

# **1333 M STREET, S.E. REDEVELOPMENT**

**1333 M Street SE, LLC | Cohen Companies**

**APPLICATION TO THE D.C. ZONING COMMISSION  
FOR A FIRST STAGE PLANNED UNIT DEVELOPMENT  
AND RELATED MAP AMENDMENT  
AND CONSOLIDATED PLANNED UNIT DEVELOPMENT FOR PHASE I**

## **STATEMENT OF THE APPLICANT**

**OCTOBER 30, 2013**

**Submitted by:**

**HOLLAND & KNIGHT LLP  
800 17<sup>th</sup> Street, NW, Suite 1100  
Washington, DC 20006  
(202) 955-3000  
Norman M. Glasgow, Jr.  
Leila M. Jackson Batties  
Counsel for the Applicant**

## PREFACE

This statement and the attached documents are submitted to the District of Columbia Zoning Commission in support of an application for the redevelopment of the parcel located at 1333 M Street, S.E. which is more particularly described as Square 1025-E, Lot 802, Square 1048-S, Lots 1801 and 802, RES 129 and RES 299 (the "Property"). The triangular-shaped parcel is bounded by M Street, Virginia Avenue and Water Street, S.E. and consists of 127,400 square feet (2.92 acres). It is in the M (General Industry) District.

1333 M Street SE, LLC, the owner of the property, and Cohen Companies, the developer for the project (collectively, the "Applicant"), request approval of a first stage planned unit development ("PUD") and a related map amendment for the Property. The PUD will be developed in four phases and will include approximately 517,491 square feet of residential use, generating approximately 673 dwelling units, and approximately 10,370 square feet of retail use. Retail and residential parking will be provided for the project overall as required by the Zoning Regulations; the building heights for the project will range from 90 feet to 110 feet; the proposed FAR is 4.14; and the proposed lot occupancy is 45%.

In addition, the Applicant seeks approval of a consolidated PUD for Phase I of the project. Phase I includes the construction of a 10-story residential tower containing approximately 181,911 square feet, generating approximately 218 dwelling units and an underground parking garage with approximately 57 spaces on what is identified as Theoretical Lot 1 on the enclosed plans. The maximum height of the tower will be 100 feet. Phase I also includes significant landscaped and open areas and the construction of a 44 surface parking spaces on what is identified as Theoretical Lot 2 on the enclosed plans.

As set forth below, this statement and the attachments meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

## **DEVELOPMENT TEAM**

<b>Applicant</b>	1333 M Street SE, LLC Cohen Companies 1701 Rockville Pike, Suite B-20 Rockville, MD 20852 Ph: 301.692.1900
<b>Architect</b>	GTM Architects, Inc. 7735 Old Georgetown Road, Suite 700 Bethesda, MD 20814 Ph: 240.333.2000
<b>Landscape Architect</b>	Parker Rodriguez, Inc. 101 N. Union Street, Suite 320 Alexandria, VA 22314 Ph: 703.548.5010
<b>Civil Engineer and Surveyor</b>	CAS Engineering 108 W. Ridgeville Blvd., Suite 101 Mount Airy, Maryland 21771 Ph: 301.607.8031
<b>Traffic and Transportation</b>	Wells + Associates 1420 Spring Hill Road, Suite 610 Tysons, VA 22102 Ph: 703.917.6620
<b>MEP Consultant</b>	Built Environment Engineers PLLC Suite 202 4620 Lee Highway Arlington, VA 22207 Ph: 703.888.0649
<b>Land Use Counsel</b>	Holland & Knight LLP 800 17 <sup>th</sup> Street, NW, Suite 1100 Washington, DC 20006 Ph: 202.955.3000

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## LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Architectural Plans and Drawings for First Stage PUD	A (submitted separately)
Architectural Plans and Drawings for Consolidated PUD	B (submitted separately)
Generalized Policy Map and Future Land Use Map	C
Zoning Map	D
Building Plat	E
Preliminary Traffic Assessment	F
Economic and Fiscal Impact Report	G
Notice of Intent to File, Certificate of Notice, and List of Property Owners within 200 Feet of Project	H

**I.  
INTRODUCTION**

**A. Overview**

The owner of the Property, 1333 M Street SE, LLC, and the developer for the proposed project, Cohen Companies (collectively, the "Applicant"), submit this statement and the attached documents to the District of Columbia Zoning Commission in support of their application for the redevelopment of the parcel located at 1333 M Street, SE, which is more particularly described as Square 1025-E, Lot 802, Square 1048-S, Lots 1,801 and 802, RES 129 and RES 299 (the "Property"). The Applicant seeks approval of a first stage planned unit development ("PUD") and a related map amendment for the Property. The PUD will be developed in four phases and will include approximately 673 residential units and approximately 10,370 square feet of retail uses. Retail and residential parking will be provided for the project as required by the Zoning Regulations. The building heights for the project will range from 90 to 110 feet; the proposed FAR will be 4.14, and the proposed lot occupancy is 45%. The plans for the First Stage PUD are attached as Exhibit A.

In addition, the Applicant seeks approval of a consolidated PUD for Phase I of the project. Phase I includes the construction of a 10-story residential tower containing approximately 181,911 square feet, generating approximately 218 dwelling units, and an underground parking garage with approximately 67 spaces on what is identified as Theoretical Lot 1 on the enclosed plans. The maximum height of this residential tower will be 100 feet. Phase I also includes the construction of 44 surface parking spaces on what is identified as Theoretical Lot 2 on the enclosed plans. The plans for the consolidated PUD for Phase I of the project are attached as Exhibit B.



The proposed PUD and related map amendment are consistent with the Comprehensive Plan Future Land Use Map, which designates the Property Mixed Land Use Medium Density Commercial/Institutional. The Property is in the Near Southeast Land Use Change Area on District's Comprehensive Plan Generalized Policy Map. The Generalized Policy Map and Future Land Use Map are attached as Exhibit C.

**B. The Developer**

Cohen Companies has been a significant force in the Washington, DC commercial real estate industry for over 40 years. Cohen Companies activities include development, acquisition, and management of urban and suburban office buildings, hotels, retail centers, and residential properties, in and around the Washington, DC Metro Area. Recent projects have included:

- Congressional South Shopping Center, consisting of 120,000 square feet of retail and 418 apartments;
- The Washington Business Park, containing 675,000 square feet of office buildings and flex space (7 buildings) and 50 acres of developable land;
- Union Place, Phase 1, The Loree Grand, consisting of 212 residential units and 3,000 square feet of retail space; and
- Velocity Condominiums, containing 200 residential units and 1,500 square feet of retail space.

Cohen Companies plans to continue to contribute to the revitalization of the Nation's capital as the third generation of Cohen real estate developers continue to explore future acquisition, development, leasing, and construction opportunities.

**II.**  
**PROJECT DESCRIPTION**

**A. Site Description and Vicinity**

The project site is located on the south side of M Street, SE, just east of 12<sup>th</sup> Street and a few blocks from the Navy Yard. Immediately west of the Property is Maritime Plaza. The Property is a triangular-shaped parcel bounded by M Street, Water Street and Virginia Avenue. A portion of the Property is improved with two fuel pump storage facilities and other ancillary equipment and improvements. The easternmost portion of the Property is covered with trees and overgrown brush. Also, a part of the Property is staged with trailers being used as office space for the water and sewer infrastructure project currently underway on M Street in proximity to the Property.

**B. Proposed Redevelopment**

**1. Site Planning**

The proposed PUD will be constructed on three theoretical lots in four phases. The theoretical lots are delineated on Sheet 13 of the plans for the First Stage PUD. Theoretical Lot 1 has approximately 80,128 s.f. of land area. It will be developed with a single building ("Building 1") that has two towers connecting at the ground level. Building 1 will consist of 267,216 s.f. of residential, generating approximately 351 dwelling units, and 7,200 s.f. of ground floor retail. Tower A of Building 1, which will be constructed during Phase I of the PUD, will be 10 stories and have a height of 100 feet as measured from Virginia Avenue. Tower B of Building 1 will be 9 stories and have a height of 90 feet as measured from Virginia Avenue. Theoretical Lot 1 will be developed with an overall FAR of 3.4. This parcel will include 106

residential parking spaces, 6 retail parking spaces, and loading for the residential use only as follows: one 30-foot loading berth, one 200 s.f. loading platform and one 20' service space.

Theoretical Lot 2 has approximately 38,297 s.f. of land area. It will be developed with Building 2, which will consist of 181,209 s.f. of residential, generating 234 dwelling units, and 3,170 s.f. of ground floor retail. Building 2 will be 11 stories and have building height of 110 feet as measured from Virginia Avenue. Theoretical Lot 2 will be developed with an overall FAR of 4.73. This parcel will include 108 residential parking spaces and one retail parking space and loading for the residential use only as follows: one 30-foot loading berth, one 200 s.f. loading platform and one 20-foot service space.

Theoretical Lot 3 has approximately 9,074 s.f. of land area. It will be developed with Building 3 which will consist of 69,066 s.f. of residential, generating 88 dwelling units. There will not be any retail uses in this building. Building 3 will be 9 stories and have a building height of 91 feet as measured from M Street. Theoretical Lot 3 will be developed with an overall FAR of 7.6. This parcel will not have any parking. Loading will be provided as follows: one 30-foot loading berth and one 200 s.f. loading platform.

Overall, the Property will be re-developed with 673 dwelling units, approximately 10,370 s.f. of retail, 214 residential parking spaces and 7 retail parking spaces. The parking exceeds the requirements under the Zoning Regulations. The overall FAR for the PUD will be 4.14 where an FAR of 8.0 is permitted and the overall lot occupancy will be 45% where 100% is permitted.

## **2. Phasing**

As noted above, the PUD will be developed in four phases. The plans for Phase I are attached as Exhibit B. Phase I includes the construction of Building 1-Tower A, which will contain approximately 218 units and an underground parking garage with 57 spaces on Theoretical Lot 1 and 44 surface parking spaces on Theoretical Lot 2. Additional building amenities will be located at grade level on the south side of the building fronting an exterior terrace area for gatherings and communal events. Phase I incorporates streetscape improvements to M Street and Virginia Avenue with ample sidewalks, diverse street tree plantings, permeable paved parking spaces and the reconstruction and connection of the disjointed Anacostia Bike Trail along a portion of M Street. The primary pedestrian entry and access points to the below grade parking for the building are located along M Street. A new private street will bisect Theoretical Lot 2 to connect Virginia Ave and M Street across the site. Loading and service functions for Building 1 and vehicular entry to the surface parking lot will be accessed from this area. In addition, a grand circular lawn with seasonally changing planted banding acts to ground Tower A. Overlapping the lawn is a promenade along Virginia Avenue which terminates at a circular terrace overlooking the Anacostia River. The hillside is planted with artistic swaths of perennials and grasses for erosion control, habitat diversity, and visual interest, while leaving room for a shady fenced in dog park.

The site plan for Phase II of the PUD is shown on Sheet 20 of the First Stage PUD plans. Phase II includes the construction of Tower B for Building 1, which will contain 133 units, 61 underground parking spaces, and building amenities such as the pool area, lush courtyard/terrace area, community serving retail, and a plaza area leading to the waterfront.

The plaza provides an intriguing flex space for public, retail, and resident use which will activate the site and create a destination suited for lingering. A vehicular drop off, and the primary pedestrian entry to Tower B, are located adjacent to this area. A grand staircase with an integrated ramp connects the plaza to Water Street. Within the ramp and stair configuration are amphitheater-style seating which capitalizes on the river views and bio-retention terraces for storm water management. The surface parking lot on Theoretical Lot 2 will be converted to a large green space intended for recreational use. Access to parking and loading functions constructed in Tower A will be accessible to Tower B through a one-story building connection between the structures. (Tower A and Tower B also have an at-grade connection.)

The site plan for Phase III of the PUD is shown on Sheet 22 of the First Stage PUD plans. Phase III includes the construction of Building 2, which contains 234 units and 109 underground parking spaces, grade level amenity space and community serving retail on Theoretical Lot 2. Substantial green area near the intersection of M Street and Virginia Avenue will remain intact with access to below grade parking along M Street. Loading and service functions for the building will flank those located in Building 1 across the private street. An entry plaza to Building 2 will be located along Virginia Avenue. The primary pedestrian entry and vehicular drop off for Building 2 will be located adjacent to this area. The pedestrian friendly entry plaza is populated with lushly planted tree islands and geometric plinths, providing an ideal gathering space.

The site plan for Phase IV of the PUD is shown on Sheet 23 of the First Stage PUD plans. Phase IV includes the construction of Building 3 on Theoretical Lot 3. Building 3 contains 88 units with a small entry plaza and an appropriately scaled drop off for Water Street. The entry

plaza mimics the design of the Lower Plaza at the end of the grand staircase to Water Street, providing a cohesive aesthetic. Parking for this phase of the project will be accommodated in the below grade parking structure of Building 1 on Theoretical Lot 1.

### **3. Architectural Design and Character**

The primary design goal for the overall development is to enhance public connectivity to the Anacostia Waterfront through the creation of a vibrant mixed-use community. A series of multi-story buildings step down in height toward the waterfront, taking advantage of key corridor views southeast toward the Anacostia River and northwest toward the City. Virginia Avenue has been designed as a primary pedestrian promenade terminating in a public plaza that includes a grand staircase leading to a lower plaza area at Water Street. The existing topography of the Property falls off approximately 30 feet as you move southeast along M Street. Two levels of below grade parking are located below Buildings 1 and 2 to take advantage of this existing site condition. Main building entrances to Building 1, Tower B and Building 2 are accessible from Virginia Avenue via landscaped entrance plazas that also provide opportunities for gatherings and communal events. Additionally, each building is designed with ground level retail and amenity uses, taking advantage of the direct pedestrian access to the waterfront. A large terrace area borders the retail space located at the base of Building 1, Tower B. This area provides opportunities for outdoor seating with dramatic water views. Along M Street, the base of each building is activated through the design of residential units with private front yards along the street. The loading and service functions for Buildings 1 and 2 will be managed from a new private street that connects Virginia Ave to M Street across the site. Building 3 has been designed as a small boutique building with the primary vehicular drop

off along Water Street. An additional pedestrian entry is located along M street for convenient access to the underground parking structure located below Building 1.

#### **4. Public Places, Open Space and Parks**

Throughout the four phases, a balance of soft vegetative and hardscaped public spaces is maintained culminating in a diverse landscape for all seasons. The lawn at the intersection of M Street and Virginia Avenue is an ideal place for public recreation. The promenade with distinctive paving and grand staircase and ramp down to Water Street provides a texturally rich experience while creating a much needed public connection down to the river. The retail plaza and amphitheater seating within the ramp is a fun and engaging public amenity providing a potential gathering space for temporary events, daily views and access to the river, and a place for residents and shoppers to linger. The wild flower meadow functions ecologically while preserving a sense of open space within an urban environment. The dog park also sets aside space to serve another public user group.

#### **5. Pedestrian and Vehicular Circulation**

The circulation plan for the PUD is shown on Sheet 24 of the First Stage PUD plans. Primarily, vehicular access to the project will be from M Street where there will be curb cuts on the east side of Building 2 and the west side of Tower A for entrance to an underground parking garage. There will also be a curb cut between these buildings that provides access to a 24'-wide private road that is intended to accommodate loading and service functions for the project. A fourth curb cut along M Street, at the eastern end of the Property, will provide loading access for Building 3. Vehicular access will also be available from Virginia Avenue, which will include a drop off area at the retail plaza programmed behind Tower B, as well as a drop off area at the

entry plaza programmed in front of Building 2. Vehicles can also travel south on Water Street from M Street to a drop off area for Building 3.

Pedestrian circulation is a key element to the project design. Most notably, the project includes a pedestrian promenade that extends along Virginia Avenue from M Street to Water Street. Along the promenade is a retail plaza and stair/walkway that descends to a lower plaza and walkway to the waterfront. The pedestrian experience along the private road includes ground floor retail in Buildings 1 and 2 as well as multiple outdoor gathering spaces throughout the project. Finally, M Street will be improved with landscape and streetscape elements to provide a pedestrian-friendly and bicycle-friendly experience near the Property.

A discussion on the various traffic elements of the project, including site circulation is contained in the preliminary traffic impact analysis for the project attached as Exhibit F.

**C. Matter of Right Development Under Existing Zoning**

The PUD Site is located in the M (General Industry) District. An excerpt from the Zoning Map including the Property is attached as Exhibit D. The application includes a request for a related zoning map amendment from the M to the C-3-C District, consistent with the Medium Density Commercial/Institutional designation on the Future Land Use Map of the Comprehensive Plan.

**1. Matter of Right Development under M District Requirements**

The General Industry (M) Districts are designed to provide areas suitable for development as heavy industrial site, but at the same time protect those industrial developments from the intrusion of non-industrial uses that impede the full utilization of



property located in industrial sites. 11 DCMR §820.1. Except as provided in §821.2, no new residential building shall be permitted in M Districts. 11 DCMR §820.2.

The M District includes the following development requirements:

- A maximum matter-of-right height of 90 feet with no limit on the number of stories. (§840.1)
- A maximum matter-of-right FAR of 6.0. (§841.1)
- A minimum rear yard depth of 2.5 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 feet. (§842.4)
- A side yard is not required except where a side lot line abuts a Residence District. (§843.1)
- Where an open court is provided, the width of the court shall be a minimum of 2.5 inches per foot of height of court, but not less than 6 feet side. (§844.2)
- Where a closed court is provided it shall be a minimum of 2.5 inches per foot of height of court but not less than 12 feet wide. (§844.3)
- A closed court shall have an area at least twice the square of the width of court dimension based upon the height of court, but not less than 250 square feet. (§844.4)

## **2. Matter of Right Development under C-3-C/PUD Requirements**

The C-3-C District shall permit medium-high density development including office, retail, housing and mixed-use development. They shall be compact in area.

The C-3-C District includes the following development requirements:

- A maximum matter-of-right height of 90 feet with no limit on the number of stories. (§770.1). A PUD in the C-3-C District is permitted a maximum building height of 130 feet. (§ 2405.1)
- A maximum matter-of-right FAR of 6.5 which may be devoted entirely to a residential or non-residential use or a mix of uses. (§771.2) A PUD in the C-3-C District is permitted a maximum FAR of 8.0. (§ 2405.1)
- A maximum lot occupancy of 100%. (§772.1)

- A minimum rear yard depth of 2-1/2 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 feet. (§774.1)
- If provided, a side yard at least two inches wide per foot of building height, but not less than six feet. (§775.5)
- Where a court is provided for a building or a portion of a building devoted to non-residential uses, at any elevation in the court, the width of the court shall be a minimum of three inches per foot of height, measured from the lowest level of the court to that elevation; provided that in no case shall the width of the court be less than 12 feet. (§776.1)
- In the case of a closed court for a building on portion of building devoted to non-residential uses, the minimum area shall be at least twice the square of the width of court based upon the height of court, but not less than 250 square feet. (§776.2)
- Where a court is provided for a building or portion of building devoted to residential uses, at any elevation in the court, the width of court must be a minimum of four inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 15 feet. (§776.3)
- In the case of a closed court for a building or portion of a building devoted to residential uses, the minimum area must be at least twice the square of the width of court based upon the height of court, but not less than 350 square feet. (§776.4)
- For an apartment house or multiple dwelling, parking is required at a ratio of one space for each 4 dwelling units. (§2101.1)
- For a retail or service establishment (except gasoline service station and repair garage), parking is required at a ratio of 1 space for each 750 s.f. of gross floor area, in excess of 3,000 s.f. (§2101.1)
- For loading, an apartment house or multiple dwelling with 50 or more units is required to have one berth at 55 feet deep, one loading platform at 200 s.f., and one service delivery space at 20 feet deep. (§2201.1)
- For loading, a retail or service establishment (other than a grocery store or drug store) with 5,000 to 20,000 s.f. of gross floor area is required to have one berth at 30 feet deep and one loading platform at 100 s.f. (§2201.1)

It should be noted that the FAR for the proposed PUD (4.14 FAR) is significantly below the FAR permitted on the Property under the existing M Zoning District, which is 6.0 FAR. The PUD approval is necessary to achieve the proposed building heights, ranging from 90 feet to 110 feet. The M and C-3-C Districts only permit a height of 90 feet as a matter of right.

**D. Flexibility Under PUD Guidelines**

**1. Phasing**

Under section 2407.10 of the Zoning Regulations, a First Stage PUD is normally valid for a period of one year. The Applicant requests flexibility from this provision to allow this Stage One PUD to be valid for a period of three years from the effective date of the order granting the same. Within said time, the Applicant shall file an application for Second Stage PUD approval for the Property.

**III.**

**THE PUD MEETS THE STANDARDS OF THE  
ZONING REGULATIONS AND PUD REQUIREMENTS**

**A. PUD Process is Appropriate Mechanism for the Project**

The PUD process is the appropriate mechanism for guiding the development of the Property. It allows the Applicant to replace in a coordinated fashion outmoded uses on an underutilized site with an exceptional planned development comprised of approximately 673 residential units and approximately 10,370 square feet of retail uses. The proposed density and mixture of uses fulfills the goals of the Comprehensive Plan.

In addition to providing the Zoning Commission with jurisdiction both over permitted uses, building envelope, percentage of lot occupancy and circulation of the project, the PUD review and approval process assures the participation and input in the process of community

stakeholders and relevant District agencies. The PUD process gives the community at-large and District agencies ample opportunities to work with the Applicant to ensure an exceptionally well-planned development.

**B. PUD Requirements Under Chapter 24 of the Zoning Regulations**

**1. Area Requirements Under Section 2402.1(c)**

The minimum area requirement for a PUD in the C-3-C District is 15,000 square feet. At approximately 3 acres of land area (127,499 square feet), the PUD site more than satisfies this requirement.

**2. Height and FAR Standards Under Section 2405.1 and 2405.2**

The PUD meets the building height and density standards under §§2405.1 and 2405.2 of the Zoning Regulations. The three buildings proposed for the Property will have heights ranging from 90 feet to 110 feet. The maximum building height permitted under the PUD guidelines in the C-3-C District is 130 feet. The total aggregate density to be developed on the PUD site is 4.14 FAR. Thus, the density proposed by the Applicant is well below the maximum permitted PUD standard of 8.0 FAR in the C-3-C District.

**3. Impacts of Project Under Section 2403.3**

The proposed PUD will have a positive affect on the surrounding area, including enhancing the physical environment of the Anacostia Waterfront and bringing new housing, retail and public space amenities to this area of the District. Also, the project will have a significant economic and fiscal impact as described in the report prepared by VantagePoint Development Advisors, attached as Exhibit F. According to the report, the fiscal impact of the project at build-out will be approximately \$7.9 million in annual revenues to the District. This

includes an estimated \$2.1 million in annual income tax from project residents, \$3.7 million in annual real property tax, \$2.0 million in site related retail sales tax on expenditures made by project employees and residents at off-site District locations, and \$16,000 in corporate franchise tax. The development of a mixed-use project at this site will complement the surrounding area and help revitalize this section of M Street, SE and this sector of Ward 6.

**4. Not Inconsistent with Comprehensive Plan under Section 2403.4**

As discussed in the section below, the PUD project is not inconsistent with the Comprehensive Plan.

**C. Public Benefits and Project Amenities**

**1. Overview**

The PUD provisions of the Zoning Regulations require the Zoning Commission to evaluate specific public benefits and project amenities of a proposed project. Public benefits are defined as “superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development on the site under the matter of right provisions of this title.” 11 DCMR § 2403.6. A project amenity is defined as “one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” 11 DCMR § 2403.7. Furthermore, in deciding a PUD application, the Zoning Commission is required to “judge, balance and reconcile the relative value of amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” 11 DCMR § 2403.8.

Public benefits and project amenities may be exhibited in a variety of ways and may overlap with furthering the policies and goals of the Comprehensive Plan. In the present case, the project and its exceptional features of land planning provide significant and exceptional public benefits to the area and the District as a whole, thus satisfying the requirements of Chapter 24.

**2. Urban Design, Architecture, Site Planning, Landscaping, and Open Space (Sections 2403.9(a) and (b))**

The greatest benefit to the site and neighboring area is the creation of a visionary mixed use development that reactivates the Anacostia River and provides evocative public spaces giving a full life cycle to the previously underutilized site. The master plan for the PUD is intended to celebrate the waterfront, by creating a dynamic promenade down to the river with a flexible retail plaza space where pedestrians, cyclists, retail users, residents and cultural events come together. The retail plaza is populated with lush tree islands and sculptural plinths for gathering and seating, capitalizing on the river views, people watching, and the adjacent retail and café spaces. The PUD will activate the site by adding much needed retail diversity, destination worthy public amenities, and connection to the river. With the final phase, all surface parking is replaced with underground facilities and on-street permeably paved parking spaces contributing to the pedestrian friendly and engaging urban character of the design. The project artistically addresses storm water management needs with bio-retention terraces integrated into the grand staircase and collecting and channeling roof water along the Water Street wall for use in the landscape. The wildflower meadow provides habitat diversity and water filtration along this sensitive river edge.

**3. Housing and Affordable Housing (Section 2403.9(f))**

The proposed PUD will create new housing and home ownership opportunities consistent with the goals of the Zoning Regulations and the Comprehensive Plan. The housing will be offered for rent and/or for sale at a mix of price points, including workforce housing under Inclusionary Zoning Requirements (80 percent of AMI or lower) and market rate housing. The addition of such a substantial amount of market rate and affordable housing to a site that presently does not have any is significant in re-establishing the residential character of this area of the Southeast.

**IV.**

**COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The proposed PUD and rezoning of the Property from M to C-3-C advances the purposes of the Comprehensive Plan, is consistent with the Generalized Policy Map, and furthers and complies with the major themes and elements for the District and Ward 6 in the Comprehensive Plan.

**A. The Comprehensive Plan**

**1. The Future Land Use Map**

According to the District of Columbia Comprehensive Plan Future Land Use Map, the Property is included in the Mixed Use Medium Density Commercial/Institutional land use category. The Medium Density Commercial land use designation is used to define shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation generally draw from a citywide market area. Buildings are generally

larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories height. The corresponding zone districts are generally C-2-B, C-2-C, C-3-A, and C-3-B, although other districts may apply. 10 DCMR § 225.10. In this case, the C-3-C District is applicable because the FAR for the proposed PUD is less than the FAR for a PUD in the previously listed zone districts. The C-3-C/PUD approval is necessary only to achieve a building height above 90 feet. The additional height allows for a decrease in the lot occupancy, which is less than half of that permitted in the previously listed zone districts.

## **2. The Generalized Land Use Policy Map**

The Property is located in the Near Southeast Land Use Change Area on the District of Columbia Comprehensive Plan Generalized Land Use Policy Map. The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and to promote the adaptive reuse of existing structures. Many of the land use change areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. As land use change areas are redeveloped, the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods.

The proposed rezoning and PUD redevelopment of the Property is consistent with the policies indicated in the Land Use Change Area. The proposed PUD is almost entirely residential and will have a maximum density of 4.14 FAR. This project will enliven this section of the Anacostia Waterfront, in a forgotten and underutilized area of the city. In contrast, the existing M Zoning is inconsistent with the Policy Map's designation of the Property since M Districts provide sites for heavy commercial and light manufacturing activities and requiring heavy



machinery, with heavy truck traffic and loading and unloading operations.

### **3. The Land Use Element**

The Comprehensive Plan provides that "[b]ecause the Land Use Element integrates the policies and objectives of all the other District Elements, it should be given greater weight than the other elements as competing policies in different elements are balanced." 10 DCMR § 300.3. The underlying goal of the Land Use Element is to "[e]nsure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries. 10 DCMR § 302.1. The proposed project will advance this important goal by complying with the Land Use Element of the Comprehensive Plan.

### **4. The Housing Element**

The overarching goal for housing is to "[d]evelop and maintain a safe, decent and affordable supply of housing for all current and future residents of the District of Columbia." 10 DMCR § 501.1. The proposed PUD will help achieve this goal by advancing the following policies:

- a. Policy H-1.1.3: Balanced Growth.* Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low and moderate density single family homes as well as the need for higher density housing.
- b. Policy H-1.1.4: Mixed Use Development.* Promote mixed-use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.

## 5. The Urban Design Element

The overarching goal for urban design in the District is to "[e]nhance the beauty and livability of the city by protecting its historic design legacy, reinforcing the identity of its neighborhoods, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance and security of streets and public spaces." 10 DCMR § 901.1. The proposed PUD will help achieve this goal by advancing the following policies:

- a. *Policy UD-1.3.1: DC as a Waterfront City.* Strengthen Washington's civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods. 10 DCMR § 905.5.
- b. *Policy UD-1.3.2: Waterfront Public Space and Access.* Develop public gathering spaces along the waterfronts, including promenades, viewpoints, boating and swimming facilities, and parks. Such space should be designed to promote continuous public access along the rivers, and to take full advantage of site topography and waterfront views. Design treatments should vary from "hardscape" plazas in urban settings to softer, more passive open spaces that are more natural in character. 10 DCMR § 905.6.
- c. *Policy UD-1.3.3: Excellence in Waterfront Design.* Require a high standard of design for all waterfront projects, with an emphasis on shoreline access, integration of historic features and structures, an orientation toward the water, and the creation of new water-oriented public amenities. 10 DCMR § 905.7.
- d. *Policy UD-1.3.6: "Activating" Waterfront Spaces.* Encourage design approaches, densities, and mixes of land uses that enliven waterfront sites. Architectural and public space design should be conducive to pedestrian activity, provide a sense of safety, create visual interest, and draw people to the water. 10 DCMR § 905.11.
- e. *Policy UD-1.3.7: Neighborhood Connectivity.* Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing city grid into large waterfront sites to better connect nearby developed areas to the shoreline. 10 DCMR § 905.12.

## 6. Lower Anacostia Waterfront/Near Southwest Element

The Property is located within the Near Southeast Policy Focus Area as described in the Lower Anacostia Waterfront/Near Southwest Area Element of the Comprehensive Plan. Among the primary objectives of the Near Southeast Plan is to provide pedestrian-friendly streets and establish great public spaces, and add thousands of units of new market rate and workforce housing. 10 DCMR § 1913.3. The Near Southeast Plan envisions M Street, SE, as a great urban boulevard with high-density offices and apartments activated by ground floor retail space, restaurants and civic uses. 10 DCMR § 1913.4. The Near Southeast Urban Design Plan envisions a net increase of 4,200 housing units, 13.6 million square feet of office space, and 705,000 square feet of retail area within the area's boundaries. The Plan also identifies more than 40 acres of new parks and open space. The proposed PUD will help achieve this goal by advancing the following policies:

- a. *Policy AW-2.3.1: Restoring the Urban Pattern of the Near Southeast. Encourage high-density mixed use development an open space on newly configured parcels, with new buildings designed and oriented to make the most of their waterfront or near-waterfront settings. 10 DCMR § 1913.7.*
- b. *Policy AW-2.3.2: Near Southeast Shoreline Access. Improve shoreline access and movement to and through the Near Southeast by eliminating real and perceived barriers, improving public space and street corridors, reducing the amount of land occupied by surface parking and industrial uses, and encouraging new land uses that maximize public activity near the waterfront. 10 DCMR § 1913.8.*
- c. *Policy AW-2.3.3: Near Southeast Housing Opportunities. Significantly increase residential land uses in the Near Southeast, particularly in the Southeast Federal Center, Capper Carrollsburg, Canal Blocks, and South Capitol Gateway areas. Consistent with the existing zoning for these areas, mixed use development that includes housing as well as commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types. 10 DCMR § 1913.9.*

*d. Policy AW-2.3.4: M Street Southeast. Transform M Street into an attractive pedestrian-oriented thoroughfare, lined with retail shops and services, with upper story office, hotels and residential uses. The street itself should be designed as a multi-modal boulevard, accommodating pedestrians, bicycles and transit vehicles as well as cars. It should strengthen connections between the Near Southeast, Southwest, and Capitol Hill. 10 DCMR § 1913.10.*

*e. Policy AW-2.3.6: Near Southeast Urban Amenities. Leverage new development in the Near Southeast to create amenities such as parks, trails, child care facilities, civic uses, and retail space that serve the area's residents and workforce. 10 DCMR § 1913.12.*

## V.

### CONSOLIDATED PUD FOR PHASE I OF PROJECT

#### A. Project Overview

The plans for Phase I of the project are attached as Exhibit B. Phase I includes the construction of Building 1-Tower A, which will contain approximately 218 units and an underground parking garage with 51 spaces on Theoretical Lot 1 and 44 surface parking spaces on Theoretical Lot 2. Additional building amenities will be located at grade level on the south side of the building fronting an exterior terrace area for gatherings and communal events. Phase I incorporates streetscape improvements to M Street and Virginia Avenue with ample sidewalks, diverse street tree plantings, permeable paved parking spaces and the reconstruction and connection of the disjointed Anacostia Bike Trail along a portion of M Street. The primary pedestrian entry and access to below grade parking for the building are located along M Street. A new private street will bisect Theoretical Lot 2 to connect Virginia Avenue and M Street across the site. Loading and service functions for Building 1, as well as vehicular entry to the surface parking lot will be accessed from this area. In addition, a grand circular lawn with seasonally changing planting overlaps a strong central promenade along Virginia Avenue which terminates at a circular terrace overlooking the Anacostia River. The

hillside will be planted with artistic swaths of perennials and grasses for erosion control, habitat diversity, and visual interest, while leaving room for a shady fenced in dog park.

**B. Architectural Design**

Tower A includes 218 residential units and 2,437 sf. of residential amenity space at grade level, an exterior terrace, and grand circular lawn that leads to a pedestrian promenade overlooking the Anacostia River. The building form is a slender curved bar shape. The western edge of the building form responds to the existing orthogonal grid along M street, then gradually bends southeast toward the water's edge. This dynamic massing enables the tower to take advantage of key view corridors around the site. To address the unique characteristics of the site, the architectural treatment for the north and south faces of the tower is very different. The north face of the building fronts the CSX railroad and the Southeast Freeway for the first 15' above the grade plane. The architectural character of the M Street façade embraces these adjacencies through the incorporation of design elements similarly found in industrial buildings around the City. High ceilings with large glazed areas and exposed structural elements are paired with punched openings, recessed balconies and projecting bays. A dark palette of materials is used to respond to the urban fabric typically found north of the site beyond the Southeast Freeway throughout Capitol Hill. A series of light colored bays have been randomly positioned on the tower façade to reinforce the juxtaposition of this curved form against the typical planning grid of the City.

The south face of the tower has been designed to take advantage of views of the water and Anacostia Park. Similar industrial characteristics such as high ceilings with exposed structural elements are carried around to this side of the tower. However, transparency is the

key design feature of this face of the tower. Concrete floor slabs and columns will be covered with metal panel to reinforce the expression of the tower structure. The spaces between these structural components will be filled in with an aluminum storefronts system, composed of clear and opaque glass. The personality of this glazed façade will change throughout the day as the sun moves east to west across the site. Custom designed sun shading devices will be incorporated into the exterior envelope to filter direct sunlight into residential units throughout the day. These contrasting facades interlock at the east and west ends of the tower. Projecting balconies along these edges of the tower take advantage of striking waterfront and City views.

**C. Matter of Right Development Under Existing and Proposed Zoning**

**1. Matter of Right Development under M District Requirements**

The General Industry (M) Districts are designed to provide areas suitable for development as heavy industrial site, but at the same time protect those industrial developments from the intrusion of non-industrial uses that impede the full utilization of property located in industrial sites. 11 DCMR §820.1. Except as provided in §821.2, no new residential building shall be permitted in M Districts. 11 DCMR §820.2.

The M District includes the following development requirements:

- A maximum matter-of-right height of 90 feet with no limit on the number of stories (§840.1).
- A maximum matter-of right FAR of 6.0 (§841.1).
- A minimum rear yard depth of 2.5 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 feet (§842.4).
- A side yard is not required except where a side lot line abuts a Residence District (§843.1).

- Where an open court is provided, the width of the court shall be a minimum of 2.5 inches per foot of height of court, but not less than 6 feet side (§844.2)
- Where a closed court is provided it shall be a minimum of 2.5 inches per foot of height of court but not less than 12 feet wide (§844.3)
- A closed court shall have an area at least twice the square of the width of court dimension based upon the height of court, but not less than 250 square feet. (§844.4)

## **2. Matter of Right Development under C-3-C/PUD Requirements**

The C-3-C District shall permit medium-high density development including office, retail, housing and mixed-use development. They shall be compact in area.

The C-3-C District includes the following development requirements:

- A maximum matter-of-right height of 90 feet with no limit on the number of stories. (§770.1). A PUD in the C-3-C District is permitted a maximum building height of 130 feet. (§ 2405.1)
- A maximum matter-of-right FAR of 6.5 which may be devoted entirely to a residential or non-residential use or a mix of uses (§771.2). A PUD in the C-3-C District is permitted a maximum FAR of 8.0. (§ 2405.1)
- A maximum lot occupancy of 100% (§772.1).
- A minimum rear yard depth of 2-1/2 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 feet (§774.1).
- If provided, a side yard at least two inches wide per foot of building height, but not less than six feet (§775.5).
- Where a court is provided for a building or a portion of a building devoted to non-residential uses, at any elevation in the court, the width of the court shall be a minimum of three inches per foot of height, measured from the lowest level of the court to that elevation; provided that in no case shall the width of the court be less than 12 feet. (§776.1)
- In the case of a closed court for a building on portion of building devoted to non-residential uses, the minimum area shall be at least twice the square of the width of court based upon the height of court, but not less than 250 square feet. (§776.2)

- Where a court is provided for a building or portion of building devoted to residential uses, at any elevation in the court, the width of court must be a minimum of four inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 15 feet. (§776.3)
- In the case of a closed court for a building or portion of a building devoted to residential uses, the minimum area must be at least twice the square of the width of court based upon the height of court, but not less than 350 square feet. (§776.4)
- For an apartment house or multiple dwelling, parking is required at a ratio of one space for each 4 dwelling units (§2101.1)
- For a retail or service establishment (except gasoline service station and repair garage), parking is required at a ratio of 1 space for each 750 s.f. of gross floor area, in excess of 3,000 s.f. (§2101.1)
- For loading, an apartment house or multiple dwelling with 50 or more units is required to have one berth at 55 feet deep, one loading platform at 200 s.f., and one service delivery space at 20 feet deep (§2201.1)
- For loading, a retail or service establishment (other than a grocery store or drug store) with 5,000 to 20,000 s.f. of gross floor area is required to have one berth at 30 feet deep and one loading platform at 100 s.f. (§2201.1)

**D. Tabulation of Development Data for Theoretical Lot 1/Phase I PUD<sup>1</sup>**

<b>Zoning Standard</b>	<b>Permitted / Required</b>	<b>Proposed</b>
Lot Area	15,000 s.f.	80,501 s.f.
Max FAR	8.0 FAR	3.4 FAR
Height	100 feet	100 feet
Lot Occupancy	100%	20.4%
Rear Yard	None; if provided: 2-1/2" per 119'-6" = 24'-10 3/4"	174'-6"
Side Yard	None; if provided: 2" per 100' = 16'-8"	60'-3"
Parking - Residential	218 units / 4 = 55 spaces	101 spaces

<sup>1</sup> The development information reflects the final buildout of Theoretical Lot 1. Phase I will be constructed on a portion of Theoretical Lot 1. The remainder of the lot will be built out with Phase II of the project, which includes Tower B.



Zoning Standard	Permitted / Required	Proposed
		(57 garage and 44 surface)
Loading	1 loading berth at 55' deep 1 loading platform at 200 s.f. 1 service space at 20' deep	1 loading berth at 30' deep 1 loading platform at 100 s.f. 1 service space at 20' deep

**E. Flexibility Under PUD Guidelines for Phase I PUD**

The PUD process was created to allow greater flexibility in planning and design than may otherwise be possible under conventional zoning procedures. As permitted under section 2403, the Zoning Commission may grant such flexibility in its discretion. Thus, the Applicants seek flexibility from the following provisions of the Zoning Regulations.

1. **Flexibility from Roof Structure Requirements.** The Applicant requests flexibility from the roof structure requirements of the Zoning Regulations in order to permit multiple roof structures of unequal height and to permit a roof structure setback that is less than equal to its height above the roof. (§§ 411.2 and 770.6(b))

2. **Flexibility from the Loading Requirements.** The Applicant seeks flexibility from the loading requirements set forth in Section 2201.1 of the zoning Regulations. Specifically, the Applicant proposes to have a loading berth at 30' and 100 s.f. loading platform where the Zoning regulations require a loading berth at 55' and a 200 s.f. loading platform for an apartment house or multiple dwelling with 50 or more units. (§ 2201.1)

3. **Additional Areas of Flexibility.** The Applicant has made every effort to provide a level of detail that conveys the significance and appropriateness of the project's design for this location. Nonetheless, some flexibility is necessary that cannot be anticipated at this time. Thus, the Applicant also requests flexibility in the following areas:

- a. To be able to provide a range in the number of residential units.
- b. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, provided that the variations do not change the exterior configuration of the building.
- c. To vary the number, location and arrangement of parking spaces, provided that the total is not reduced below the minimum level required.
- d. To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction without reducing the quality of the materials; and to make minor refinements to exterior details and dimensions, including curtainwall mullions and spandrels, window frames, glass types, belt courses, sills, bases, cornices, railings and trim, or any other changes to comply with the District of Columbia Building Code or that are otherwise necessary to obtain a final building permit.

**F. Public Benefits and Project Amenities**

Pursuant to section 2403.8, the Commission shall judge, balance and reconcile the relative value of the project amenities and public benefits offered with the degree of development incentives requested and any potential adverse affects according to specific circumstances of the case. In this case, Phase I of the proposed PUD is in accordance with the Comprehensive Plan. The height and density requested are well within the range for a C-3-C PUD. Flexibility is being requested from the requirements for roof structures and loading. This flexibility is balanced against the public benefits and project amenities for Phase I as follows:

**1. Urban Design, Architecture, Site Planning, Landscaping, and Open Space (Sections 2403.9(a) and (b))**

The Phase I design solution is the first step toward establishing an active pedestrian connection to the Waterfront from M Street. A dynamically paved tree lined promenade along Virginia Avenue terminates at a circular terrace overlooking the Anacostia River. Additionally, a grand circular lawn with seasonally changing plant banding grounds the Phase I tower to the

south. This open lawn area is ideal for public recreation and provides expansive views of the river. The hillside adjacent to Water Street will be planted with artistic swaths of perennials and grasses for erosion control, habitat diversity, and visual interest, while leaving room for a shady fenced in dog park. The architectural design for the Phase I tower takes advantage of the unique characteristics of this triangular site thru the creation of an innovative façade solution. The design for the south face of the tower takes advantage of views of the river and Anacostia Park thru the use of floor to ceiling glazing at residential units. The North face of the tower will include a dark palette of materials with large punched openings, and recessed balconies in response to the urban fabric of the City to the North. The streetscape along M street consists of ample tree planting beds and permeably paved parking spaces afforded by the relocation of the Anacostia Bike Trail to the north side of M Street. Grade level residential units with private front lawns will enliven the pedestrian experience along this section of the street.

**2. Housing and Affordable Housing (Section 2403.9(f))**

The proposed PUD will create new housing and home ownership opportunities consistent with the goals of the Zoning Regulations and the Comprehensive Plan. The housing will be offered for rent and/or for sale at a mix of price points, including workforce housing under Inclusionary Zoning Requirements (80 percent of AMI or lower) and market rate housing. The addition of such a substantial amount of market rate and affordable housing to a site that presently does not have any is significant in re-establishing the residential character of this area of the Southeast.

**VI.  
CONCLUSION**

For the foregoing reasons, the Applicant submits that the application meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Zoning Map; is consistent with the land use objectives of the District of Columbia; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a first stage PUD, and related map amendment and the consolidated approval for Phase I of the project. The proposed development provides significant public benefits and project amenities; advances important goals and policies of the District of Columbia and, therefore, should be approved by the Zoning Commission. Accordingly, the Applicant requests that the Zoning Commission approve the application.

Respectfully submitted,

HOLLAND & KNIGHT LLP

By: 

Norman M. Glasgow, Jr.  
Norman M. Glasgow, Jr.

By: 

Leila M. Jackson Batties  
Leila M. Jackson Batties