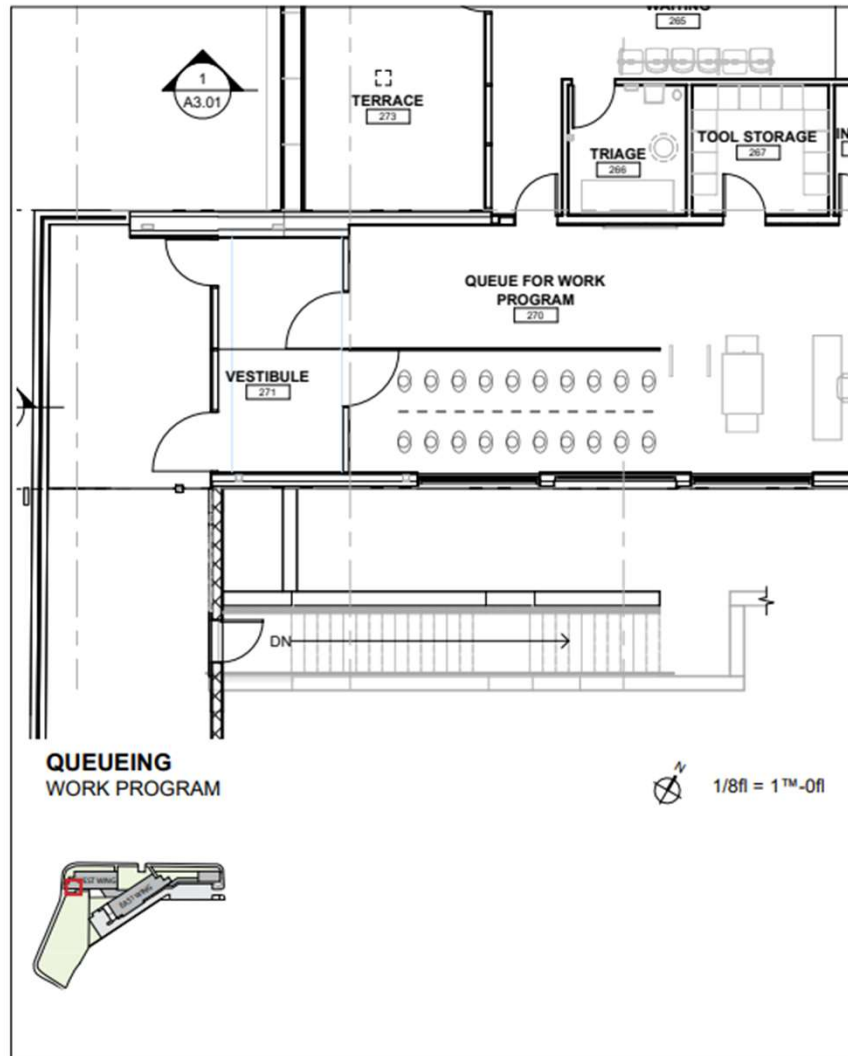
918 U St NW, Washington, DC, 20001
T 202.796.7964
W sorgdesign.com

FAIRVIEW AVENUE NE RENDERED ELEVATION

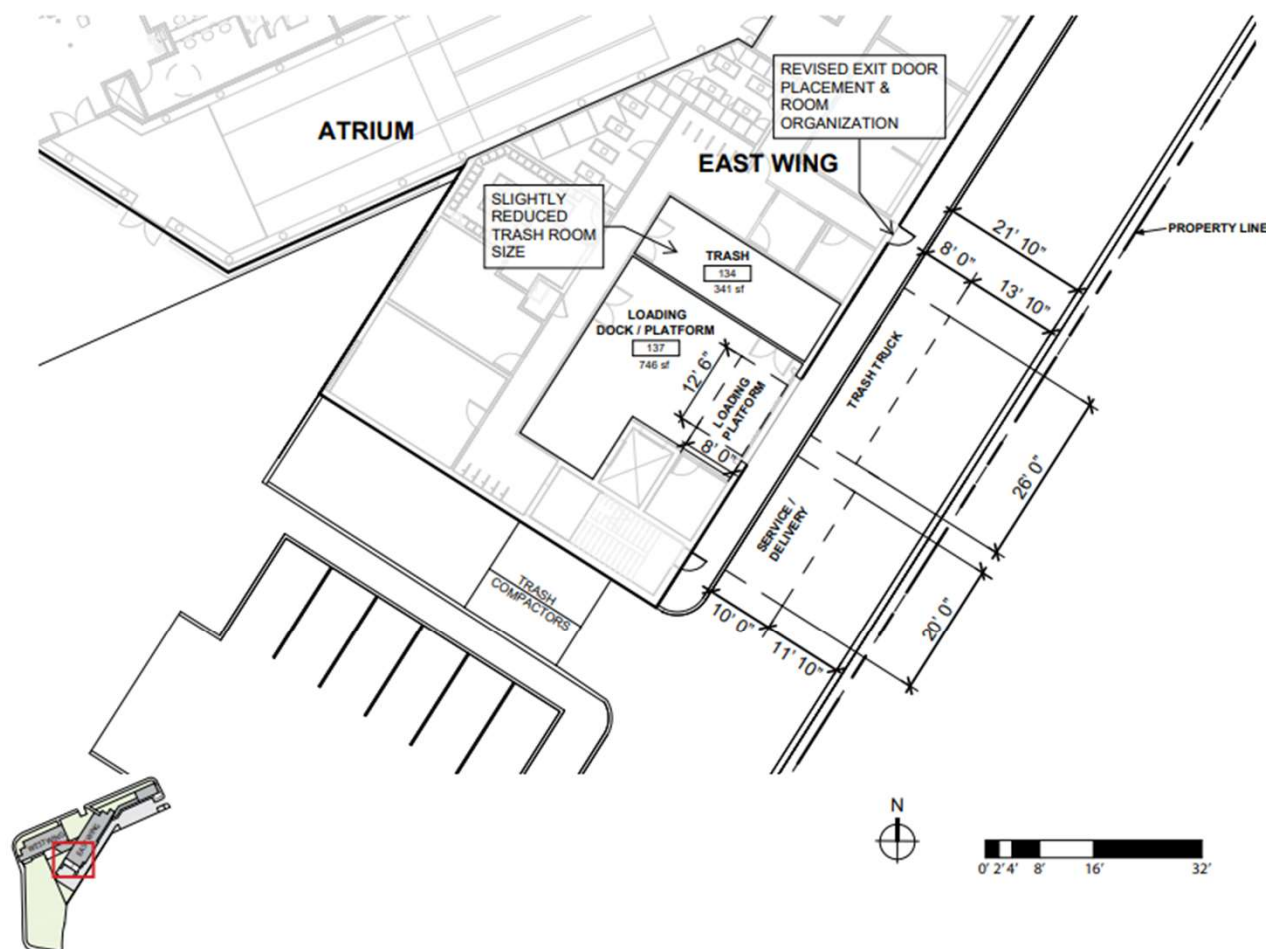


DGS BUILD DEPARTMENT OF MAINTAIN GENERAL SERVICES SUSTAIN	
NEW YORK AVENUE SHELTER 1201 NEW YORK AVENUE NE WASHINGTON, DC 20002	
SHEET NUMBER PUD 0.36	DRAWING NAME FAIRVIEW AVE ELEVATION
 918 U St NW, Washington, DC, 20001 T 202.796.7964 W https://sorg.design/	

ENLARGED PLANS - QUEUEING

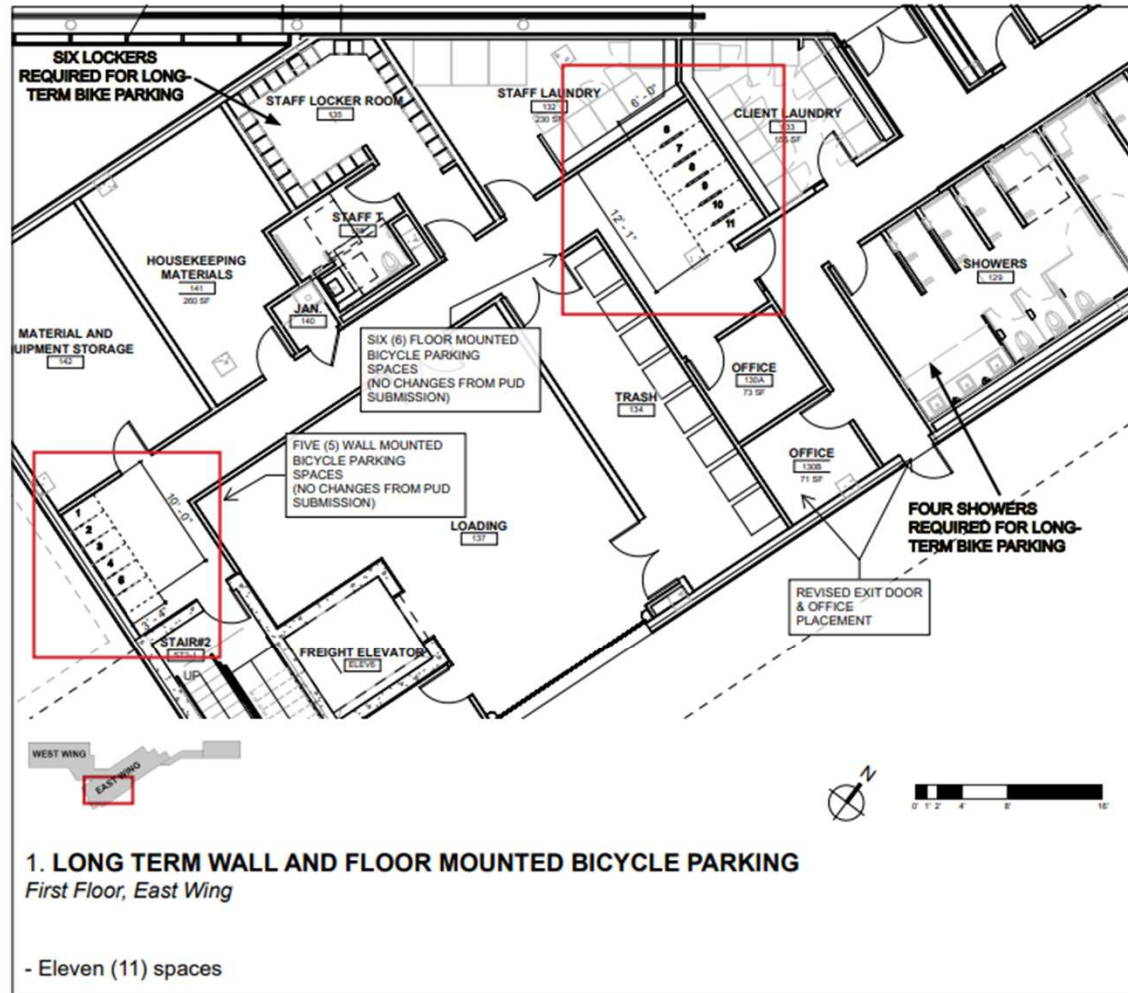
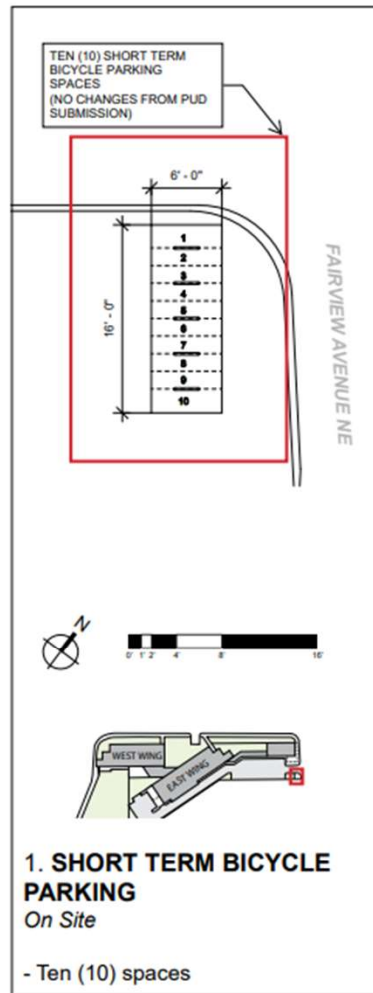


ENLARGED PLAN - LOADING



NEW YORK AVENUE SHELTER 1201 NEW YORK AVENUE NE WASHINGTON, DC 20002	
SHEET NUMBER PUD 0.41	DRAWING NAME ENLARGED PLANS: LOADING
ZONING COMMISSION 911 Under the City of Washington, DC, 20001 T 202.895.2700, 24-24 W www.sorg.org	

ENLARGED PLANS - BICYCLE PARKING



Long Term and Short Term Floor Mounted bicycle storage equipment



Long Term Wall Mounted bicycle storage equipment



NEW YORK AVENUE SHELTER

1201 NEW YORK AVENUE NE
WASHINGTON, DC 20002

SHEET NUMBER DRAWING NAME

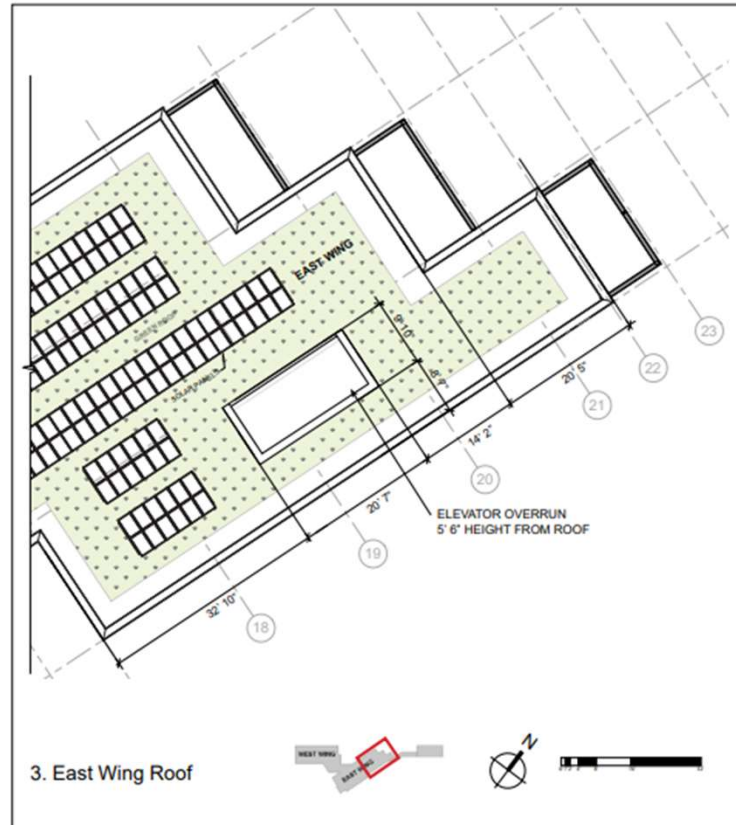
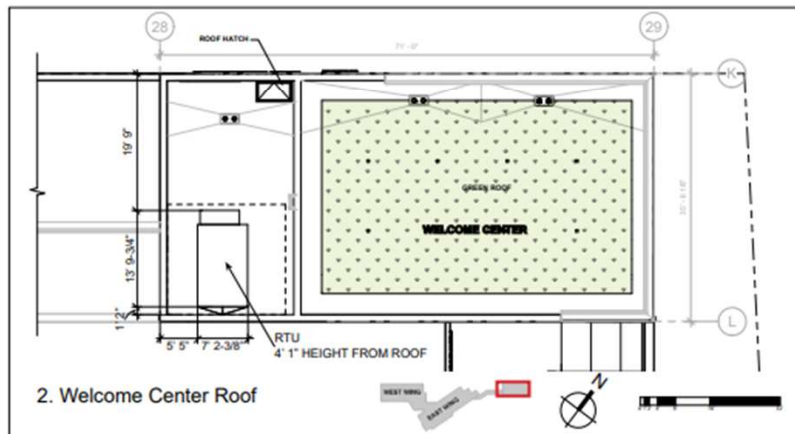
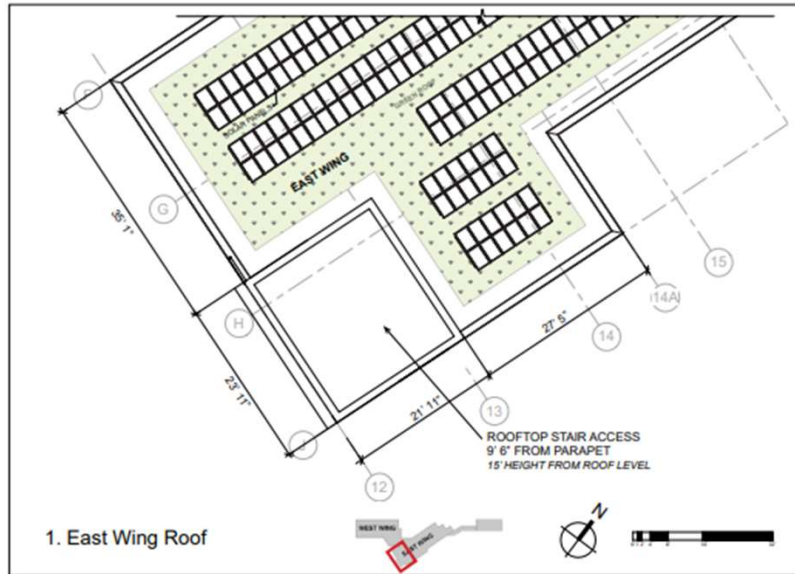
PUD
0.43

ENLARGED
PLANS:
BICYCLE
PARKING

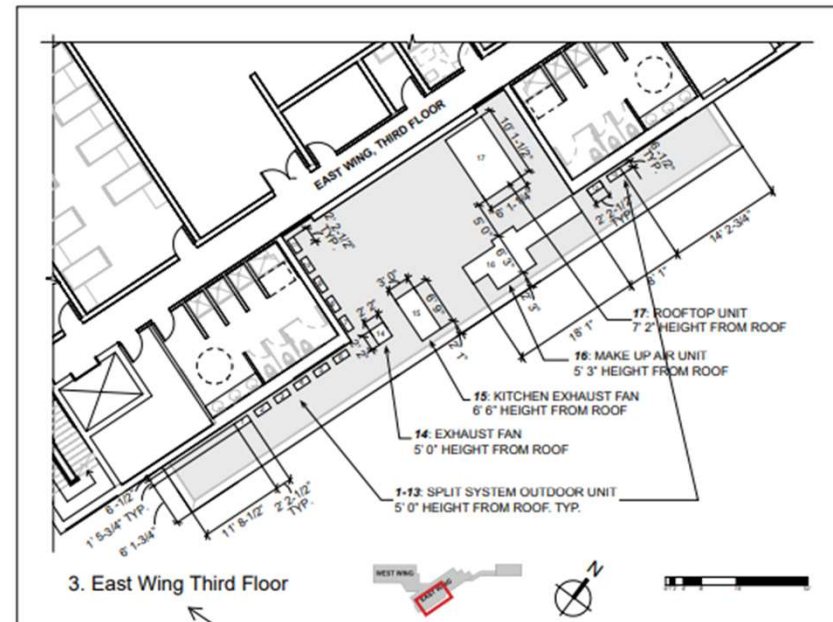
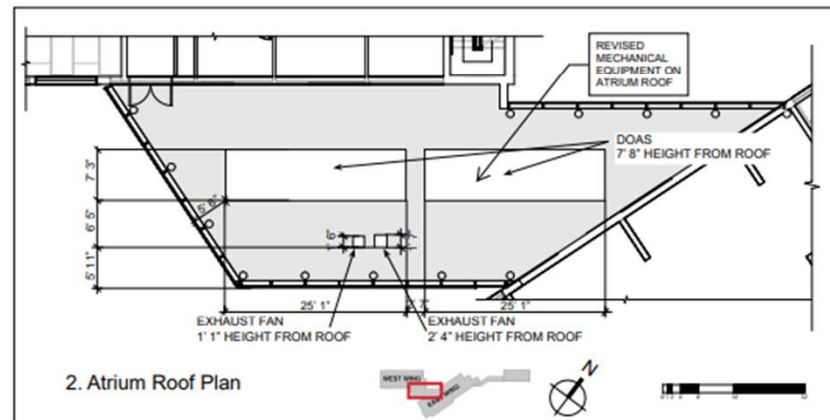
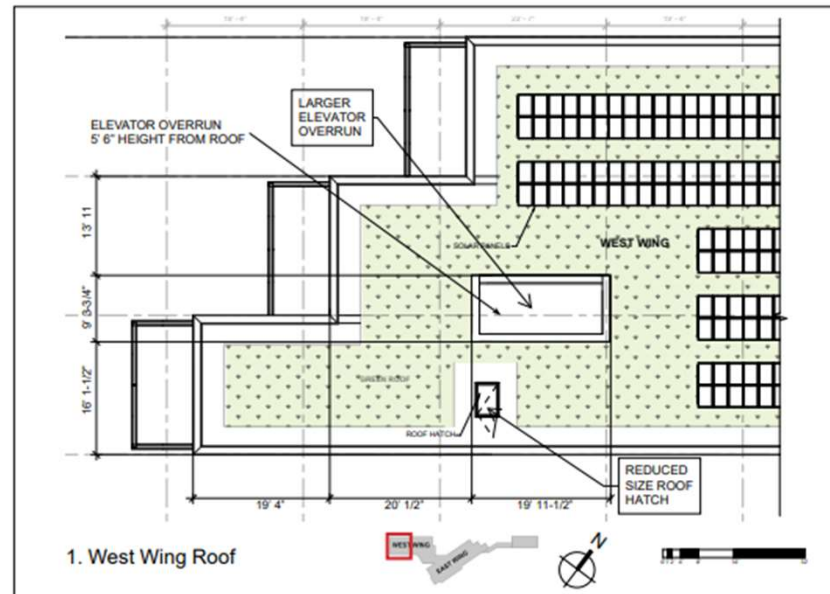


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ENLARGED PLANS - PENTHOUSE



NEW YORK AVENUE SHELTER 1201 NEW YORK AVENUE NE WASHINGTON, DC 20002	
SHEET NUMBER PUD 0.44	DRAWING NAME ENLARGED PLANS: PENTHOUSE
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REVISED
MECHANICAL
EQUIPMENT ON
KITCHEN ROOF
THIRD FLOOR
EAST WING