



June 29, 2022

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**VIA IZIS**

Anthony Hood, Chairperson  
D.C. Zoning Commission  
441 4th Street, NW, Suite 200S  
Washington, DC 20001

**RE: ZC Case No. 21-26  
Applicant's Supplemental Statement**

Chairperson Hood and Honorable Members of the Commission:

On behalf of the Applicant NRP Properties, LLC (the "Applicant"), the following constitutes supplemental information pursuant to Subtitle Z § 401.5 in advance of the Commission's public hearing on the subject application for the proposed mixed-use development (the "Project") at 301 Florida Avenue NE (the "Property").

**I. Architectural Updates**

The Applicant is enclosing a revised architectural plan set, which is attached at Tab A. Of particular note, the Applicant has made refinements to the Project's public space plan. During a Preliminary Design Review Meeting on May 19, 2022, the Department of Transportation's Urban Forestry Division noted that the Project's bay projections on Florida Avenue could interfere with two of the large street trees proposed in public space adjacent to Florida Avenue. Following a site visit with an Urban Forestry representative on May 25<sup>th</sup>, the Applicant revised the public space plan to incorporate three medium-sized trees adjacent to the bay projections. The Project now proposes seven trees (instead of five) by Florida Avenue to ensure an ample tree canopy along the sidewalk.

As outlined in Section II below, the Applicant refined the lay-bys on 3<sup>rd</sup> Street and N Street as well as the non-residential trash room to address community concerns. Additionally, the Applicant has added eight short-term bicycle parking spaces on the corner of 3<sup>rd</sup> and N Street NE, which brings the Project's short-term bicycle parking count to 26 spaces. This well exceeds the minimum requirement of 6 short-term spaces pursuant to Subtitle C § 802.1 of the Zoning Regulations. The Project will exceed the long-term bicycle requirement providing 51 long-term spaces in the ground floor bicycle parking room.

Otherwise, the Revised Plans make minor refinements to amend prior rendering errors and inconsistencies in the plan set and incorporate additional sheets to better illustrate Project detailing and features. The façade has been slightly altered to ensure that no portion of the building

encroaches onto the National Park Service land at the corner of Florida and N Street. The revisions do not materially impact the Project's design or programming. The following new sheets are within the Revised Plans:

- Sheet A.16D – Enlarged MEP Roof Plan
- Sheet A.60 – Penthouse Balcony Detail
- Sheet A.61 – Typical Project Balcony Detail
- Sheet A.62 – Typical Juliet Balcony Detail
- Sheet A.63 – Signage Detail (Residential Lobby)
- Sheet A.64 – Signage Detail (Retail and Bicycle Room)
- Sheet A.65 – Recessed Exhaust Vent Detail

## **II. Community Outreach**

Since filing the application, the Applicant has continued to work with Advisory Neighborhood Commission 6C (“ANC”) in review of the Project. The Applicant's team presented to the ANC's Planning, Zoning and Economic Development Committee (“PZE Committee”) on two occasions, May 4, 2022 and June 1, 2022. The Project was positively received by the PZE Committee, with members noting support for the level of affordability and architectural design. However, the Committee delayed a vote until July 6<sup>th</sup> in order for the Applicant to make refinements and improve the proposed loading arrangement on N Street and 3<sup>rd</sup> Street as well as the Project's trash plan.

During the June 1<sup>st</sup> meeting, the PZE Committee requested the Applicant make further changes to the loading plan in order to ensure the 75-foot lay-by on N Street would not be used for non-loading activities. The PZE also requested information on the size and functionality of the trash room serving the ground floor non-residential space.

Following the June 1<sup>st</sup> PZE meeting, the Applicant developed three concepts for the N Street lay-by and reviewed the concepts with DDOT.<sup>1</sup> The Applicant, in concert with Gorove Slade, devised the following options for the lay-by: 1) installing a mountable wheel stop between the travel lane and the loading zone; 2) constructing an intermediate raised loading zone that is 2-3 inches above the travel lane; and 3) striping and “stamping” the lay-by and incorporating signage with loading-only restrictions. These enhanced loading options were presented to DDOT conceptually. DDOT noted that all final decisions would be made by DDOT's Public Space Committee but expressed concern over options 1 and 2. DDOT expressed satisfaction that striping and stamping the loading space would be more than sufficient to accomplish the Project's loading goals.

Accordingly, the Applicant revised its curbside management plan to incorporate striping, stamping and signage for the N Street lay-by. A copy of the revised curbside management/public space plan is attached at Tab B. In collaboration with the ANC, the signage restricts the N Street lay-by to commercial vehicles only for 24 hours a day and 7 days a week and requires a permit or payment to use the loading area. At the request of the PZE Subcommittee, the Applicant is also proposing a limitation on trucks that may utilize the lay-by to no greater than 50 feet in length. This limitation will be reflected in the Applicant's loading management plan, which now includes

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<sup>1</sup> As with all public space design, the lay-by concepts are subject to DDOT review and approval.

language that “[d]elivery trucks over 50 feet in length will be prohibited from serving the site.” In conjunction with the Applicant’s loading management plan, which is outlined in the Comprehensive Transportation Review (Ex. 21A), the public space plan will ensure the N Street lay-by is used only for loading activities, and not by personal vehicles or delivery services.

To that end, the Applicant proposes the 62-foot no parking zone on 3<sup>rd</sup> Street that is expected to be used for residents’ day-to-day needs, including ride-share and food delivery services. The 3<sup>rd</sup> Street zone will funnel non-loading traffic away from N Street and alleviate any potential back-ups on that street. The Applicant has included signage specific to the 3<sup>rd</sup> Street pick-up/drop-off zone, which clarifies that no parking permitted and that all unattended vehicles will be ticketed and towed. *See* Tab B.

The PZE Subcommittee also requested information on the size and functioning of the trash room serving the non-residential ground floor use. Since filing the application, the Applicant has already adjusted the Project’s trash plan from one trash room to two, separate trash rooms for the residential and non-residential space. As reflected in the Revised Plans, the Project will include a 132 sq. ft. trash room that will solely serve the non-residential space.<sup>2</sup> *See* Tab A, Sheet A.18. The trash room size is 4.6% of the total non-residential floor area, which is within the range of industry standard for trash room sizes. While the number of bins will be dependent on the operator and use, the trash room is large enough to hold four, 64-gallon trash bins, with ample room to access and maneuver the bins for trash collection.

The Applicant looks forward to its continued work with the ANC on the Project and the issues outlined above. The Applicant will return to the PZE Committee on July 6, 2022, and then present to the full ANC on July 13, 2022.

### **III. Agency Outreach**

Since the Commission’s set-down meeting, the Applicant has continued its coordination with the Office of Planning (“OP”), DDOT, and other agencies. On April 21, 2022, the Applicant attended an inter-agency meeting hosted by OP where the Applicant received comments from various agencies. The Applicant has remained in close contact with DDOT to discuss the Project’s public space plan, including at a PDRM on May 19, 2022. As outlined above, the Applicant’s traffic consultant has been coordinating with DDOT in connection with revisions to the Project’s public space plan that were requested by the PZE Subcommittee.

On June 16, 2022, OP forwarded to the Applicant comments on the Project from the Department of Energy and Environment (“DOEE”). The Applicant provided responses to DOEE’s comments via OP, and the Applicant looks forward to its continued work with DOEE and the sustainability resources identified by DOEE.

### **IV. Supplemental Racial Equity Analysis**

OP has requested the Applicant to supplement the racial equity analysis with additional information, including housing and income data. In support of the racial equity analysis, the Applicant’s prehearing statement (Ex. 13) highlighted Project features including the all-affordable

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<sup>2</sup> There will be a separate 377 sq. ft. residential trash room adjacent to the non-residential trash room.

units, the number of family-sized dwellings, the resident amenities, the residential resource center, and the Property's proximity to employment opportunities. The analysis also noted that the Project will not displace any existing residents because the Property is unimproved.

Based on publicly-available housing data, the Project will provide a substantial increase over the existing affordable housing stock in ANC 6C. According to the State Data Center,<sup>3</sup> ANC 6C, where the Project is located, has 183 total affordable housing units, which is equal to 0.4% of the District's total affordable units. The 183 affordable units represent 2.3% of total housing in ANC 6C. The Project's 115 affordable units will therefore increase the number of affordable units in ANC 6C by more than 60%.

Additionally, the Mayor's 2019 Housing Equity Report identifies a goal of creating 1,040 new affordable housing units in the Central Washington planning area, which the Comprehensive Plan identifies as much of Downtown DC and includes the NoMa neighborhood where the Property is located. *See* 10A DCMR § 1600. Publicly available data indicates that only 281 affordable housing units have thus far been created in the Central Washington planning area. This Project's 115 new affordable units would therefore increase affordable housing production in the planning area by over 40%.

Demographic information also shows a shift in racial makeup of the Central Washington planning area. In 2000, the percentage of Black residents within the planning area was 60.5%. *See* 10A DCMR § 1603.4. However, by 2017, approximately 29.1% of residents within the planning area are Black, which is well under the 47.7% of Black residents city-wide. *Id.* By 2019, the percentage of Black residents within the Central Washington planning area decreased to 27%. *See* OP Demographic Data Hub, <https://opdatahub.dc.gov/>. Relatedly, the percentage of Hispanic residents in the planning area has increased from 5.5% in 2000 to 9.3% in 2019. *See* 10A DCMR § 1603.4; *see* OP Demographic Data Hub.

The median household income in the planning area was \$94,318 in 2017 and increased to \$98,082 by 2019. *See* 10A DCMR § 1605.2; *See* OP Demographic Data Hub. This is substantially above the District-wide average of \$77,649. *See* 10A DCMR § 1605.2. More than 19.5 percent of the area's residents lived below the federal poverty level in 2017. *Id.*

From an equity perspective, the Project will deliver dedicated affordable homes in an area that is increasingly affluent and well-served by amenities. Low-income families who may otherwise be priced out of such an accessible and amenity-rich neighborhood will be able reap the benefits of living among these features as a result of the Project. The Project's 115 units will dramatically increase the existing affordable housing stock in ANC 6C, a very high-opportunity area of the District.

The dearth of affordable housing in a "high opportunity" neighborhood such as NoMa is not surprising given its central location and accordant land values. Yet, as reflected in the Mayor's Housing Equity Report,

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<sup>3</sup><https://public.tableau.com/app/profile/travis.pate/viz/DistrictofColumbiaIncomeRestrictedAffordableHousingbyANC/AffordableHousingANC>

neighborhoods with high performing schools, amenities like grocery stores and safe parks, and accessible public transit improve access to important economic, educational, and employment opportunities. When high-opportunity neighborhoods lack affordable housing or when areas with affordable housing lack neighborhood services and amenities, low-income residents are excluded from important social and economic opportunities of those healthy neighborhoods...

*when low-income residents can move or afford to live in high opportunity neighborhoods, they thrive.* Low-income children living in high-opportunity areas are more likely to perform better in the classroom and on academic tests compared to their peers in high-poverty areas. The benefits continue to accrue as life progresses, as those children are more likely to attend college and have increased lifetime earnings, averaging \$302,000 higher as adults compared to their low-income peers living in high-poverty areas. (Emphasis added)

The Project meets these goals of equitable access to economic, education and employment opportunities because the Property is in close proximity to schools, amenities, and public transit. Accordingly, the Project will meet the equity goal of creating more diverse demographics in the Central Washington planning area.

**V. Summary of Witness Testimony and Expert Resumes**

Enclosed with this filing are the resumes of expert witnesses (Tab C) appearing on the Applicant's behalf at the hearing, and outlines of witness testimony (Tab D). The Applicant previously filed the resume of its traffic expert at Exhibit 21B.

**VI. Conclusion**

The Applicant looks forward to presenting the Project and application to the Zoning Commission on July 18, 2022. Please contact the undersigned with any questions or comments regarding this submission.

Sincerely,  
COZEN O'CONNOR



Meridith Moldenhauer



Eric J. DeBear

**Certificate of Service**

I HEREBY CERTIFY that on this 29<sup>th</sup> day of April, 2020, a copy of this Supplemental Submission with attachments was served, via email, on the following:

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