

Sq. 653, Lots 65, 66, 827, 829, & 830

**ZC Application No. 21-27
Chun Lam
January 5, 2023**

APPLICANT:
jason.cclam@gmail.com
Jason Lam On Behalf of:
Lots 65, 66, 827, 829 and 830 in Square 653
571.232.6446

ZONING ATTORNEY
awilson@sullivanbarros.com
Alexandra Wilson – Sullivan and Barros
202.503.1704

PRINCIPAL ARCHITECT
rmarkus@richmarkusarchitects.com
Rich Markus - Rich Markus Architects
703.867.0454

TRAFFIC CONSULTANT
william.zeid@goroveslade.com
William Zeid - Gorove Slade
571.466.6605

ZONING COMMISSION

District of Columbia

CASE NO.21-27

EXHIBIT NO.50

Sullivan & Barros, LLP



Project Highlights

IZ Contribution:

- 12% dedicated to IZ (8% Required)
- One 50% MFI IZ unit; others at 60%
- 6 IZ units

Sustainability:

- Solar Energy
- LEED Gold
- Green landscape features
- Green Roof

Equity:

- 49 rental units, 6 of those affordable + job opportunities in lieu of two row homes, a parking lot, and liquor business with only 2-3 employees
- Legacy Building- will remain in the family
- 5 underutilized lots into housing and job opportunities
- Understanding of community as they've been part of the fabric of the community owning and living in the properties at times throughout 20+ years

Project History and Timeline

- Proposed program was introduced in 2018; delayed further by proposed landmark nomination (by SWNA) which was later dropped as part of the settlement agreement with the 1319 Owners (developing adjacent properties).
- 2020-21: Plans are developed again and revised based on feedback from neighbors (ex. former party opponents requested that no vehicular egress take place in the alley.)
- Dec 21, 2021: Applicant officially files Design Review Case.
- February 28, 2022: Original hearing date. Applicant postpones to continue working with ANC. Meets numerous times with small committee and ANC.
- April 21, 2022: Applicant presents and ZC requests design updates.
- Applicant requests October 3, 2022, hearing and undergoes design update; continues to meet frequently with the ANC and attempts to attend a PS Hearing but is pushed to end of October.
- October 3, 2022: ZC requests that the hearing is moved to January 5, 2023, to finalize PS issues and outstanding issue with easement related to Party in Opposition. At this point, ANC conditionally supports the project so long as it has a curb cut/loading.



Where are we now?

- Attended a Public Space Hearing on Thursday October 27, where the curb cut was officially denied.
- Party Opponents have withdrawn party status.
- Applicant, Party Opponent and 1319 S Cap owner agreed to a revised easement.
- Attended a small group meeting with ANC Commissioner Hamilton and Commissioner Kramer on November 1 (and full ANC).
- Zoning flexibility requests are relatively minor: Closed Court, Front setback on only ~50% of the front façade, rear yard (primarily balconies).
- OP is recommending approval and Applicant has worked with OP/Public Space regarding design.
- DDOT has no objection and Applicant has worked with DDOT to implement TDM/LDM measures.
- Applicant has revised plans multiple times throughout the process at the request of the ANC- led to great changes including updated brick material and additional green space.
- ANC previously conditioned approval on curb cut, but DDOT denied curb cut, unfortunately. Outstanding concern related to lack of parking and loading can be mitigated through TDM/LDM; as well as other conditions to the order (ex. Limiting trash pick-up- See Ex.38F).
- Overall, the design changes to meet the requirements and regulations, now more consistent with overarching goals of the design review process.



Standards for CG Design Review

512.3

In addition to proving that the proposed use, building, or structure meets the standards set forth in Subtitle X and the relevant provisions of this chapter, an applicant requesting approval under this section shall prove that the proposed building or structure, including the sitting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:

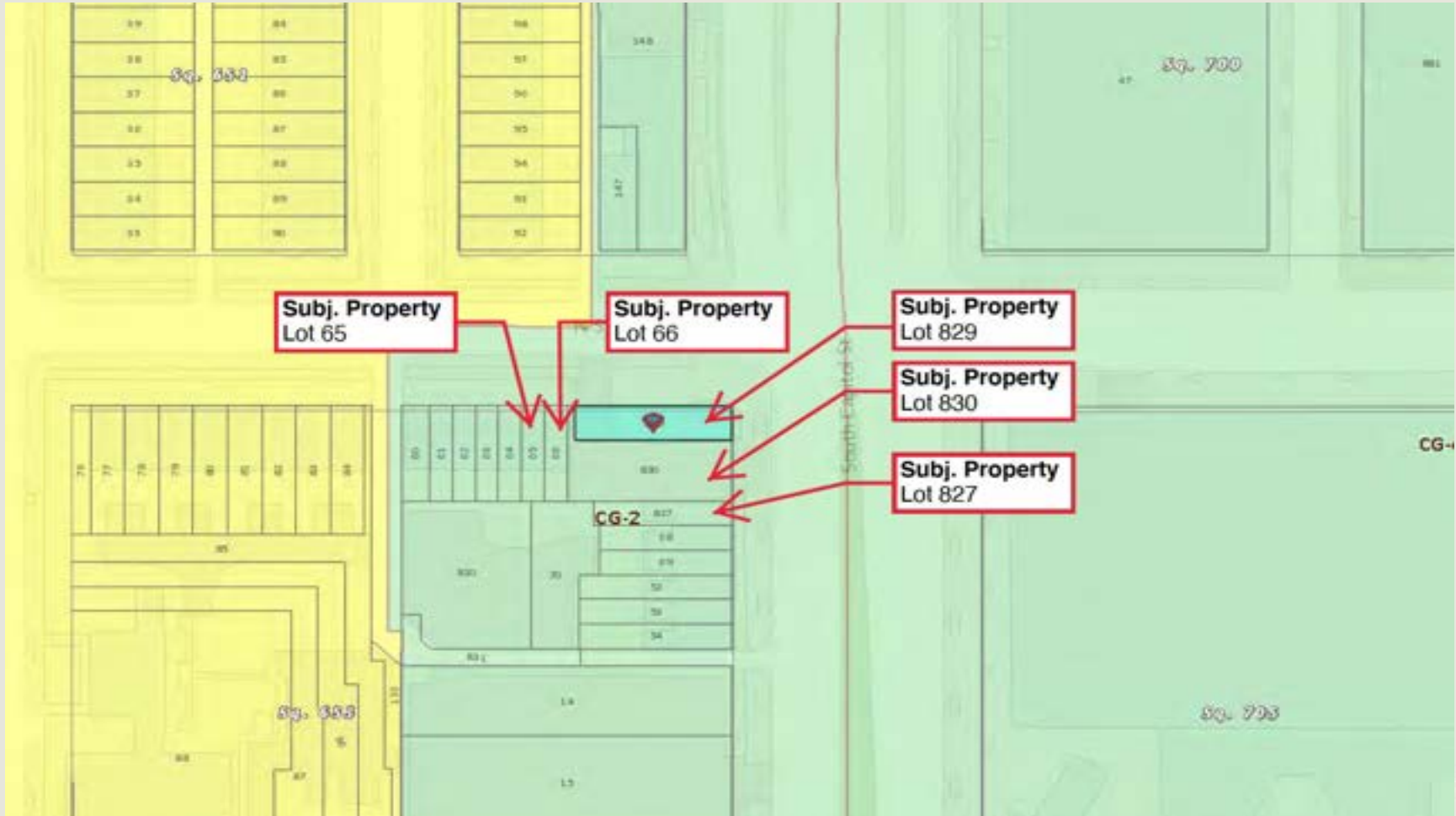
- (a) Help achieve the objectives of the Capitol Gateway defined in Subtitle K § 500.1,
- (b) Help achieve the desired use mix, with the identified preferred uses specifically being residential, hotel or inn, cultural, entertainment, retail, or service uses;
- (c) Be in context with the surrounding neighborhood and street patterns;
- (d) Minimize conflict between vehicles and pedestrians;
- (e) Minimize unarticulated blank walls adjacent to public spaces through facade articulation; and
- (f) Minimize impact on the environment, as demonstrated through the provision of an evaluation of the proposal against LEED certification standards.

Design Review Standards of Subtitle X

1. Street frontages are designed to be safe, comfortable, and encourage pedestrian activity, including: (1) Multiple pedestrian entrances for large developments; (2) Direct driveway or garage access to the street is discouraged; (3) Commercial ground floors contain active uses with clear, inviting windows; (4) Blank facades are prevented or minimized; and (5) Wide sidewalks are provided. (11-X DCMR § 604.7(a))
2. Public gathering spaces and open spaces are encouraged, especially in the following situations: (1) Where neighborhood open space is lacking; (2) Near transit stations or hubs; and (3) When they can enhance existing parks and the waterfront. (11-X DCMR § 604.7(b))
3. New development respects the historic character of Washington's neighborhoods, including: (1) Developments near the District's major boulevards and public spaces should reinforce the existing urban form; (2) Infill development should respect, though need not imitate, the continuity of neighborhood architectural character; and (3) Development should respect and protect key landscape vistas and axial views of landmarks and important places. (11-X DCMR § 604.7(c))
4. Buildings strive for attractive and inspired façade design, including: (1) Reinforce the pedestrian realm with elevated detailing and design of first (1st) and second (2nd) stories; and (2) Incorporate contextual and quality building materials and fenestration. (11-X DCMR § 604.7(d))
5. Sites are designed with sustainable landscaping. (11-X DCMR § 604.7(e))
6. Sites are developed to promote connectivity both internally and with surrounding neighborhoods, including: (1) Pedestrian pathways through developments increase mobility and link neighborhoods to transit; (2) The development incorporates transit and bicycle facilities and amenities; (3) Streets, easements, and open spaces are designed to be safe and pedestrian friendly; (4) Large sites are integrated into the surrounding community through street and pedestrian connections; and (5) Waterfront development contains high quality trail and shoreline design as well as ensuring access and view corridors to the waterfront. (11-X DCMR § 604.7(f))

Parking and Loading

- **Consistent with the Design Review regulations, the Project is removing the existing curb cuts along the street frontages and installing uninterrupted pedestrian pathways with complete streetscapes:**
 - **604.7(a), “Street frontages are designed to be safe, comfortable, and encourage pedestrian activity, including:” ... “(2) Direct driveway or garage access to the street is discouraged;”**
- **Site located in D Zone – No parking is required by zoning and DDOT supports/encourages the absence of on-site parking and curb cuts along street frontages**
 - **Below grade parking was explored early on via access from the rear public alley easement, but vehicles could not easily maneuver into the easement from the alley and a car elevator would need to be utilized.**
 - **Using the rear alley easement for parking access was also opposed by the neighbors.**
- **49 dwelling units – No on-site loading required by zoning.**
 - **DDOT indicated early on in the project that a curb cut would not be supported from N Street for loading, and the rear alley easement is not sufficient to accommodate loading vehicles**
 - **Following the last Zoning Commission hearing, the Applicant went to PSC for conceptual curb cut approval (October 2022) at the request of the ANC, but the PSC denied the curb cut application (while approving removal of existing curb cuts)**
- **The Applicant worked with DDOT to develop both a robust TDM Plan and a Loading Management Plan, both of which will help promote efficient operations at the site and along N Street.**
- **The DDOT report is in support of the project and the proposed curbside loading zone and PUDO zone along N Street**





Subj. Property
Lot 827

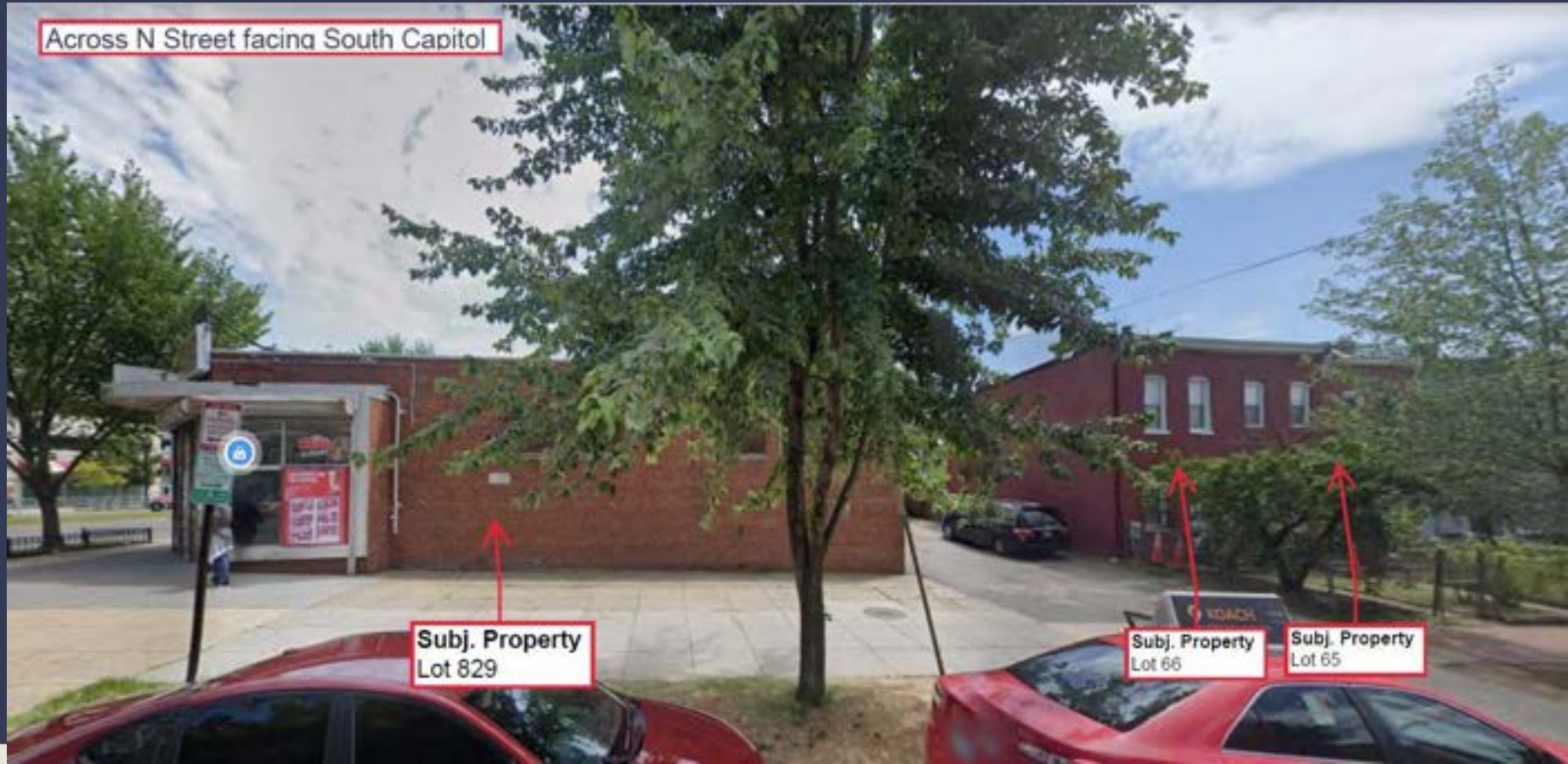
Subj. Property
Lot 830

Subj. Property
Lot 829

Subj. Property
Lot 66

Subj. Property
Lot 65

Across N Street facing South Capitol



Subj. Property
Lot 829

Subj. Property
Lot 66

Subj. Property
Lot 65



Subj. Property
Lot 66

Subj. Property
Lot 65

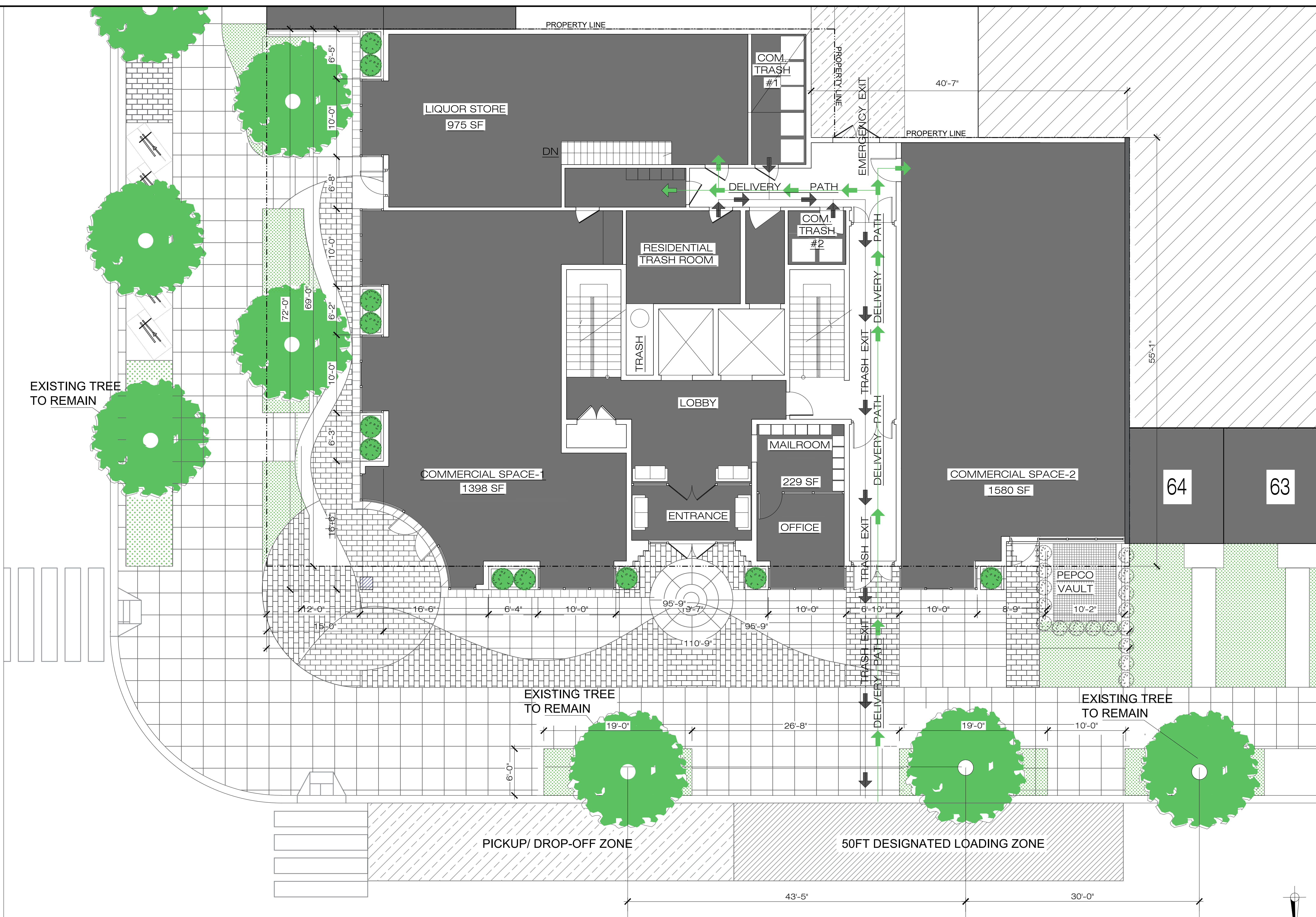
6 N St, SW

6 A N St, SW

8 N St, SW

8 1/2 N St, SW

10 N St, SW



RICH MARKUS
ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
WASHINGTON D.C.

DELIVERY PATH &
TRASH EXIT

NO.	REVISIONS

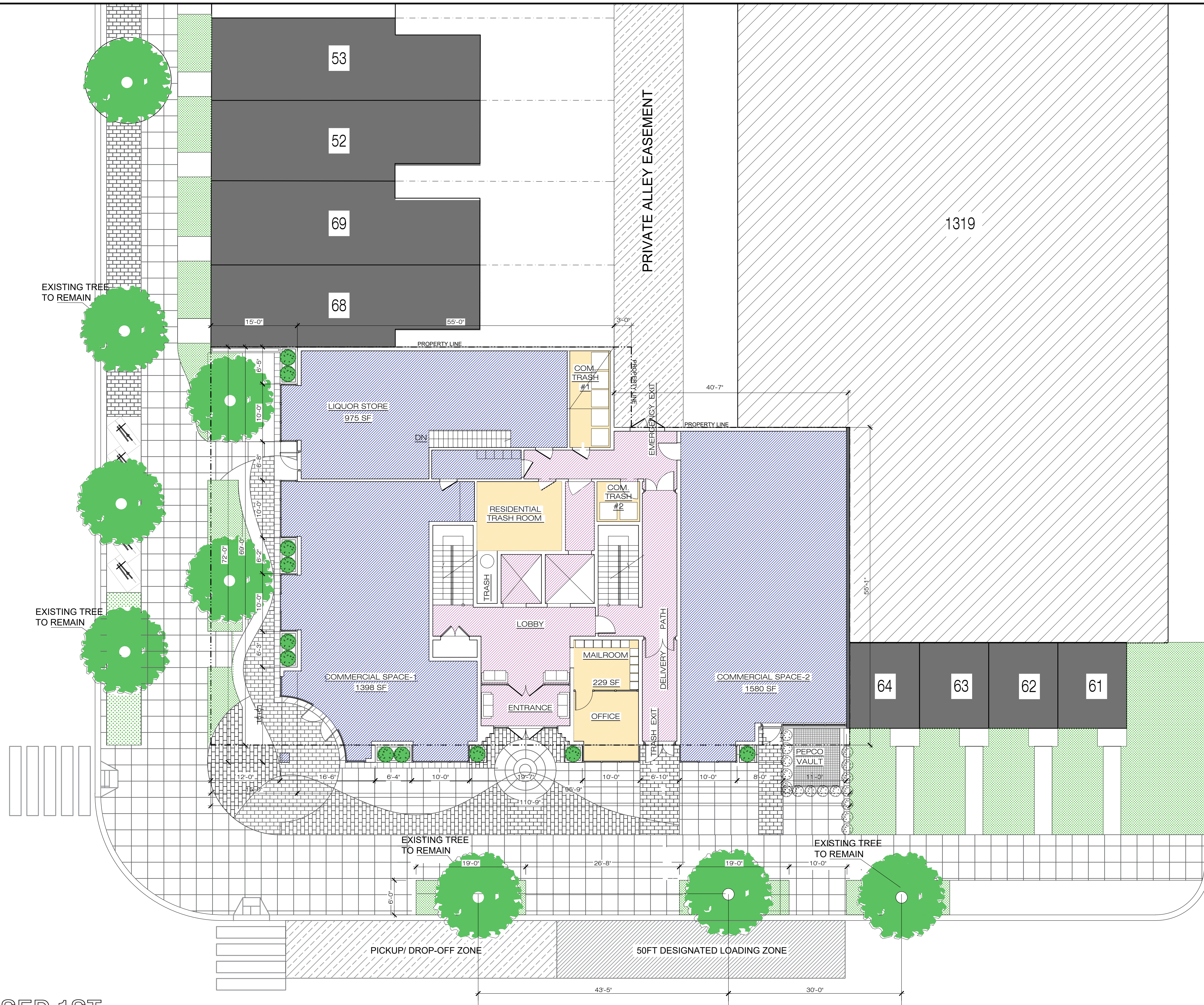
3/16" = 1'-0" SCALE

09.19.2022 ISSUE

A005 DRAWING NUMBER

EXISTING CONDITION, EASEMENT AND DEMO

SOUTH CAPITOL STREET, SW



PROPOSED 1ST FLOOR PLAN

N STREET, SW

RICH MARKUS ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL STREET SW,
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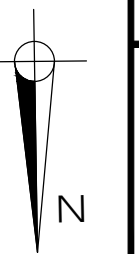
PROPOSED 1ST FLOOR PLAN

NO.	REVISIONS

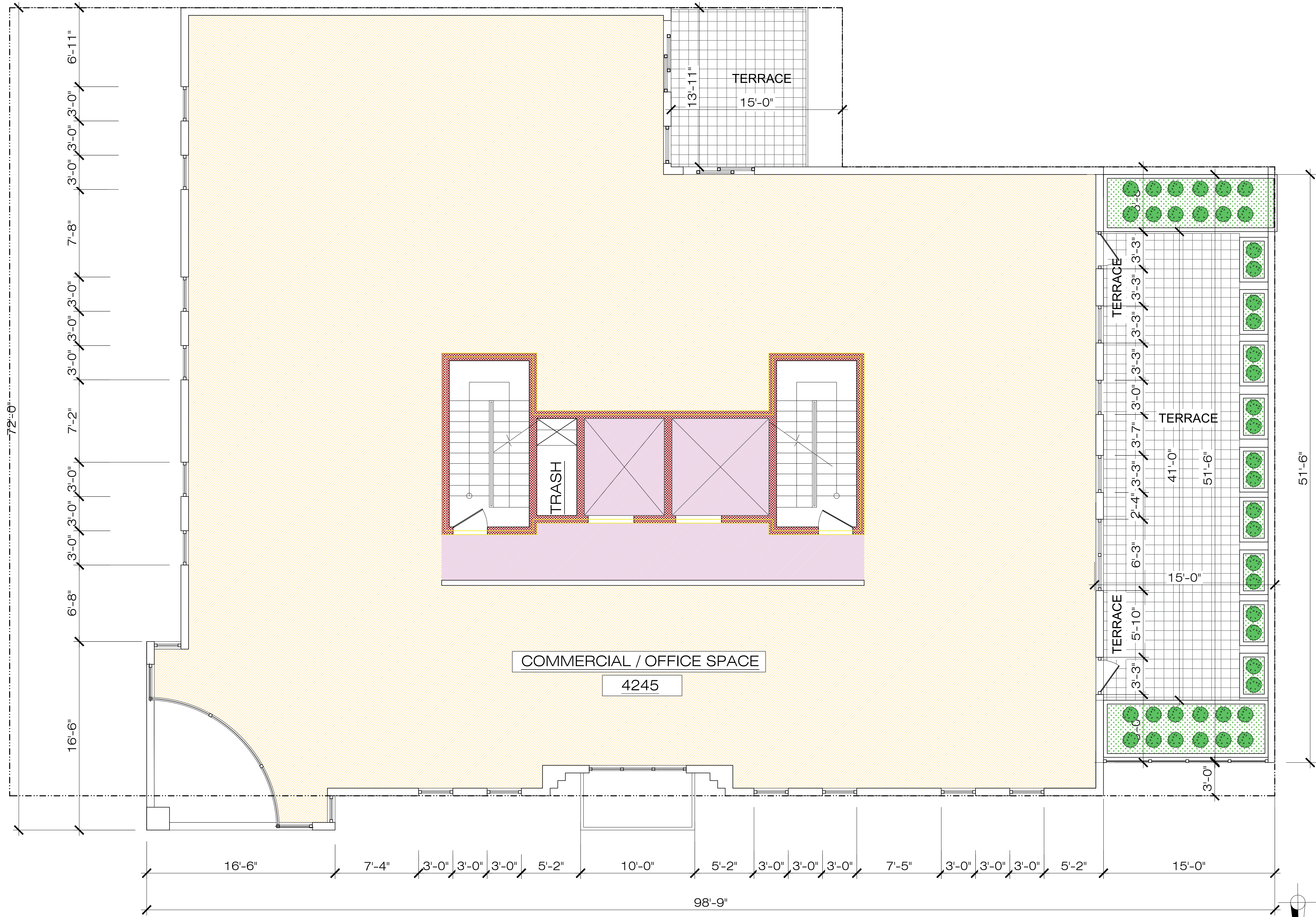
1/8" = 1'-0" SCALE

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A201 DRAWING NUMBER



PROPOSED 2ND FLOOR PLAN



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2601 P STREET NW, 2ND FLR
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SOUTH CAPITOL STREET SW,
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PROPOSED 2ND FLOOR PLAN

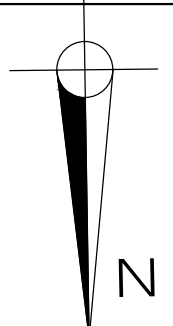
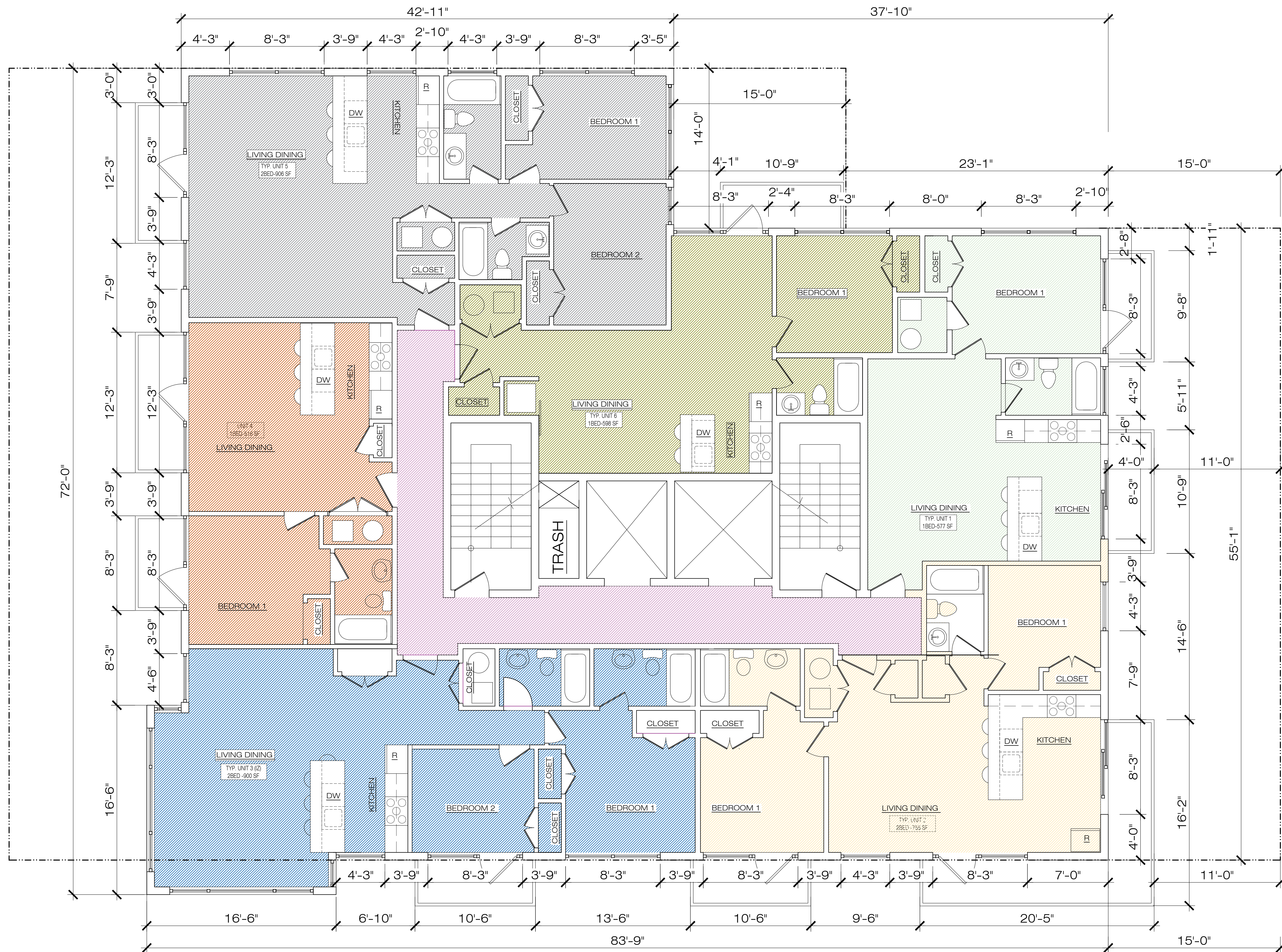
NO.	DESCRIPTION	DATE

1/4" = 1'-0" SCALE

09.19.2022 ISSUE

A202 DRAWING NUMBER

PROPOSED 3RD FLOOR PLAN



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ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

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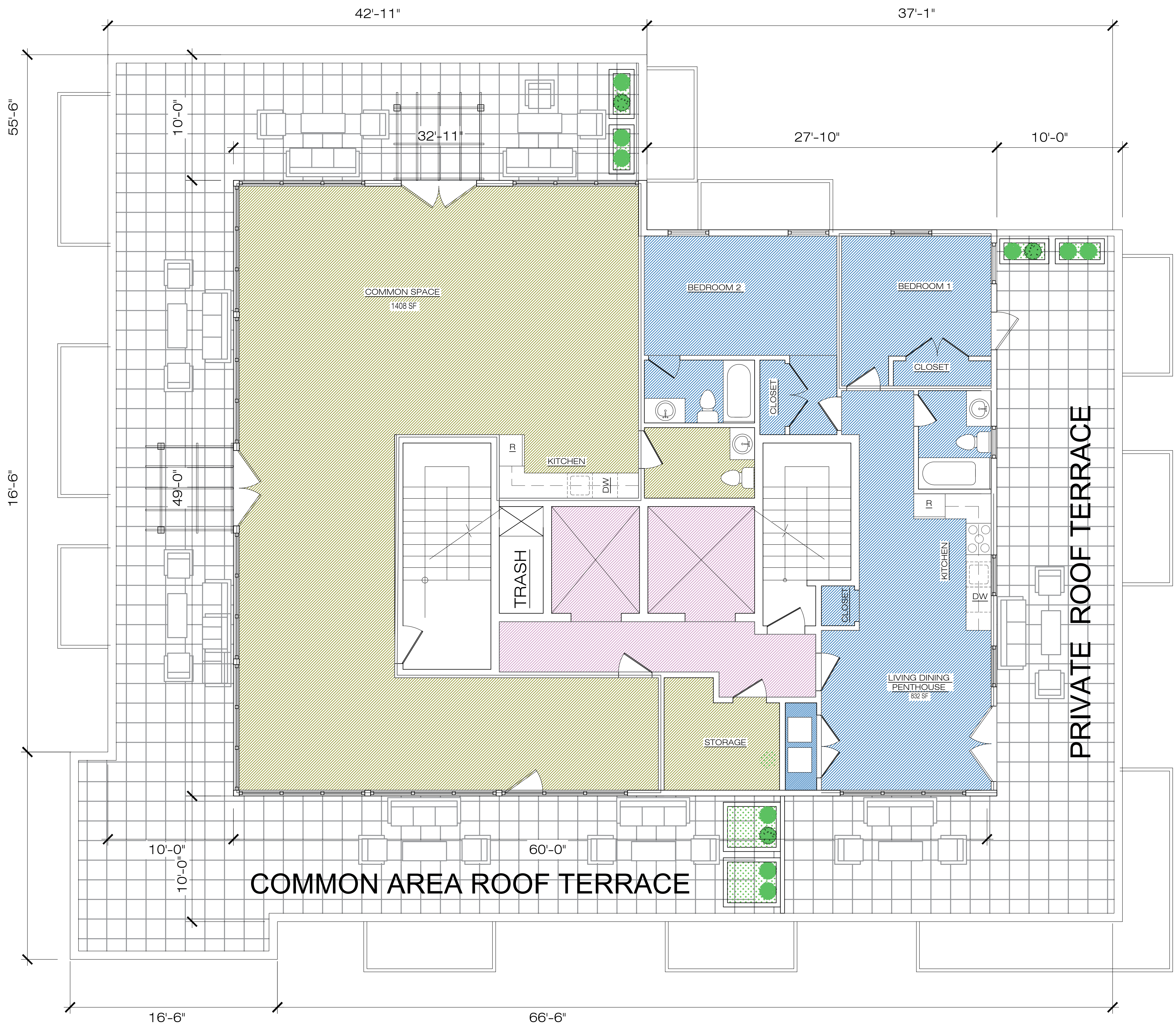
PROPOSED
3RD FLOOR PLAN

NO.	DESCRIPTION	DATE

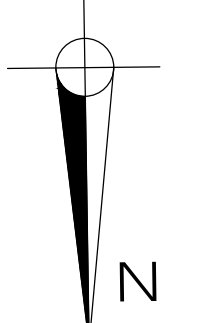
1/4" = 1'-0" SCALE

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A203 DRAWING NUMBER



PROPOSED PENTHOUSE



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ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

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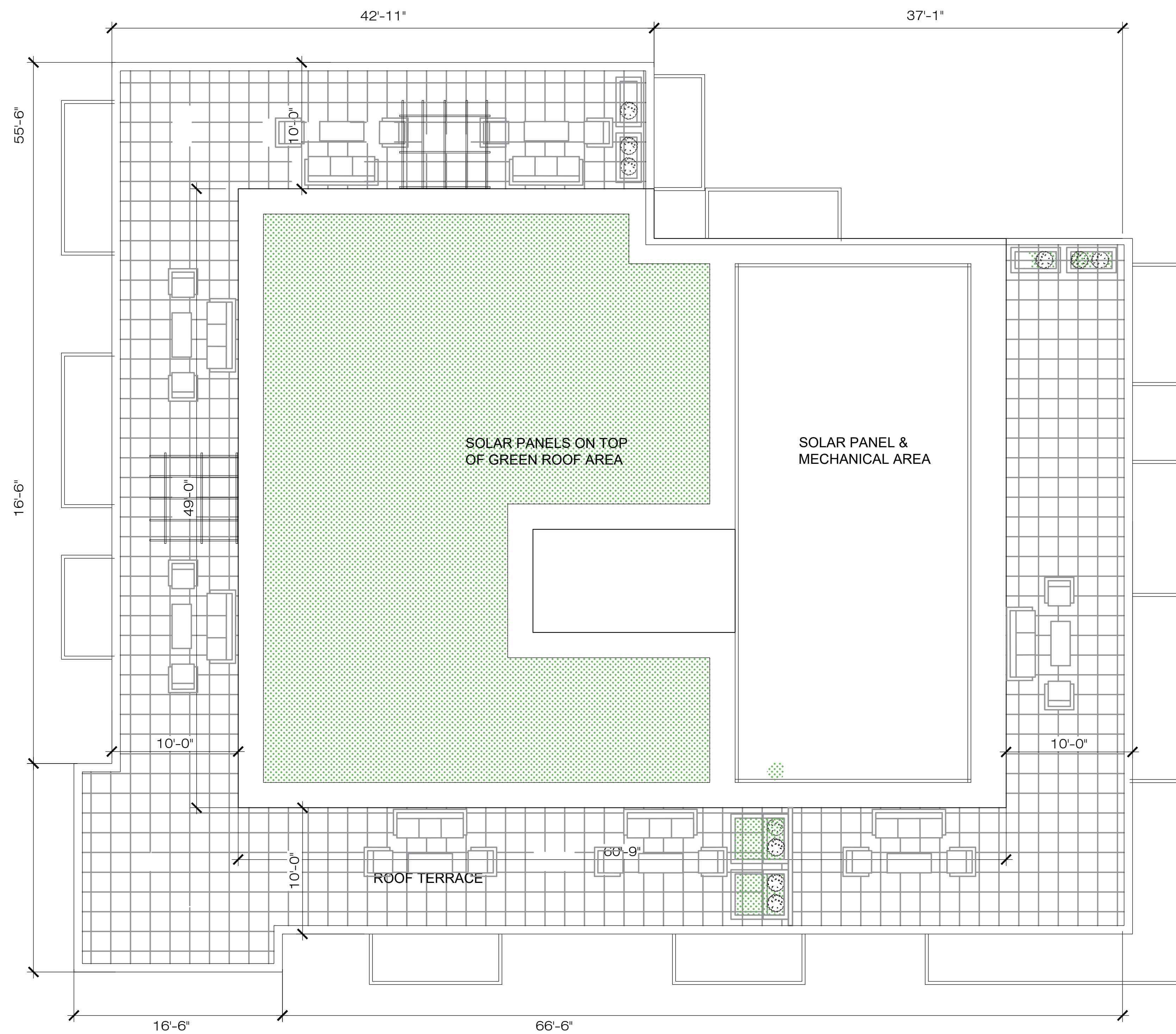
PROPOSED
PENTHOUSE
PLAN

NO.	REVISIONS

1/4" = 1'-0"
SCALE

09.19.2022
ISSUE

A211
DRAWING NUMBER



PROPOSED ROOF PLAN

PRELIMINARY SOLAR ENERGY CALCULATION	
ROOF AREA	1,400 sf + 900sf = 2300 sf
ROOF AREA COVERED WITH SOLAR PANELS	80% x 2300 sf = 1,840 sf
SOLAR CAPACITY @ 18 WATTS/sf	1,840 sf x 18 W= 33,120 WATTS OR 33kw
ANNUAL PRODUCTION FOR 33kw SOLAR ARRAY IN WASHINGTON DC WILL AVERAGE 42,000 kwh/yr	
DESCRIPTION	ASSUMPTION
ANNUAL ELECTRICITY GENERATION ESTIMATE	60,000 sf WILL CONSUME 25 kbtu/sf/yr= 440,000 kwh/yr
THEREFORE, THE SOLAR PANELS WOULD BE OFFSETTING JUST UNDER 10% OF TOTAL BUILDING ENERGY USE.	

SOLAR CALCULATION.



GREEN ROOF & SOLAR PANELS



SOLAR PANEL SUPPORT SYS.

RICH MARKUS ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

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PROPOSED ROOF PLAN

NO.	REVISIONS

AS SHOWN SCALE

09.19.2022 ISSUE

A212

DRAWING NUMBER



PROPOSED EAST ELEVATION

RICH MARKUS
ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

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PROPOSED
ELEVATION

NO.	REVISIONS

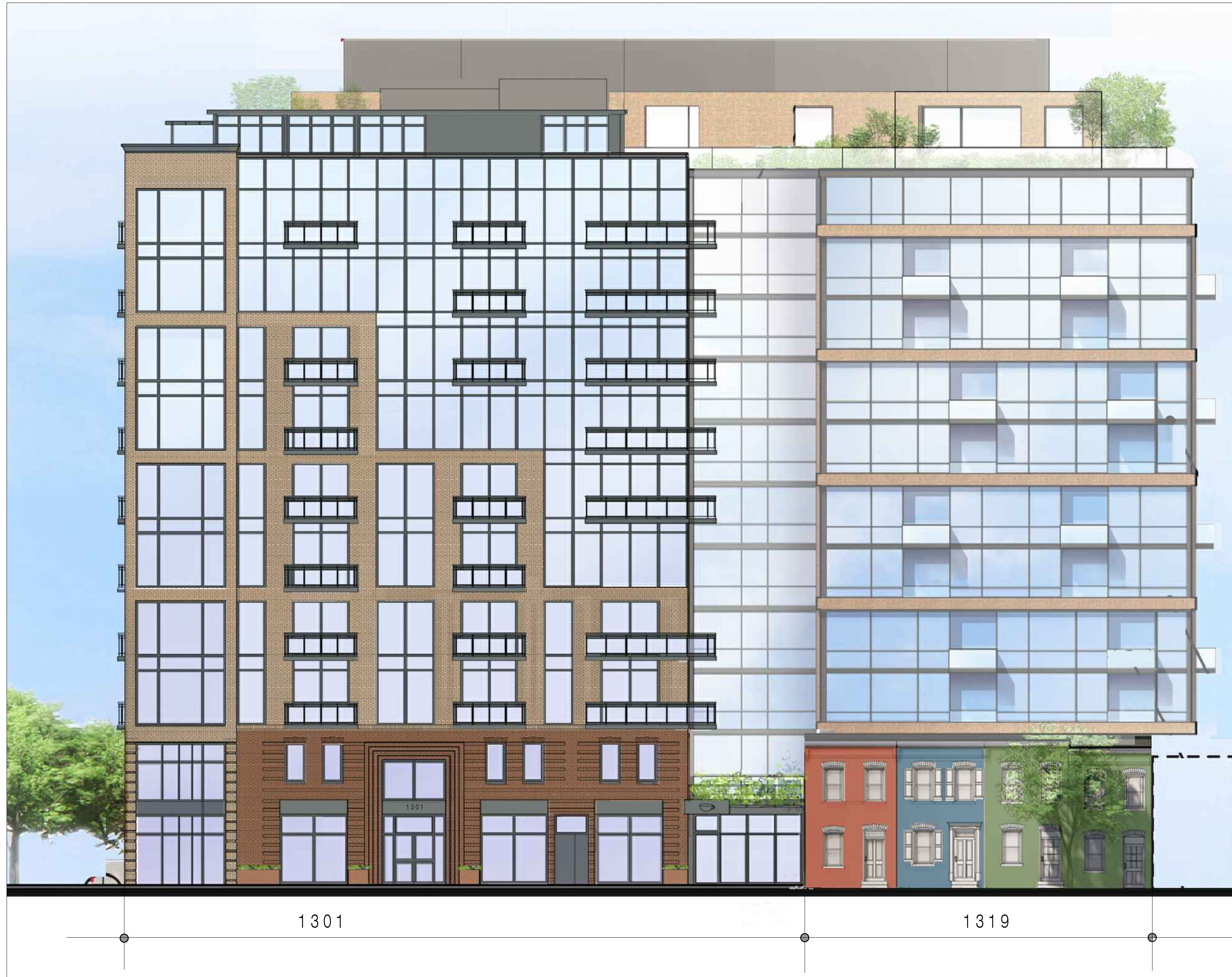
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$\frac{3}{32}'' = 1'-0''$ SCALE

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A300

DRAWING NUMBER



PROPOSED NORTH ELEVATION

RICH MARKUS
ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

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PROPOSED
ELEVATION

NO.	REVISIONS

1/8"=1'-0" SCALE

09.19.2022 ISSUE

A301

DRAWING NUMBER



N STREET SW

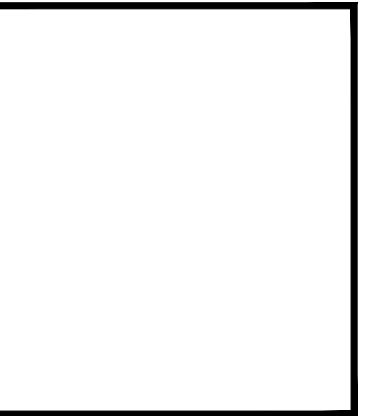
RICH MARKUS
ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
WASHINGTON D.C.

PROPOSED DETAIL
VIEWS

NO.	REVISIONS



AS SHOWN

09.19.2022

A502

DRAWING NUMBER



CORNER OUTDOOR SPACE

RICH MARKUS
ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
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PROPOSED DETAIL
VIEWS

NO.	REVISIONS

AS SHOWN

09.19.2022

A503

DRAWING NUMBER



N STREET OUTDOOR SPACE

RICH MARKUS
ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
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PROPOSED DETAIL
VIEWS

NO.	REVISIONS

AS SHOWN SCALE

09.19.2022 ISSUE

A504

DRAWING NUMBER



SOUTH CAPITOL ST VIEW

RICH MARKUS
ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
WASHINGTON D.C.

PROPOSED VIEW

NO.	REVISIONS

AS SHOWN

09.19.2022

A506

DRAWING NUMBER



BIRDS EYE VIEW

RICH MARKUS
ARCHITECTS

2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
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WASHINGTON D.C.

PROPOSED VIEW

NO.	REVISIONS

AS SHOWN

09.19.2022

A507

DRAWING NUMBER



N- STREET VIEW

RICH MARKUS
ARCHITECTS
2601 P STREET NW, 2ND FLR
WASHINGTON DC 20007
202.333.2877 V

SOUTH CAPITOL
STREET SW,
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PROPOSED VIEW

NO.	REVISIONS

AS SHOWN SCALE

09.19.2022 ISSUE

A508

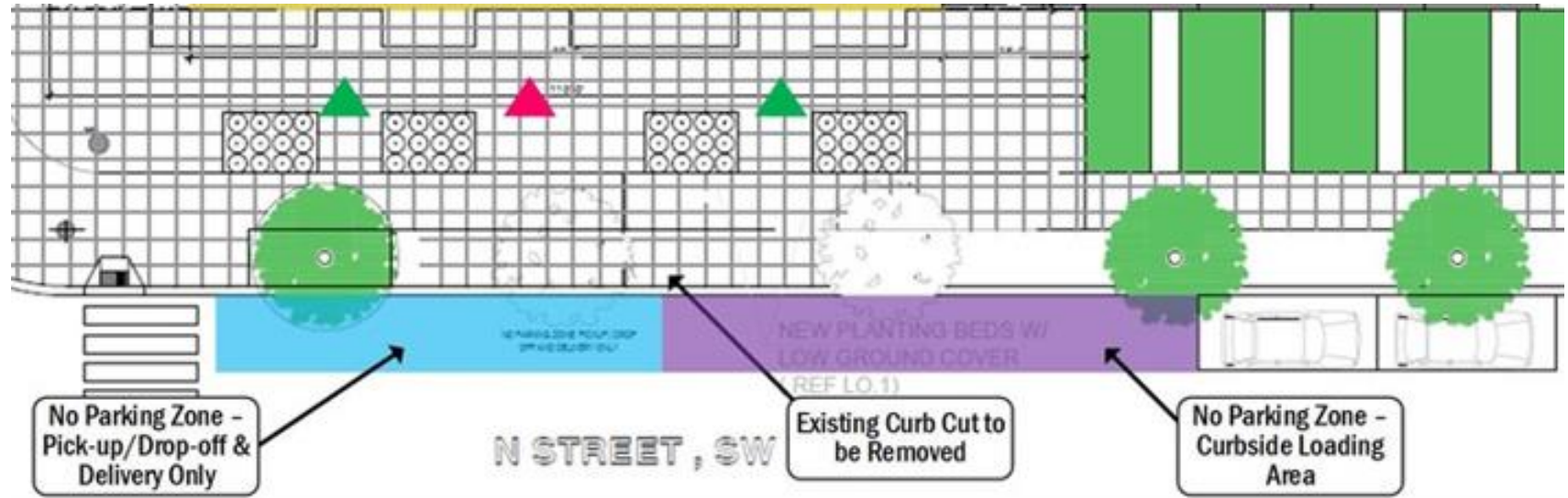
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Questions?

Additional Transportation Slides for Context/Questions

N Street Frontage

- N Street is approximately 30' wide along the site frontage and is one-way only in the westbound direction
 - With 8' for parking or other curbside operations on each side, this leaves 16' for the single vehicle travel lane
- Curbside loading zone and PUDO zone will provide space outside of the travel lane for loading vehicles and rideshare or other pick-up/drop-off activities and food deliveries.



Site Trip Generation

- AM Peak Hour Trips:

- 8 inbound + 4 outbound = 12 trips total

- PM Peak Hour Trips:

- 4 inbound + 3 outbound = 7 trip total

- Daily Trips:

- 40 inbound + 40 outbound = 80 total

- Below DDOT Criteria for Vehicular Analysis

- < 25 peak hour peak direction trips
- Only 9 net new AM and 1 net new PM peak hour trips

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Existing Trips Total							
<i>Auto (veh/hr)</i>	1	2	3	4	2	6	39
<i>Transit (ppl/hr)</i>	0	2	2	2	2	4	23
<i>Bike (ppl/hr)</i>	0	0	0	2	2	4	26
<i>Walk (ppl/hr)</i>	5	4	9	10	12	22	140
Proposed Trips Total							
Auto (veh/hr)	8	4	12	4	3	7	80
<i>Transit (ppl/hr)</i>	23	12	35	11	10	21	238
<i>Bike (ppl/hr)</i>	3	1	4	3	2	5	58
<i>Walk (ppl/hr)</i>	7	3	10	9	13	22	217
Net New Trips							
<i>Auto (veh/hr)</i>	7	2	9	0	1	1	41
<i>Transit (ppl/hr)</i>	23	10	33	9	8	17	215
<i>Bike (ppl/hr)</i>	3	1	4	1	0	1	32
<i>Walk (ppl/hr)</i>	2	-1	1	-1	1	0	77

Transportation Demand Management (TDM)

- Appoint a Transportation Coordinator to coordinate with DDOT, goDCgo, and Zoning Enforcement
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events
- Provide a SmarTrip card and a complimentary Capital Bikeshare coupon good for one ride to each new resident and employee
- Provide residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes
- 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
- Will post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes

Loading Management Plan (LMP)

- A loading zone manager will be designated by building management who will be on duty during delivery hours
- All tenants will be required to schedule deliveries that utilize the loading zone
- The loading zone manager will schedule residential loading activities so as not to conflict with retail deliveries
- The loading zone manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading zone do not block vehicular, bike, or pedestrian traffic along N Street SW
- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation
- The loading zone manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading zone as well as notifying all drivers of any access or egress restrictions
- "No Parking: Loading Zone" or comparable signage and placards will be used to demarcate the loading zone, and "No Parking" signs will be used to demarcate the pick-up/drop-off area.
- Loading for trash pick-up will take place curbside on N Street SW

On-Site Loading – Rear from South Cap Alley

- Rear loading was tested early in project but could not be accomplished due to narrow alley condition. It was not physically possible for a 30' truck to reach the rear of the building



On-Site Parking – Rear from South Cap Alley

- Was tested early on in the project.
- A standard sized car could not access the rear alley easement or the vehicle elevator – or circulate within a garage below
- Compact car could access the alley easement & elevator – garage could only realistically accommodate 8-9 accessible spaces.

