



TERRACE MANOR
3301 23RD STREET SE, WASHINGTON DC

A PLANNED UNIT DEVELOPMENT
25 SEPTEMBER 2019

OWNER
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GENERAL INFORMATION

SQUARE 5894
 LOT(S) 63 (Subdivision recorded 9/13/2018)
 WARD 8
 ANC / SMD 8E/8E03
 ZONING DISTRICT RA-1
 HISTORIC DISTRICT N/A
 LOT AREA 100,265 SF (2.3 Acres) Per Land Records

ZONING DATA AND MAP

DEVELOPMENT STANDARDS

	RA-1: EXISTING	RA-1 (PUD)	PROPOSED
F.A.R	1.08 (with IZ)	1.296 (with IZ)	1.27
MAX GFA (Zoning)	108,286	129,943	127,400
LOT OCCUPANCY	40%	SAME AS MATTER OF RIGHT	31.6%
BUILDING HEIGHT	40'-0" 3 STORIES	60'-0" No limit on stories	47'-7" 4 Stories
PENTHOUSE AREA	1/3 of total roof area for mechanical space and habitable space permitted only for rooftop deck ancillary space	SAME AS MATTER OF RIGHT	1/9 of total roof area for mechanical space. No habitable space, nor rooftop deck
PENTHOUSE HEIGHT	12'-0" (1 story)	15'-0" (2 stories) for mechanical, or 12'-0" (1 story) for habitable	10'-0" (1 story), all mechanical
PENTHOUSE SETBACK	1:1 ratio	SAME AS MATTER OF RIGHT	≥ 1:1 ratio
REAR YARD	20'-0"	SAME AS MATTER OF RIGHT	33'-8"
SIDE YARD	8'	SAME AS MATTER OF RIGHT	25'-6"
FRONT YARD	None required; 15' BRL	SAME AS MATTER OF RIGHT	15' BRL
COURTS	None required; 2.5-in per ft of height with 6'-0" min for open and 12'-0" min for closed	SAME AS MATTER OF RIGHT	None proposed
OFF STREET PARKING	21	SAME AS MATTER OF RIGHT	60
LONG-TERM BIKE PARKING	43	SAME AS MATTER OF RIGHT	44
SHORT-TERM BIKE PARKING	7	SAME AS MATTER OF RIGHT	7
LOADING	1 Berth @ 30'-0" deep 1 Platform @ 100 SF 1 Service/delivery @ 20'-0" deep	SAME AS MATTER OF RIGHT	1 Berth @ 30'-0" deep 1 Platform @ 100 SF 1 Service/delivery @ 20'-0" deep
G.A.R.	0.4	SAME AS MATTER OF RIGHT	0.505
INCLUSIONARY ZONING	Does not apply, per Sub C 1001.6(a)	SAME AS MATTER OF RIGHT	Project subject to DHCD affordability requirements: 100% of units affordable with a maximum blended

NOTES

Calculated as total construction GSF, less cellar (Perimeter-wall method, per Sub B 304.4), less basement parking area with ≥ 50% unenclosed wall area (Sub F 201.1), and less 2% for vent shafts and pipe chase shafts above ground floor.

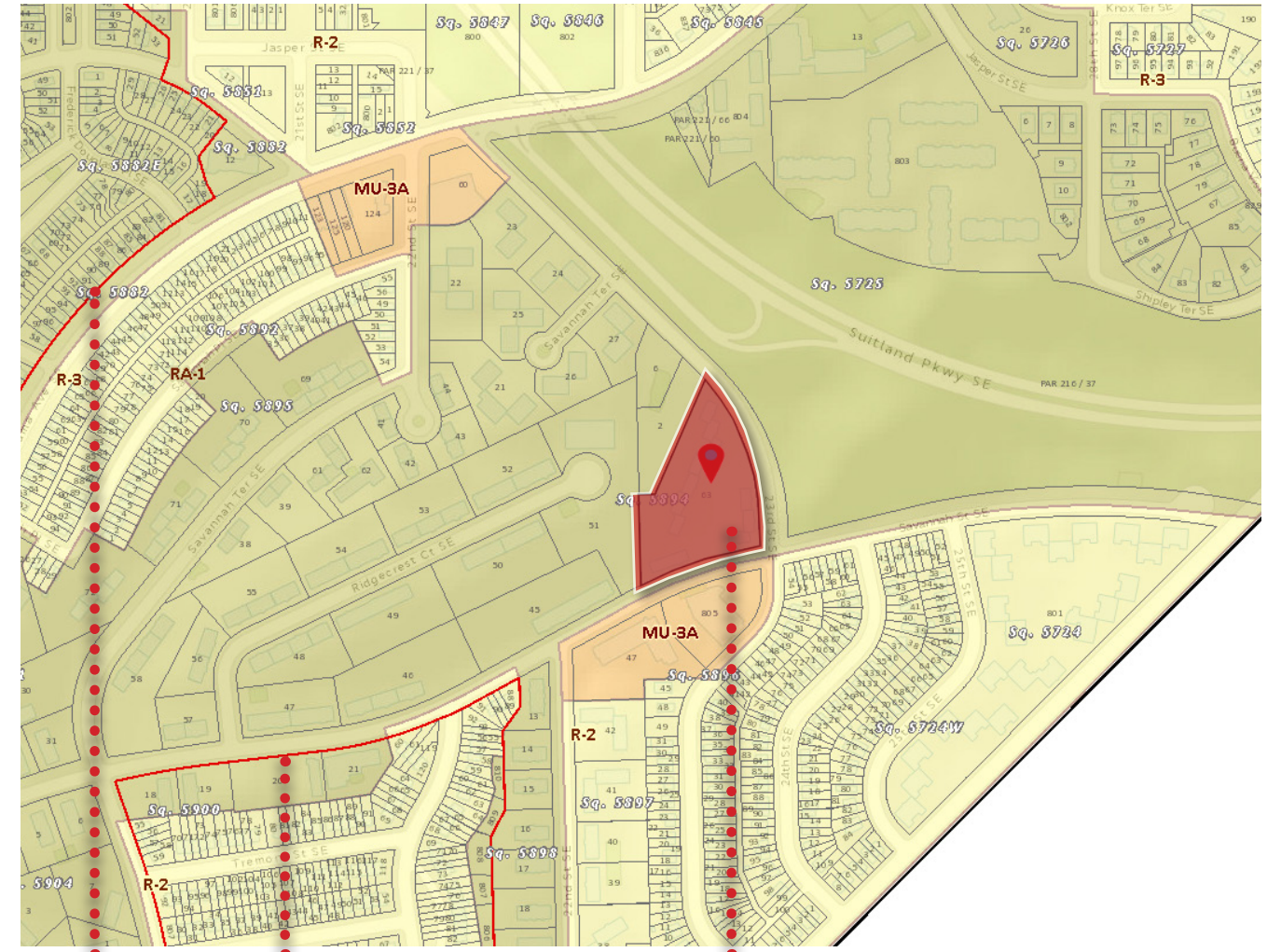
BHMP = 202'-1" (Existing Grade). Top of Flat Roof = 249'-8"

BRL along both 23rd and Savannah Streets

(130 dwelling units - 4)/3 = 42. A 50% reduction for 32 Metrobus line access would also apply. Proposed 60 is less than 2x the base minimum required under Sub C 701.5
 130 dwelling units/3 = 43.3; Space includes bike repair area
 130 dwelling units/20 = 6.5

See Landscape Architecture and Civil Drawings

Not Type I Construction - Per Sub C 1003.1: 10% of GFA or 75% of bonus density plus 10% penthouse habitable space.



PUD 01-18 PUD 97-10 **SUBJECT PROPERTY**
 SQUARE 5894
 LOT 63

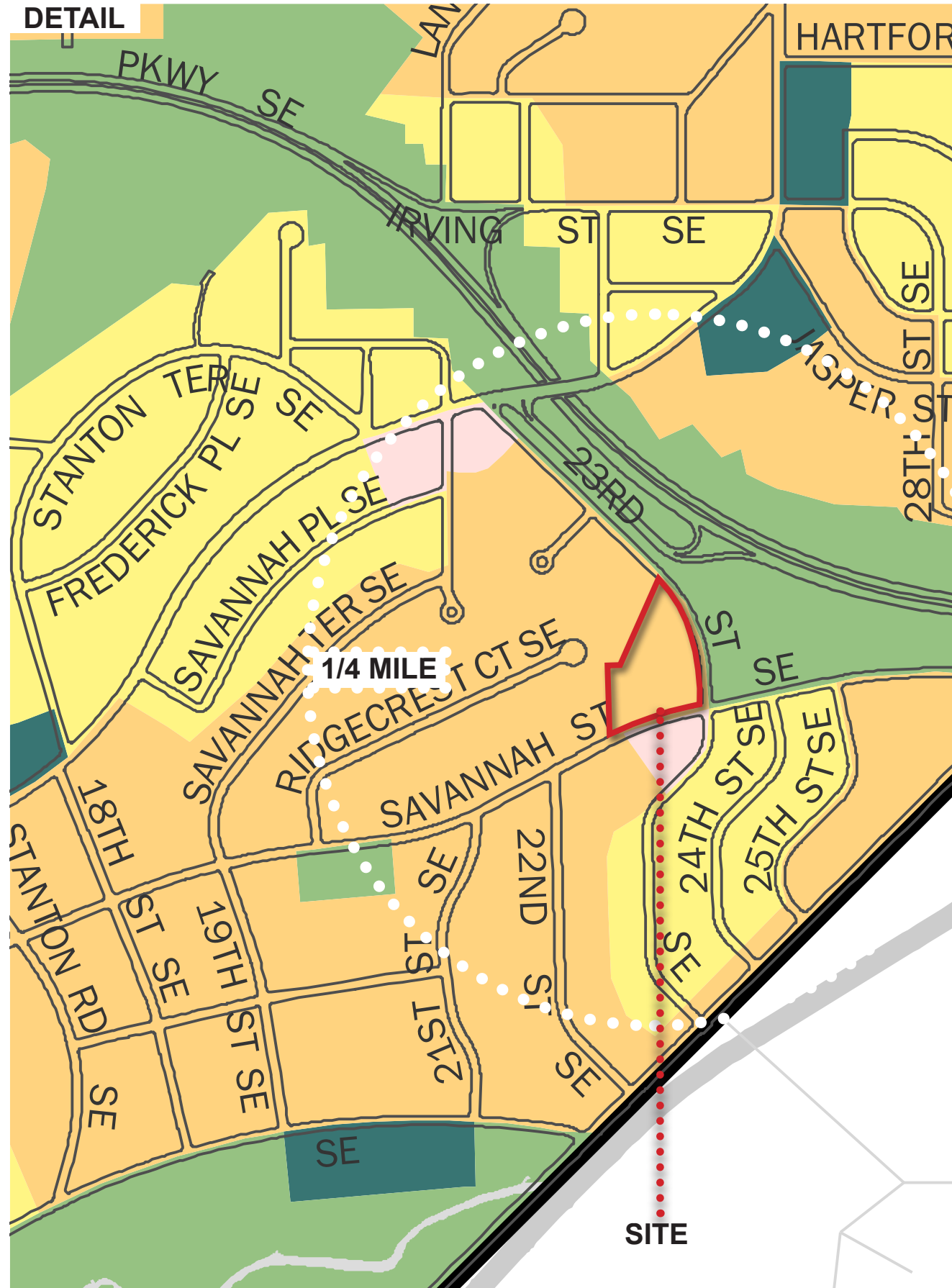
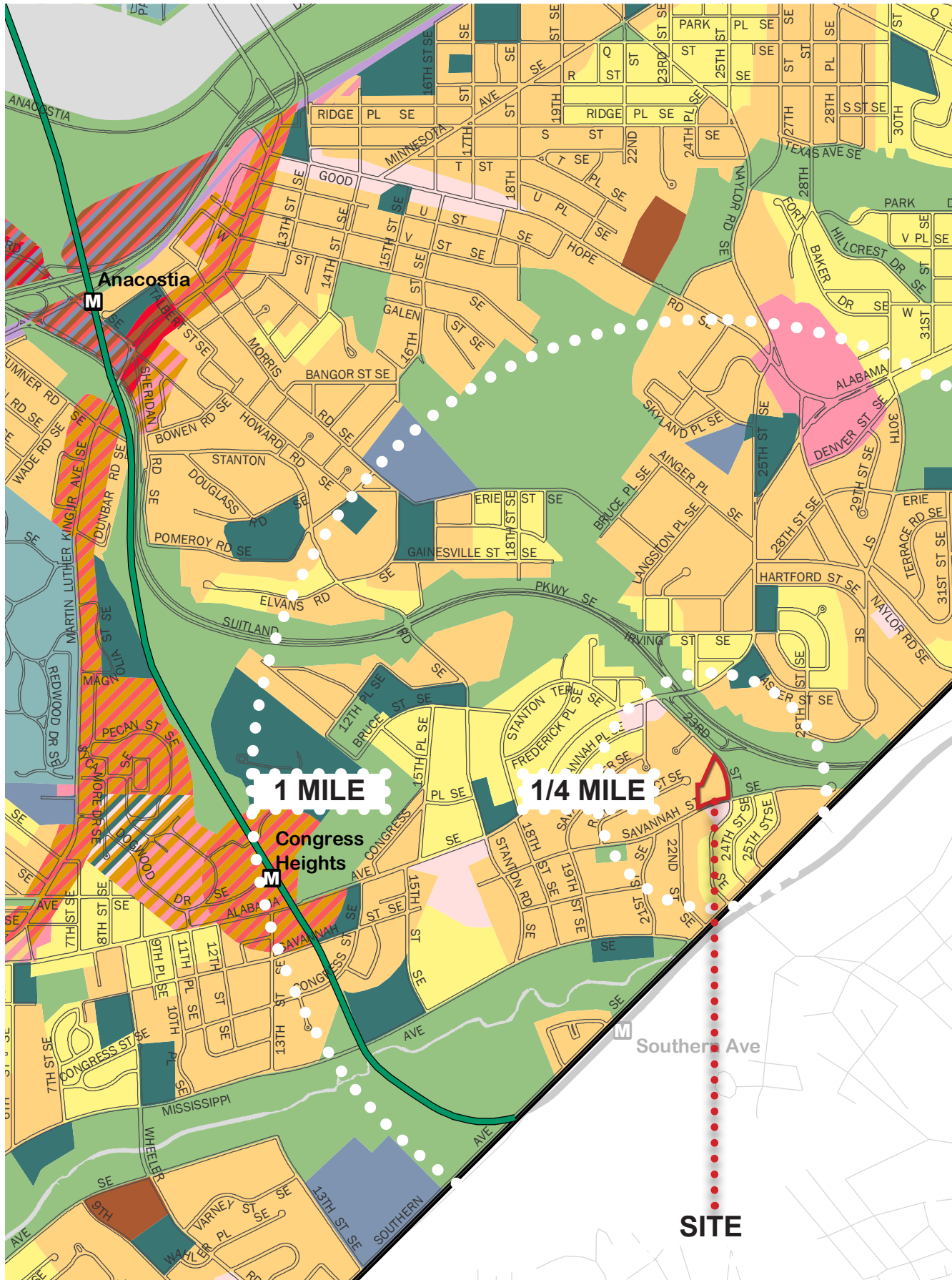
TOTAL LAND AREA
 100,262 SF

ZONING
 RA-1

31.6% | LOT OCCUPANCY

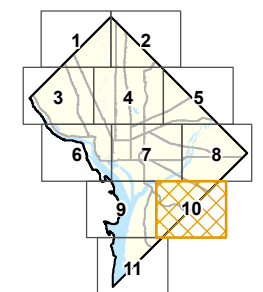
1.27 | FAR

Unit Types	1-BEDROOM 1-BATH							2-BEDROOM 2 BATH				3-BEDROOM 2-BATH		TOTALS	TOTAL ZONING GROSS FLOOR AREA ***	TOTAL CONSTRUCTION GROSS FLOOR AREA
	1A (SOME ANSIA)	1B	1C	1D	1E (SOME ANSIA)	1F	1G	2A (SOME ANSIA)	2B	2C	2D	3A	3B			
Net SF *	659	583	628	673	704	704	581	946	886	867	847	1,093	1,116			
Gross SF **	726	653	699	741	774	774	649	1,029	974	971	925	1,212	1,201			
Penthouse Level 4	13	2	1	1	1		1	9	1	2	1	1	1	0	0	3,700
Penthouse Level 3	11	2	1	1	1			10	1	2	1	2	1	34	31,091	31,725
Penthouse Level 2	11	2	1	1	1			10	1	2	1	2	1	33	31,091	31,725
Penthouse Level 1	10	2		1		1		9	1	2	1	2	1	33	31,091	31,725
Parking Level														30	31,091	31,725
Subtotal Units	45	8	3	4	3	1	1	38	4	8	4	7	4	130		
Subtotal NSF *	29,655	4,664	1,884	2,692	2,112	704	581	35,948	3,544	6,936	3,388	7,651	4,464	104,223		
Subtotal GSF **	32,670	5,224	2,097	2,964	2,322	774	649	39,102	3,896	7,768	3,700	8,484	4,804	114,454	127,400	156,887
Total Units	65							54				11		130		
Total Avg Unit NSF *	42,292							651				1,101		104,223		
Total Avg Unit GSF **	46,700							718				1,208		114,454	108,286	ZONING GFA ALLOWED @ 1.08 FAR W/ 20% IZ
Units as a Percentage of Building Total	50.0%							41.5%				8.5%		100%	100,265	LOT AREA



**Comprehensive Plan
Future Land Use
Map 10**

- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Low Density Commercial
- Moderate Density Commercial
- Medium Density Commercial
- High Density Commercial
- Production, Distribution, and Repair
- Federal
- Local Public Facilities
- Institutional
- Parks, Recreation, and Open Space
- Mixed Land Use
- WATER



Policies and Actions

FSS-1 General Policies

FSS-1.1 Guiding Growth and Neighborhood Conservation ¹⁸⁰⁸

The following general policies and actions should guide growth and neighborhood conservation decisions in the Far Southeast/Southwest. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. ^{1808.1}

Policy FSS-1.1.1: Directing Growth

The presence of the Anacostia Metrorail Station and the coming redevelopment of the St. Elizabeths Hospital site, including the consolidation of the Federal Department of Homeland Security, offer an unprecedented opportunity to catalyze economic development in the Far Southeast/Southwest area. The “Great Streets” corridor along Martin Luther King, Jr., Avenue from the Anacostia River on the north to just past Malcolm X Avenue on the south, including the St. Elizabeths Hospital site, should be developed with medium to high density mixed uses, offering supportive retail services to office workers and residents alike and providing housing opportunities to people who want to live and work in the area. Strongly promote mixed use development, including retail, service and residential uses as well as office uses, on the portions of the St. Elizabeths Hospital site along Martin Luther King, Jr., Avenue. Such mixed use development should face the street and be open to the public, outside security barriers that may otherwise be required. Additional opportunities for future housing development and employment growth in the Far Southeast/Southwest should be directed to the area around the Congress Heights Metro Station and along the “Great Streets” corridors of Martin Luther King Jr Avenue SE and South Capitol Street. Provide improved transit and automobile access to these areas and improve their visual and urban design qualities. Any increase in zoning or density around the Metro station shall only be available through a planned unit development with the expectation that commensurate benefits shall accrue to the neighborhood in terms of education and job opportunities, new and affordable housing for homeownership, improved urban design, and public infrastructure improvements. The planned unit development shall provide civic and cultural amenities, promote quality in design of buildings and public spaces, support local schools, create opportunities for cultural events and public art, and enhance the public realm by addressing safety and cleanliness issues.

^{1808.2}

Policy FSS-1.1.3: Rehabilitation of Multi-Family Housing

Support rehabilitation and stronger and more consistent code enforcement for the many garden apartments in the Planning Area, particularly in Shipley Terrace, Knox Hill, and Washington Highlands. Support city programs which provide financial assistance to renovate such complexes, with the condition that a significant portion of the units are preserved as affordable after renovation. ^{1808.4}

Policy FSS-1.1.14: District Government Incentives for Economic Development

Use the full range of incentives and tools available to the District Government, including tax abatements, tax increment financing, PILOTs, eminent domain, and planned unit developments to promote and leverage economic development in the Far Southeast/Southwest area. ^{1809.22}

Policy FSS-1.2.6: Soil Erosion

Correct existing soil erosion problems in the Far Southeast/Southwest, particularly in Congress Heights, Buena Vista, and Washington Highlands, and ensure that new development mitigates potential impacts on soil stability. ^{1809.6}