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March 23, 2017

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VIA HAND DELIVERY

Jennifer Steingasser
D.C. Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

Re: Large Tract Review Application
Square 1823, Lot 9

Dear Ms. Steingasser:

Pursuant to 10 DCMR Chapter 23, we submit the following large tract review application materials on behalf of the Donohoe Acquisitions, LLC (the “Applicant”). The Applicant seeks to redevelop the above-referenced property with a mixed-use project. Large tract review is required because the proposal is a development with 50,000 square feet or more of gross floor area. Consistent with 10 DCMR § 2301.3, eight copies of the application package are enclosed, including the following materials:

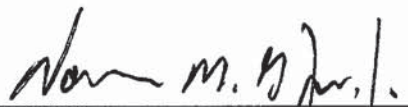
- Completed Certification Form (10 DCMR § 2301.3(a));
- Letter of authorization from the Applicant and the individual owners of the subject property (10 DCMR § 2301.3(b));
- A map showing the location of the proposed project and the existing zoning of the site (10 DCMR § 2301.3(c));
- Applicant's statement (10 DCMR § 2301.3(d), (e), and (i));
- A general site development plan (10 DCMR § 2301.3(f)), typical floor plans (10 DCMR § 2301.3(h)), and a general circulation plan (10 DCMR § 2301.3(g)); and
- Vehicular trip generation, trip assessment, and capacity analysis (10 DCMR § 2301.3(j)).

Also enclosed is a list of property owners within 200 feet of the subject site, and mailing labels (10 DCMR § 2306.2(c)).

With these materials, we respectfully request the Office of Planning to begin its review including referral of the application to all applicable District government agencies and departments. We look forward to working with you on this project.

Respectfully,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Joseph O. Gaon

Enclosures

cc: Joel Lawson, D.C. Office of Planning (via Hand Delivery, w/ enclosures)
Advisory Neighborhood Commission 3C (via U.S. Mail, w/ enclosures)
Commissioner Emma Hersh, SMD 3C06 (via U.S. Mail, w/ enclosures)

**SUBMISSION FOR LARGE TRACT REVIEW
BY THE
DISTRICT OF COLUMBIA
OFFICE OF PLANNING**

**Application of Donohoe Acquisitions, LLC
4000 Wisconsin Avenue, N.W.
(Square 1823, Lot 9)**

March 23, 2017

Submitted by, on behalf of the Applicant:

Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, DC 20006
Norman M. Glasgow, Jr., Esq.
Joseph O. Gaon, Esq.

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DEVELOPMENT TEAM

Applicant:	Donohoe Acquisitions, LLC 7101 Wisconsin Avenue, N.W. Suite 700 Bethesda, MD 20814
Architect:	SK&I Architectural Design Group 4600 East-West Highway Suite 700 Bethesda, MD 20814
Traffic Consultant	Wells + Associates 1420 Spring Hill Rd #610 McLean, VA 22102
Civil Engineer:	VIKA Capitol, LLC 4910 Massachusetts Avenue, NW Suite 214 Washington, DC 20016
Landscape Architect:	ParkerRodriguez, Inc. 101 North Union Street, Suite 320 Alexandria VA 22314
Land Use Counsel:	Holland & Knight LLP 800 17 th Street, NW Suite 1100 Washington, D.C. 20006

LIST OF EXHIBITS

Exhibit A	Architectural Plans and Elevations, which include a General Circulation Plan, Existing Conditions Plan, Context Maps, and Zoning Map
Exhibit B	Comprehensive Plan Future Land Use Map
Exhibit C	Comprehensive Transportation Review Report
Exhibit D	Completed Certification Form
Exhibit E	Letters of Authorization
Exhibit F	List of Property Owners within 200 feet of the Property

I. INTRODUCTION

This statement and supporting documentation are submitted on behalf of Donohoe Acquisitions, LLC (the “Applicant”) to the District of Columbia Office of Planning for large tract review of the proposed development at 4000 Wisconsin Avenue, N.W. (Square 1823, Lot 9) (the “Property”). The Property consists of approximately 181,427 square feet of land area (approximately 4.16 acres) and is generally trapezoidal in shape. As shown on the Architectural Plans and Elevations (the “Plans”) attached as Exhibit A, the Applicant proposes to raze a portion of the existing non-conforming commercial building and develop the Property with a mixed-use building consisting of residential and retail uses, including a potential neighborhood grocery store. A significant portion of the existing below grade parking garage and plaza level will be retained. The project will result in a significant reduction in the amount of commercial uses on the Property.

This application is submitted in accordance with subsection 2300.1(a) of Title 10 of the District of Columbia Municipal Regulations (“DCMR”). Subsection 2300.1 states that the Office of Planning shall ensure that there is established a coordinated interagency review process in the District of Columbia to do review, prior to the filing of applications for building or construction permits, all large tract development projects comprising three acres or more and any commercial or mixed-use commercial development of fifty thousand square feet or more of gross floor area (above grade) and cellar area (below grade).

As set forth below, this application meets the standards for large tract review and approval pursuant to 11 DCMR § 2301.3. In accordance with the provisions of 10 DCMR, Chapter 23, the Applicant respectfully requests the Office of Planning to proceed with its review, refer the application to District agencies as necessary, and issue a report on the application.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

A. The Property and Surrounding Area

The Property consists of approximately 181,427 square feet of land area (approximately 4.16 acres) in Square 1823 in the northwest quadrant of the District. As shown on the context maps included with the Plans, Square 1823 is bounded by Upton Street to the north, Wisconsin Avenue to the east, Rodman Street to the south, and Glover Archbold Park to the west.

The Property is located within the McClean Gardens neighborhood of the District. It is generally surrounded by other retail and office uses, and the surrounding properties along both sides of Wisconsin Avenue are zoned MU-5-A or MU-4. Residential uses are located to the south (RA-1) along Rodman Street and are separated from the Property by the Fannie Mae Headquarters to the south. The properties to the west are separated from the Property by Glover Archbold Park and include NBC 4 and the United States National Security Station.

Several Metrobus routes travel along Wisconsin Avenue, including the 30N, 30S, 31, 33, 96, H3, and H4 bus routes. The Wisconsin/Pennsylvania Avenue Priority bus route stops directly in front of the Property. The closest Metrorail station is the Tenleytown-AU Metrorail station, which is located approximately ½ mile from the Property.

B. Existing Building on the Property

The Property is currently improved with a commercial building that contains a variety of retail and office uses. When the existing building was constructed in approximately 1987, the Property was zoned C-3-A under the 1958 Zoning Regulations. The C-3-A District converts to the MU-7 District under the current Zoning Regulations. The C-3-A District allowed a maximum height of 65 feet and a maximum floor area ratio ("FAR") of 4.0, no more than 2.5 of which could have been used for commercial purposes. As shown on sheet A0-0 of the Plans, the maximum permitted non-residential gross floor area was 453,567.5 square feet and the existing building was built with 449,583 square feet

of gross floor area. While this represents about 4,000 square feet less than the maximum permitted non-residential FAR at the time, it is still more than 177,000 square feet greater than the maximum non-residential gross floor area currently permitted in the MU-5-A District. The existing building is therefore non-conforming with respect to non-residential FAR.

C. Zoning

As shown on the Zoning Map included in the Plans, the Property is zoned MU-5-A. The maximum permitted building height in the MU-5-A District is 70 feet with Inclusionary Zoning (“IZ”); the maximum density is 4.2 FAR with IZ, with a maximum of 1.5 FAR for non-residential use; and the maximum percentage of lot occupancy is 80%. Subtitle G §§ 402.1, 403.1, 404.1. The minimum rear yard depth is 15 feet; a side yard is not required. Subtitle G §§ 405.2 and 406.1. The minimum required green area ratio (“GAR”) is 0.3. Subtitle G § 407.1.

D. Future Land Use and Generalized Policy Maps

As shown on the Comprehensive Plan Future Land Use Map (January 2013), attached as Exhibit B, the Property is located within the Low Density Commercial land use category. The Low Density Commercial category “is used to define shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area.” 10A DCMR § 225.8.

III. DESIGN OF PROPOSED DEVELOPMENT

As shown on the Plans attached as Exhibit A, a portion of the existing building on the Property will be razed and the Property will be redeveloped with a building, which has approximately 693,767 square feet of gross floor area. Portions of the existing below grade parking garage and plaza level will be retained. Of that, approximately 604,378 square feet of gross floor area will be devoted to residential

use (approximately 716 units); approximately 34,436 square feet of gross floor area will be devoted to retail uses; and approximately 17,327 square feet of gross floor area will be devoted to a health club. The remaining gross floor area will be devoted to parking and loading. As a result, the project reduces the amount of non-residential FAR on the Property by 360,194 square feet of gross floor area. The project will be located on a single record lot. The project also includes closing the existing curb cut along Wisconsin Avenue and reconfiguration of the loading facilities to facilitate front-in/front-out loading.

The Property is located at a prominent gateway to the District along Wisconsin Avenue, which is populated by an eclectic mix of uses. The development of the Property incorporates a range of uses, including new residential units, first-class retail space, and potentially a neighborhood serving grocery store with a café above. Development of the Property will also include convenient on-site parking to accommodate residents, visitors, and employees. In developing the plan for the Property, the Applicant envisioned a vibrant new mixed-use and walkable community.

The overall density for the project is approximately 3.88 FAR, where 4.2 FAR is permitted with IZ. The overall non-residential density for the project is approximately 0.49 FAR, where 1.5 FAR is now permitted and 2.49 of non-residential FAR exists on the Property. The project will contain approximately 883 total car parking spaces, 325 bicycle parking spaces, and enough loading facilities to serve the mix of uses. The maximum building height is 70 feet to the top of the parapet, which is the maximum height permitted in the MU-5-A District. The existing parking garage contains approximately 1,039 spaces, which are accessible via two curb cuts along Upton Street. The existing building also has 7 loading berths and access to the loading facilities is currently provided via back-in loading from Upton Street.

The project includes the creation of pedestrian-friendly streetscapes, which animate the Property and also includes three large central landscaped closed courtyards. The proposed landscape design is

intended to activate the streets, enhance the quality of the natural environment, provide strong regional character to the development, and provide an open gathering space for the building's residents.

Construction of the project is anticipated to begin in 2019. Completion of the entire project is expected in 2024.

IV. CONSISTENCY WITH ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA

The project is currently designed to meet all applicable requirements of the MU-5-A District, including building height, density, and lot occupancy, and also conforms to the applicable parking, setback, GAR, and other physical requirements of the Zoning Regulations. As stated above, the Applicant is significantly reducing the amount of parking spaces on the Property.

V. CONSISTENCY WITH THE COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

As discussed in detail below, the proposed development at the Property is not inconsistent with the policies set forth in the citywide and area elements of the Comprehensive Plan for the National Capital: District Elements. In fact, the project directly implements the Comprehensive Plan's objectives for this site with a vibrant mixed-use development.

A. Purposes of the Comprehensive Plan

The D.C. Code provides that the District Elements of the Comprehensive Plan are designed to:

- a. Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;
- b. Guide executive and legislative decisions on matters affecting the District and its citizens;
- c. Promote economic growth and jobs for District residents;
- d. Guide private and public development in order to achieve District and community goals;

- e. Maintain and enhance the natural and architectural assets of the District; and
- f. Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District. (D.C. Code § 1–306.01(b)(2014)).

The project has been designed with consideration given to these general purposes and the specific policies contained within the Comprehensive Plan intended to carry out these purposes.

B. Compliance with the Citywide Elements of the Comprehensive Plan

The project is not inconsistent with the citywide elements of the Comprehensive Plan, as set forth below.

i. Framework Element

The Comprehensive Plan's Framework Element establishes the foundation for the various elements of the Plan by discussing the major factors that are driving change in the city, including demographic shifts, economic and technological change, fiscal constraints, and challenges in governance between federal and local issues. The Framework Element also describes expected growth projections in areas such as population, households, and jobs. This element also discusses how the District expects to address or accommodate the expected growth according to a set of 36 underlying guiding principles which are grouped into the following five sections: Managing Growth and Change; Creating Successful Neighborhoods; Increasing Access to Education and Employment; Connecting the City; and Building Green and Healthy Communities. These principles guided the creation of policies contained within the various elements of the Comprehensive Plan, as well as the development of the Generalized Policy Map, which highlights the places where much of the District's growth is expected to occur, and the Future Land Use Map, which shows the general character and distribution of recommended and planned land uses. In designing the project, the Applicant relied on the Generalized Policy Map, the Future Land Use Map, and the Zoning Regulations and map to create an appropriate layout and mix of uses on the

Property. The Applicant also took into consideration a number of the guiding principles of the Comprehensive Plan, such as those listed below:

- Managing growth by reserving sites for future development and considering infrastructure capacity; encouraging redevelopment and infill opportunities along corridors (10A DCMR § 217);
- Protecting neighborhood integrity and character; improving safety and security (10A DCMR § 218);
- Reinforcing the city’s “great streets” as an element of Washington’s design through transportation, streetscape, and economic development (10A DCMR §§ 220); and
- Improving environmental sustainability (10A DCMR § 221).

To assist the District of Columbia government in carrying out the scope of the requested Large Tract Review, as defined in 10A DCMR 2302.1, the following sections of this report will discuss the proposed development’s relationship to various citywide and area-specific elements of the Comprehensive Plan.

ii. Land Use Element

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to:

Ensure 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.

10A DCMR § 302.1. The project is not inconsistent with the following specific policies articulated in the Land Use Element:

1. *Policy LU-1.2.2: Mix of Uses on Large Sites* - Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should

be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses.

2. *Policy LU-2.4.6: Scale and Design of New Commercial Uses* - Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.
3. *Policy LU-2.4.10: Use of Public Space within Commercial Centers* - Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalks cafes, flower stands, and similar uses which “animate” the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged.

The proposed mix of uses on the Property is compatible with nearby uses and will significantly benefit the surrounding neighborhood and the District as a whole. There are no low scale residential uses that directly abut the Property and the project is compatible with the range and density of uses along this portion of Wisconsin Avenue. The project will also result in a significant reduction of non-residential FAR on the Property. A non-residential FAR of 0.49 is consistent with the Property’s Low Density Commercial Designation on the Future Land Use Map. The proposed amount of commercial space is consistent and compatible with the surrounding neighborhood than the existing building at the Property. The project will include a variety of public improvements and open space that will improve the pedestrian experience, animate the street, and increase safety and security. Overall, the proposed development of the Property will result in the reuse of a fully commercial site with a vibrant and active mix of retail and residential uses.

iii. Transportation Element

The Transportation Element of the Comprehensive Plan identifies policies and actions designed to maintain and improve the District’s transportation system and enhance the travel choices of current and future residents, visitors, and workers. Through these policies and actions, the critical transportation issues facing the District are addressed, including expansion of the transit system and improving its

efficiency, and making investments to upgrade infrastructure. According to the Comprehensive Plan, the overarching goal for transportation in the District is to:

Create a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of the District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents.

10A DCMR 401.1. The project is not inconsistent with the following policies of the Transportation Element:

1. *T-1.1: Land Use-Transportation Coordination* - The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved... Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. Design features play an important role in this equation. Residential communities should be developed so that services such as shopping are accessible on foot, transit, or bicycle and not just by car.
2. *Policy T-1.1.4: Transit-Oriented Development* - Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points.
3. *Policy T-1.2.1: Boulevard Improvements* - Continue to work across District agencies to beautify and stabilize selected boulevards by implementing coordinated transportation, economic development, and urban design improvements.
4. *Policy T-2.3.3: Bicycle Safety* - Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist.
5. *Policy T-2.4.1: Pedestrian Network* - Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city.
6. *T-3.2 Curbside Management and Parking* - Long- or short-term parking is part of almost every car trip, and parking—especially when free—is a key factor in the mode choice for a trip. The availability and price of parking can influence people's choices about how to travel to work, shop, and conduct personal business. The District's challenge, like that of many other major cities, is to manage limited curbside space to accommodate ever increasing parking demand.

The project meets the goals of the Transportation Element by creating a vibrant new mixed-use development that will provide housing on top of, and near, retail and service uses along the Wisconsin Avenue Corridor. The project also provides ample vehicle parking to adequately accommodate the anticipated parking demand. Furthermore, the Property's location along Wisconsin Avenue will help to beautify and stabilize the corridor as a welcoming gateway into the District.

The project is an example of transit-oriented development since it is located within ½ mile of the Tenleytown-AU Metrorail station and the Wisconsin/Pennsylvania Avenue Priority bus route stops directly in front of the Property. The Applicant is also proposing to reconstruct the streetscape around the of the Property with new sidewalks and additional planting areas, which will increase pedestrian safety. The project will also increase bicycle safety through various measures including the provision of public bicycle parking, and enforcement of regulations requiring private bicycle parking. The project includes secure bicycle parking in the below grade parking garage, which will also include showers and lockers for the people who utilize the secure bicycle parking.

In consultation with the District Department of Transportation ("DDOT"), the Applicant has prepared a Comprehensive Transportation Review ("CTR") Report that includes an assessment of the transportation impacts of the proposed redevelopment. Importantly, the CTR found that the proposed redevelopment will reduce AM peak hour vehicle trips by 40 percent and PM peak hour vehicles trips by 10 percent when compared to the existing site development. A copy of the CTR, completed by Wells + Associates, is attached as Exhibit C.

iv. Housing Element

The goal of the Comprehensive Plan's Housing Element is to develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia. 10A DCMR § 501.1. The proposed project directly advances this goal and its specific policy objectives by providing significant new housing options in an underserved neighborhood of the District.

1. *Policy H-1.1.1: Private Sector Support* - Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.
2. *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.
3. *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 station.
4. *Policy H-1.2.3: Mixed Income Housing* - Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing.

The project advances the above-referenced policies by providing new housing and affordable housing that will meet the needs of District residents and distribute mixed-income housing across the city. The project includes approximately 604,378 square feet of gross floor area devoted to residential use (approximately 716 units), which is a substantial addition to the city's current housing stock. The residential component of the project will comply with the IZ regulations set forth in the Zoning Regulations, such that significant new affordable housing will be provided in a mixed-income and mixed-use setting. The existence of these new affordable housing units will reduce concentrated poverty and ensure that a sufficient supply of affordable housing is available in neighborhoods throughout the District. Moreover, the proposed housing will be located on a site that is presently underutilized and along a major mixed-use transportation corridor, thus advancing the District's goal of residential development with the balanced growth of mixed-use development.

v. Environmental Protection Element

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources. This element sets forth policies and actions

on important issues including, among others, restoring tree canopy, improving waterways, conserving water and energy, encouraging green building techniques, and reducing stormwater runoff. The proposed redevelopment of the Property is not inconsistent with the policies of the Environmental Protection Element, and helps advance the following specific environmental policies:

1. *Policy E-1.1.3: Landscaping* – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.
2. *Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff* – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.
3. *Policy E-4.2.3: Control of Urban Runoff* – Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.

Currently, the Property has late 1980’s stormwater management and is devoid of vegetation or landscaping. The proposed development presents an opportunity to improve stormwater management through upgrades in infrastructure and the use of sustainable strategies and low impact development, which will ultimately try to reduce runoff and water pollution. The Applicant proposes to increase the amount of vegetation on the Property through new tree planting, landscaping, and open spaces including three large centralized closed courts.

vi. Economic Development Element

The overarching goal for Economic Development in the District is to:

Strengthen the District’s economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, improving resident job skills, and helping a greater number of District residents find and keep jobs in the Washington regional economy.

10A DCMR § 701.1. The project is not inconsistent with the policies set forth in the Economic Development element as follows:

1. *ED-3.1 Strengthening Neighborhood Commercial Centers* - Part of growing an inclusive city involves improving access to basic goods and services for residents in all parts of the city. Currently, some areas of the District lack basic amenities such as grocery stores, hardware stores, drug stores, and dry cleaners. In other parts of the city, these services exist but they are poorly sited and do not provide the sense of community identity that they could.
2. *Policy ED-3.1.1: Neighborhood Commercial Vitality* - Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents.

Retail development on the Property will potentially include a neighborhood grocery store or other neighborhood oriented retail use, which will help improve access to basic goods and services for District residents, including access for the project's residents. Furthermore, the mix of uses and pedestrian-friendly design will foster a sense of community identity, since residents, retail patrons, and employees will all be able to easily walk to access the variety of goods, services, and retail amenities provided.

C. Compliance with the Rock Creek West Area Element of the Comprehensive Plan

The Property is within the Rock Creek West ("RCW") Planning Area, which encompasses approximately 13 square miles in the northwest quadrant of the District. 10A DCMR § 2300.1. Despite its residential character, the RCW Planning Area has more jobs than households. The community is host to major corporations, and three of the region's commercial television stations. 10A DCMR § 300.4. The RCW Planning area previously hosted corporations such as Fannie Mae and Intelsat, whose sites and buildings still remain in the planning area. The area also contains some of the District's most important natural and cultural resources such as Rock Creek Park, the National Zoo, Glover Archbold Park, Battery Kemble Park, and Fort Reno Park as well as numerous smaller parks and playgrounds. Many of these areas serve as resources for the entire city. 10A DCMR § 2300.3. The RCW Area Element contains several policies that are focused on achieving a balance between encouraging economic development, retaining low-density residential areas and bringing vitality and elegance to the major commercial street,

while also alleviating traffic congestion and increasing pedestrian safety. Parking is also an issue and the project, with its decrease in parking demand, positively responds to this concern.

The project is not inconsistent with the policies set forth in the RCW Area Element of the Comprehensive Plan. The project will create new neighborhood serving retail such as a potential neighborhood grocery store and the retail development is planned and designed to mitigate traffic and parking impacts on the neighboring residential areas (RCW 1.1.5). The project will replace large office uses in the proximity of the Tenleytown-AU Metrorail station with needed housing, including a substantial amount of affordable housing, which is Consistent with both the Future Land Use Map and Generalized Policy Map (RCW 1.1.6).

The project is located in the Wisconsin Avenue Corridor Policy Focus Area. The current mix of uses along the avenue is eclectic. The project is consistent with the policies set forth in the Policy Focus Area since additional housing and retail will be provided on an underutilized commercially zoned site along Wisconsin Avenue (RCW 2.2.1).

VI. COMMUNITY ENGAGEMENT

The Applicant will meet with the relevant Advisory Neighborhood Commission (“ANC”) and community organizations as required through the Large Tract Review process.

VII. CONCLUSION

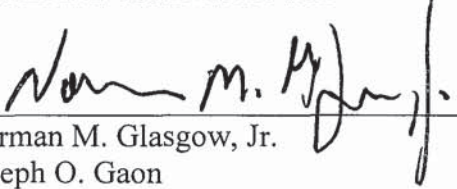
For the reasons stated above, the Applicant submits that the proposed development project conforms to the applicable Zoning Regulations and the Zoning Map, and is not inconsistent with the purposes and intent of the District Elements of the Comprehensive Plan for the National Capital. The Property is currently zoned MU-5-A, and the Large Tract Review submission has been designed to conform to all area requirements, including height, FAR, lot occupancy, parking, setbacks, and GAR. The project will minimize impacts to adjacent and nearby properties by incorporating landscaping and

open spaces, providing ample on-site vehicular parking, employing sustainable development techniques, and generally creating a desirable new destination that will attract District residents and visitors to this portion of Wisconsin Avenue.

Accordingly, the Applicant respectfully requests the District of Columbia Office of Planning recommend approval of this large tract review application in accordance with the provisions of Chapter 23 of Title 10 of the District of Columbia Municipal Regulations.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Joseph O. Gaon

4000 Wisconsin Avenue

LARGE TRACT REVIEW

OWNER
Donohoe Development Company

ARCHITECT
SK+I Architectural Design Group, LLC

LAND USE COUNSEL
Holland & Knight

CIVIL ENGINEER
VIKA Capitol, LLC

LANDSCAPE ARCHITECT
Parker Rodriguez, Inc.

TRAFFIC CONSULTANT
Wells + Associates

Exhibit A

Sheet	Name
Site Overview	
G-001	Sheet Index
G-002	Regional Analysis
G-003	Location Maps
C-004	Site Photographs
G-005	Aerial Photographs
G-006	Zoning Map
G-101	Site Plan
G-102	Existing Zoning Summary
G-103	Zoning Summary & Area Tabulations
G-201	G2 Level Plan - Circulation Diagram
G-202	G1 Level Plan - Circulation Diagram
G-203	R0 Level Plan - Circulation Diagram
G-204	1st Level Plan - Circulation Diagram
Architectural	
A-101	G4 Level Plan
A-102	G3 Level Plan
A-103	G2 Level Plan
A-104	G1 Level Plan
A-105	R0 Level Plan
A-106	1st Level Plan
A-107	Typical Level Plan
A-108	Penthouse Level Plan
A-109	Roof Level Plan
A-201	East Elevation
A-202	North Elevation
A-203	West Elevation
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A-301	Section - East-West Looking North
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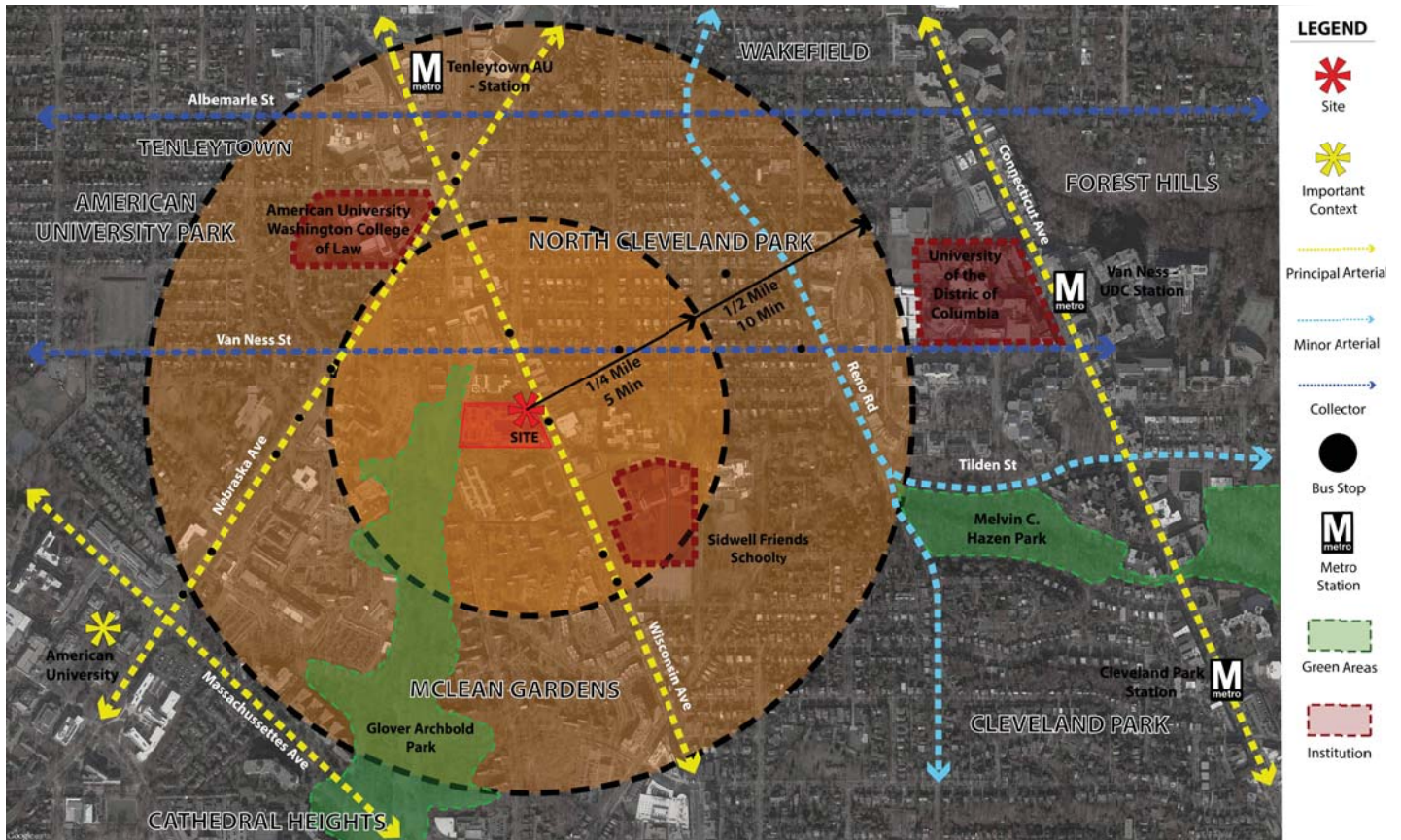
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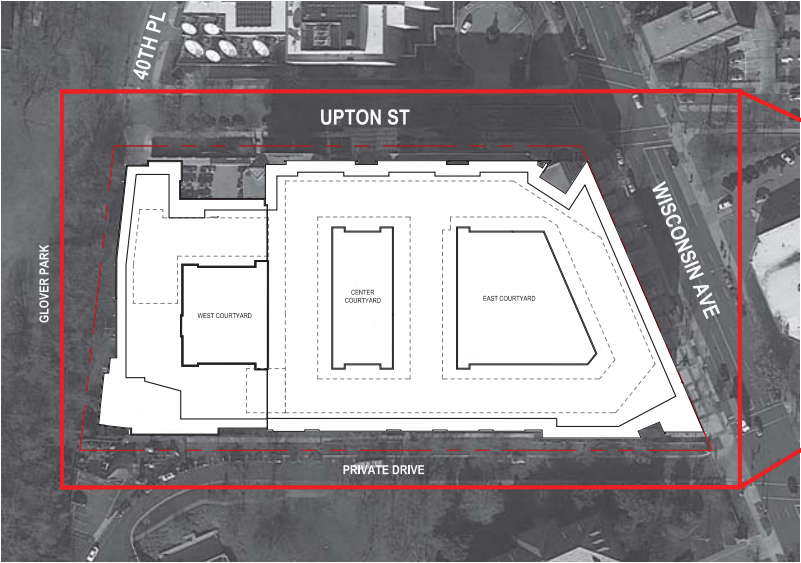
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Regional Analysis

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Site Aerial: 1"=100'-0"



Context Aerial: 1"=1000'-0"

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Location Maps

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G-003





1



2



3



4



5



6



7



8



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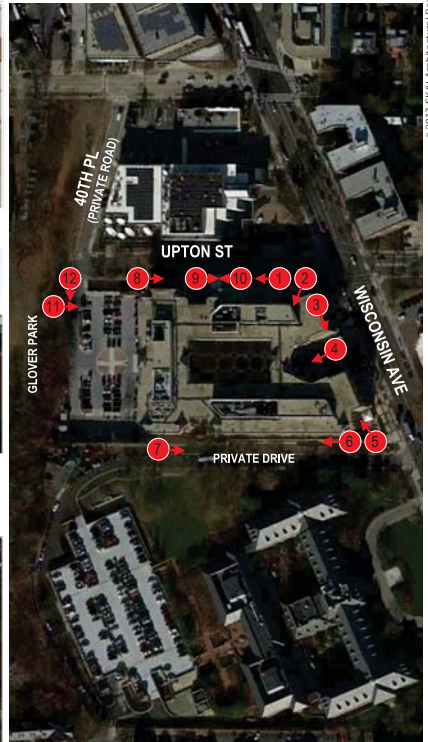
10



11



12



Context Map



1 Northeast Bird's Eye View



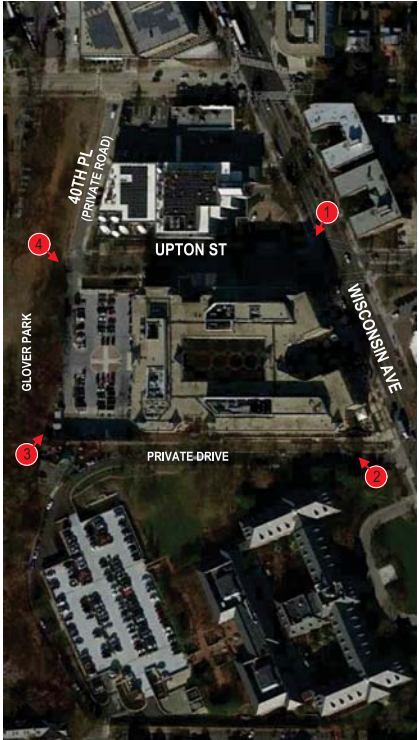
2 Southeast Bird's Eye View



3 Southwest Bird's Eye View



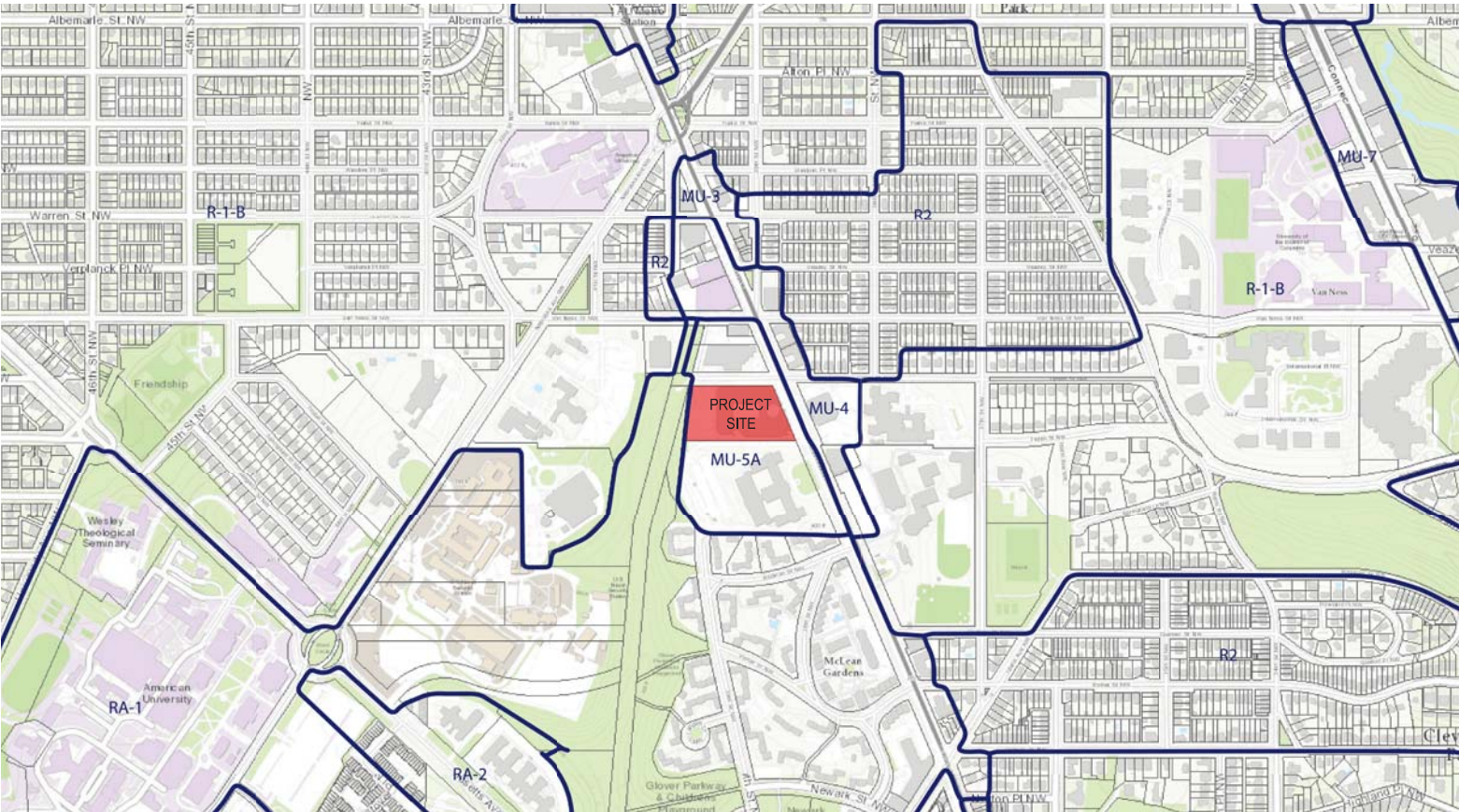
4 Northwest Bird's Eye View



Context Map

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Zoning Map

0 25 50 100'





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Large Tract Review

Site Plan

March 16, 2017

G-101

0 75 150' 300'



EXISTING CONDITIONS ZONING SUMMARY

ZONE: C-3-A	SQUARE: 1823	LOT: 9	LOT AREA: 181,427 SF
MEASURING POINT: Elevation 379.50 at Wisconsin Avenue			

MAX FAR ALLOWED	4.0 (2.5 Max for Commercial Use)
FAR PROVIDED	2.48
GROSS FLOOR AREA	449,583 gsf
CELLAR FLOOR AREA	409,336 gsf
HEIGHT	65'-0" (to top of parapet)
PENTHOUSE HEIGHT	17'-8"
SIDE YARD	11'-3 3/8" Provided
REAR YARD	20'-2" Measured from Center Line at Rear of Structure (Varies)
BUILDING RESTRICTION LINE	15' from North Property Line

EXISTING CONDITIONS USES SUMMARY

Cinema	2,070 seats
Recreational Fitness Center	37,916 sf
Retail	40,998 sf
Office	404,547 sf

EXISTING CONDITIONS LOADING SUMMARY

Use	Loading Berths	Service / Delivery	Platforms
Office	3 at 30 ft.	1 at 20 ft.	3 at 100 sf
Retail	1 at 30 ft. 1 at 55 ft.	1 at 20 ft. 1 at 20 ft.	1 at 100 sf 1 at 200 sf
Recreational	1 at 30 ft.	1 at 20 ft.	1 at 100 sf
Cinema	1 at 30 ft.	1 at 20 ft.	1 at 100 sf
Total Provided	6 at 30 ft. 1 at 55 ft.	4 at 20 ft.	800 sf

EXISTING CONDITIONS PARKING SUMMARY

P4	334 spaces
P3	353 spaces
P2/R1	224 spaces
P1/R2	128 spaces
Total Parking	1,039 spaces

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Large Tract Review

Existing Zoning Summary

ZONING SUMMARY			
ZONE: MU-S-A	SQUARE: 1823	LOT: 9	LOT AREA: 181,427 SF
MEASURING POINT: Elevation 379.83 at Wisconsin Avenue			
ALLOWED	PROVIDED	ZIF 2016 Section 4 NOTES	
FAR (with IZ bonus)	4.20	3.82 (3.88 When Including 0.06 from Penthouse)	Substitute G § 402.1
PENTHOUSE FAR*	0.40	0.46 (0.06 Counted in FAR in building)	Substitute C § 1503.1
GROSS FLOOR AREA	761,993 gsf	693,767 gsf	* Excludes of Communal Recreation Space and Mechanical Penthouse Space
PENTHOUSE GROSS FLOOR AREA*	72,971 gsf	84,023 gsf	Substitute G § 402.1
HEIGHT (WITH IZ bonus)	70'-0" (to top of parapet)	70'-0" (to top parapet)	Substitute G § 403.1
PENTHOUSE HEIGHT	12'-0" (1 story) except 18'-6" allowed for mechanical (and mezzanine allowed for mechanical)	12'-0" (habitable) 18'-6" (mechanical)	Substitute G § 403.2
LOT OCCUPANCY	Residential 80.00%	79.76% at R0 Level 63.46% at 1st Floor 63.72% at Typical Floors	Substitute G § 404.1
SIDE YARD	None Required If provided: 2' per foot of height and not < 5'-0" For 70'-0" of height: 11'-8" min.	+/- 12'-3" at South Property line	Substitute G § 406.1
REAR YARD	15'-0" min.	15'-0"	Substitute G § 405.2
CLOSED COURT (IRREGULAR)	4" per foot of height, not < 15'-0", and area shall be twice the square of min. width and > 350 sf ft. For 77'-8" of height: 25'-11" width and 1,343 sf min.	West Court: +/- 86'-0" & +/- 56'-0" Center Court: +/- 60'-0" East Court: +/- 110'-0"	Substitute B § 322.4 Substitute G § 202.1
OPEN COURT (IRREGULAR)	4" per foot of height, not < 10'-0" For 70'-4" of height: 23'-4" width	Northeast Court: +/- 85'-0"	Substitute B § 322.2 Substitute G § 202.1
GAR	0.30	0.30	Substitute G § 407.1
LOADING	Residential Loading Berths (1 at ≥ 50 dwelling units) Service / Delivery (1 at ≥ 50 dwelling units) Platforms Retail Loading Berths (3 at ≥ 100,000 sf) Service / Delivery (1 at ≥ 20,000 sf) Platforms	1 at 30 ft. 1 at 20 ft. 1 at 100 sf 3 at 30 ft. 1 at 20 ft. 1 at 100 sf	Loading Berths Provided 3 at 30 ft. 3 at 55 ft. (see note) Service / Delivery Provided 2 at 30 ft. Platforms Provided 3 at 100 sf 3 at 200 sf (see note)
PARKING	Residential 1 space per 3 dwelling units Based on 716 units Retail 1.33 per 1,000 sf of retail in excess of 3,000 sf Based on 126,917 gsf Total Parking Required	237 spaces 165 spaces 402 spaces	883 spaces (50% compact) (Per G-102 Existing Spaces = 1,039 spaces)
BIKE PARKING	Residential 1 per 20 dwelling units (residential short term) 1 per 3 dwelling units (residential long term) Based on 716 units Retail 1 per 3,500 (retail shop term) 1 per 18,000 sf (retail long term) Based on 126,917 gsf Total Bike Parking Required	36 spaces 239 spaces 13 spaces 37 spaces 325 spaces	Short Term Spaces 73 spaces Long Term Spaces 753 spaces 325 total bike spaces
SHOWERS	Provide 2 Showers for first 25,000 sf and 2 per every additional 50,000sf up to 6 max. Based on 126,917 gsf	6 showers	6 showers
LOCKERS	Provide lockers for 60% of req. long term bike parking. Based on 13 spaces	8 lockers	8 lockers

FAR Tabulation							
Level	Parking	Loading	Mech/Storage	Total Residential	Total Retail	Gross Floor Area (GFA)	Perimeter Factor**
G4	136,886 gsf	-	-	-	-	-	-
G3	143,486 gsf	-	-	-	-	-	-
G2	32,820 gsf	11,288 gsf	-	25,800 gsf	18,428 gsf	0.264	136,886 gsf
G1	30,800 gsf	18,393 gsf	5,940 gsf	5,115 gsf	77,637 gsf	0.423	143,486 gsf
R0	-	-	-	40,140 gsf	32,949 gsf	0.518	69,908 gsf
1st	-	2,697 gsf	-	82,713 gsf	89,925 gsf	-	137,905 gsf
2nd to 5th	-	-	-	462,440 gsf	462,400 gsf	-	63,420 gsf
6th (Park Side)	-	-	-	31,800 gsf	31,800 gsf	-	65,480 gsf
Penthouse (mezzanine)	-	3,000 gsf	-	88,440 gsf	-	-	462,400 gsf
Unb.	716	-	-	-	-	-	31,800 gsf
Base Building GFA	-	-	-	-	126,917 gsf	493,767 gsf	3.82 IAR
Penthouse GFA	-	-	-	-	-	84,023 gsf	0.46 IAR
Totals	-	-	-	-	-	-	1,222,085 gsf

* Excludes communal recreation and mechanical spaces at Penthouse
 ** Percentage of exposed building perimeter per Subtitle B § 304.4

Parking Provided		
Level	Use	Provided
G4	Residential	392
G3	Retail	396
G2	Residential	74
G1	Residential	41
Total Parking		883

Bicycle Parking Provided		
Level	Use	Provided
G4	Residential	-
G3	Retail	150
G1	Residential	-
R0	Residential / Retail	150
1st	Residential / Retail	35
Total Bicycle Parking		335

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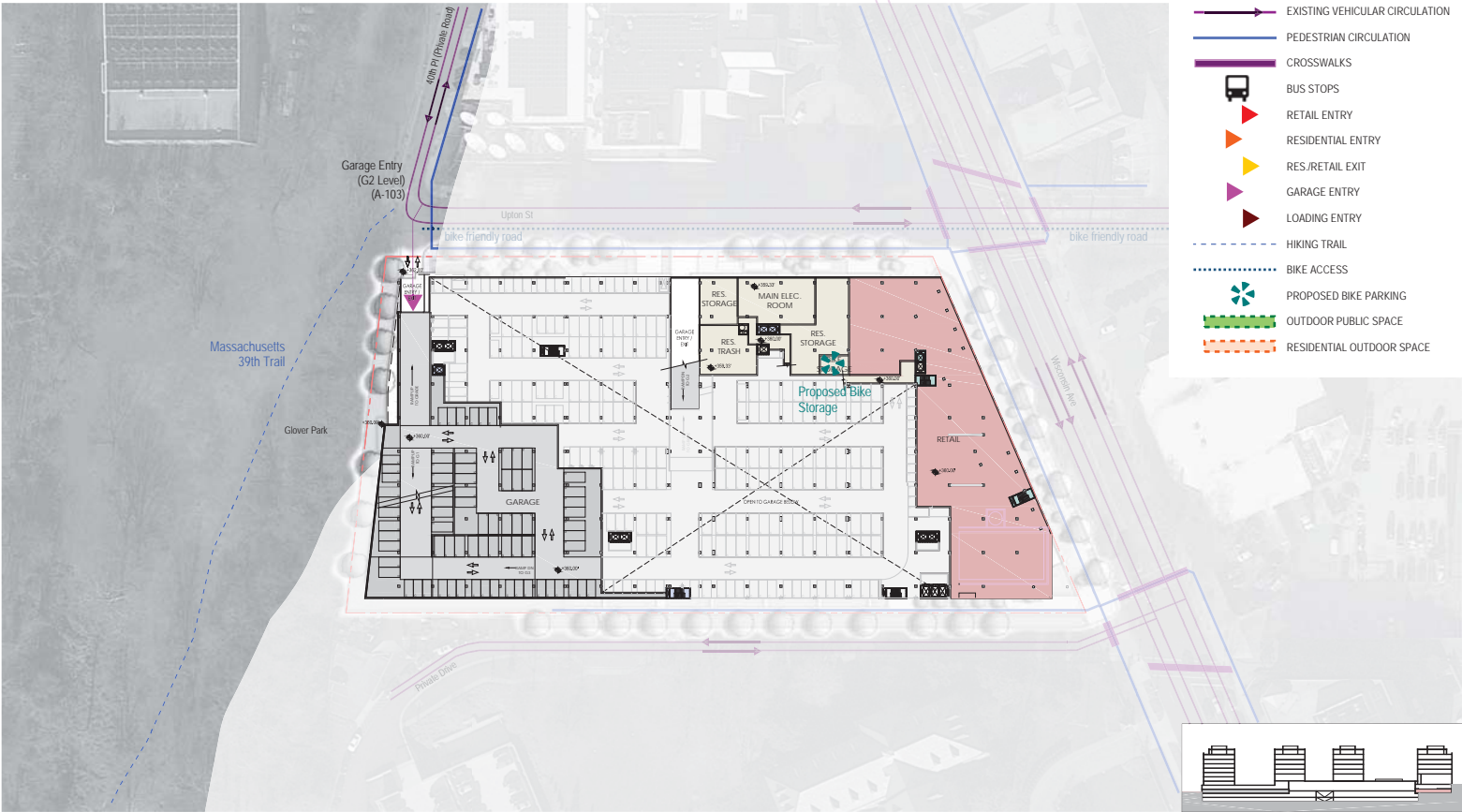
G-103

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Zoning Summary & Area Tabulations



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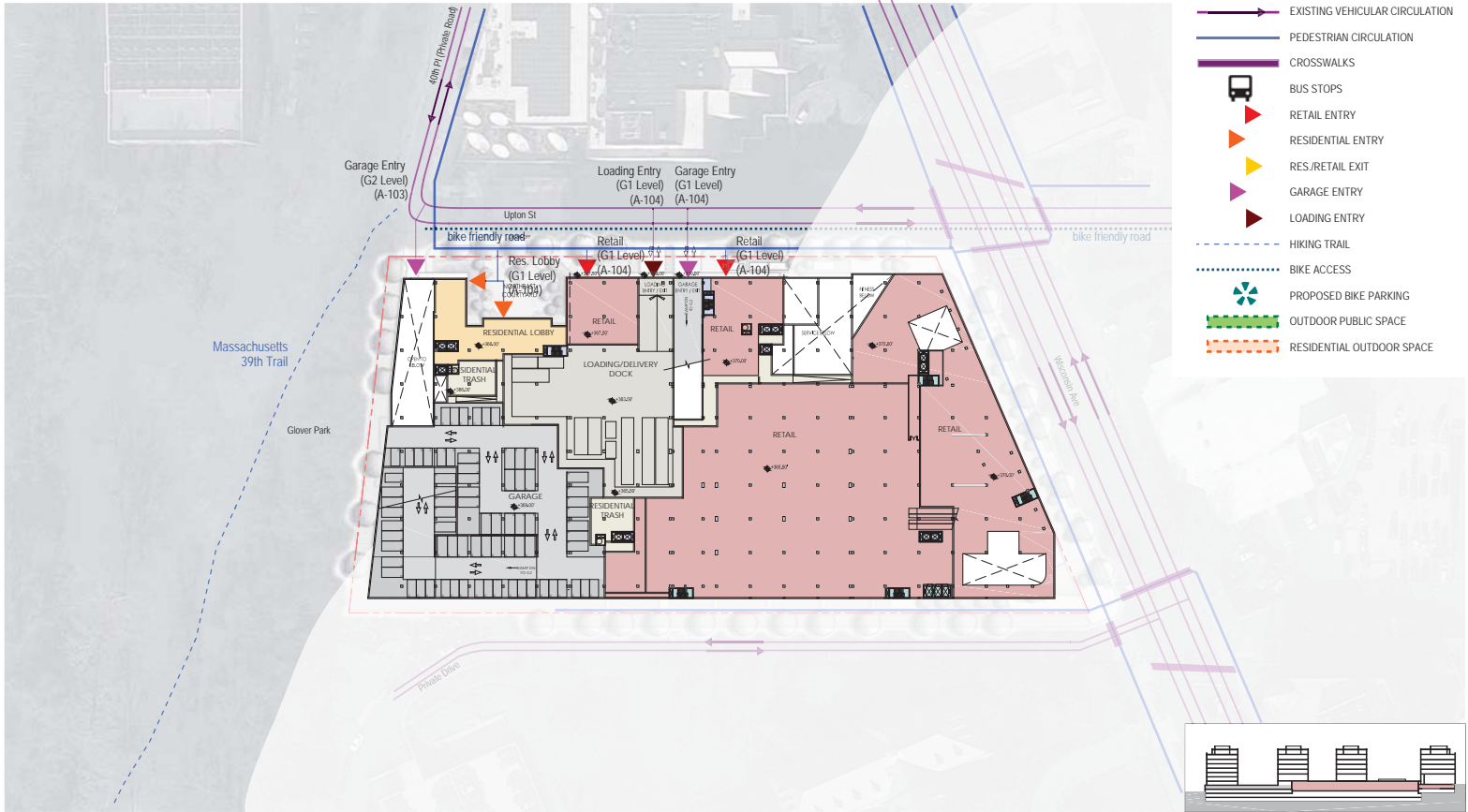
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G2 Level Plan - Circulation Diagram

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0 40' 80' 160'





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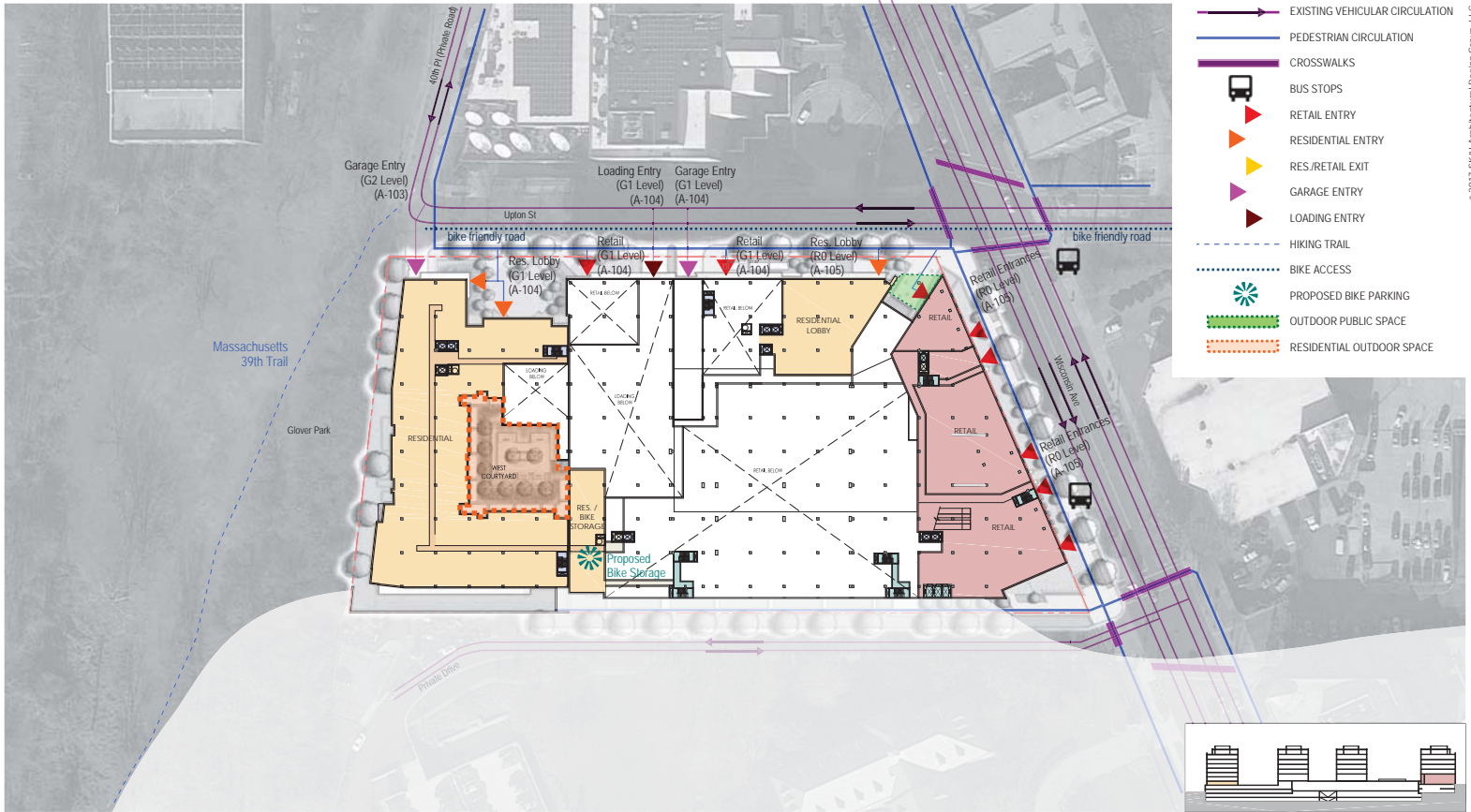
G1 Level Plan - Circulation Diagram

March 16, 2017 | **G-202**

0 40' 80' 160'



KEY SECTION



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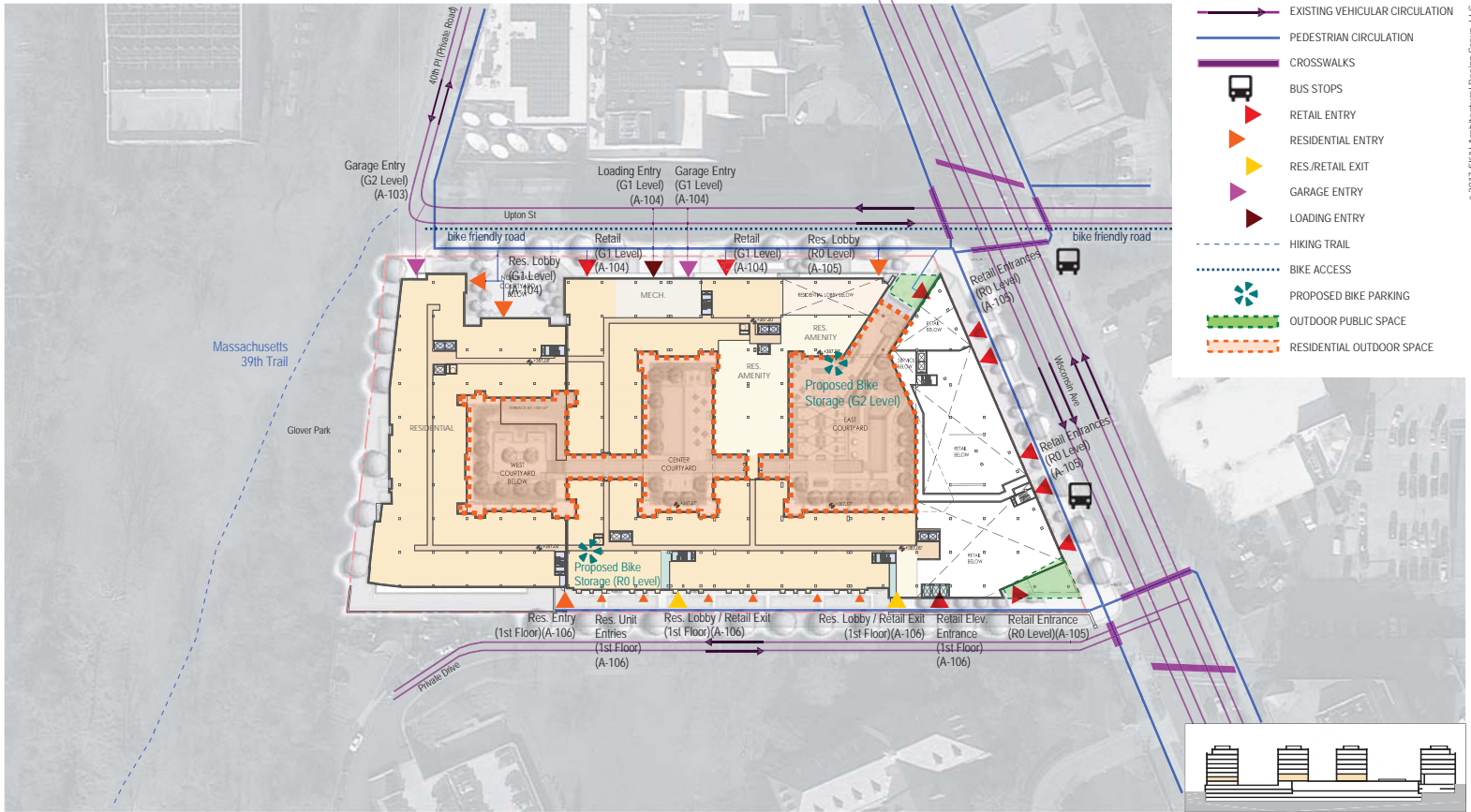
Large Tract Review

R0 Level Plan - Circulation Diagram

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0 40' 80' 160'





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Large Tract Review

1st Level Plan - Circulation Diagram



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Large Tract Review | G4 Level Plan

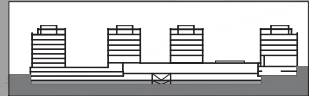
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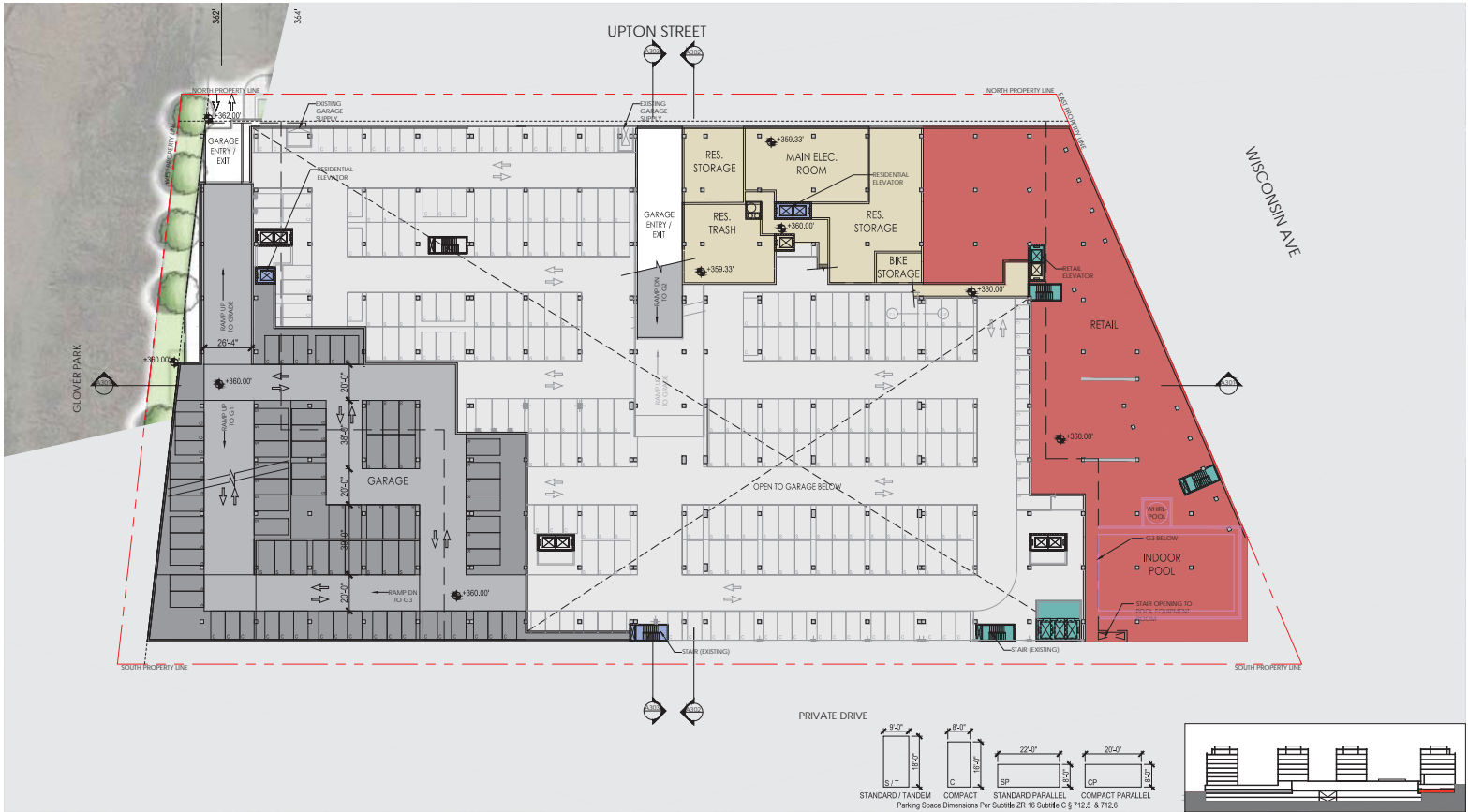
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Large Tract Review | G3 Level Plan

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Large Tract Review | G2 Level Plan

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0 25 50 100'





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Large Tract Review | G1 Level Plan

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0 25 50 100'





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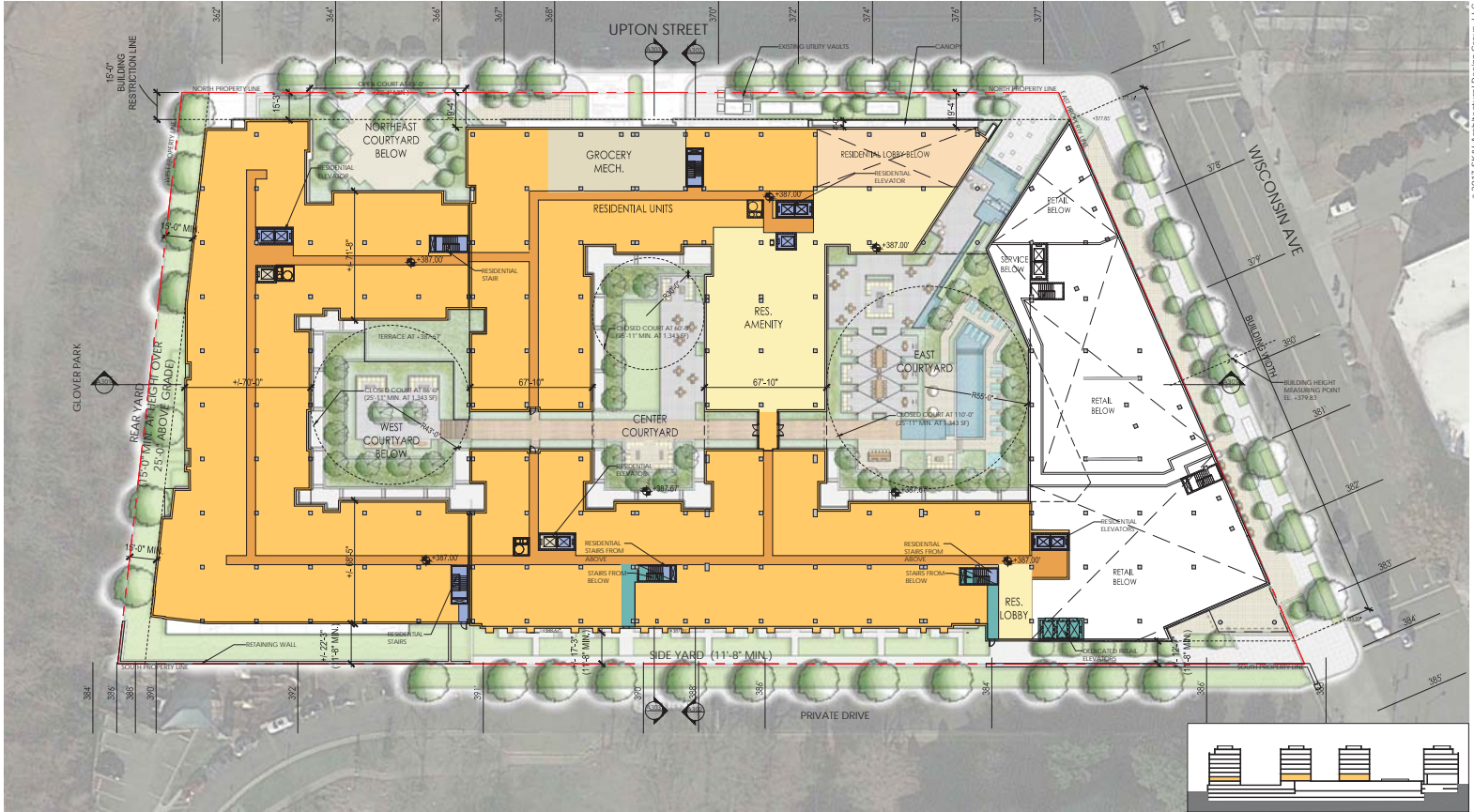
Large Tract Review | R0 Level Plan

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A-105

0 25 50 100'





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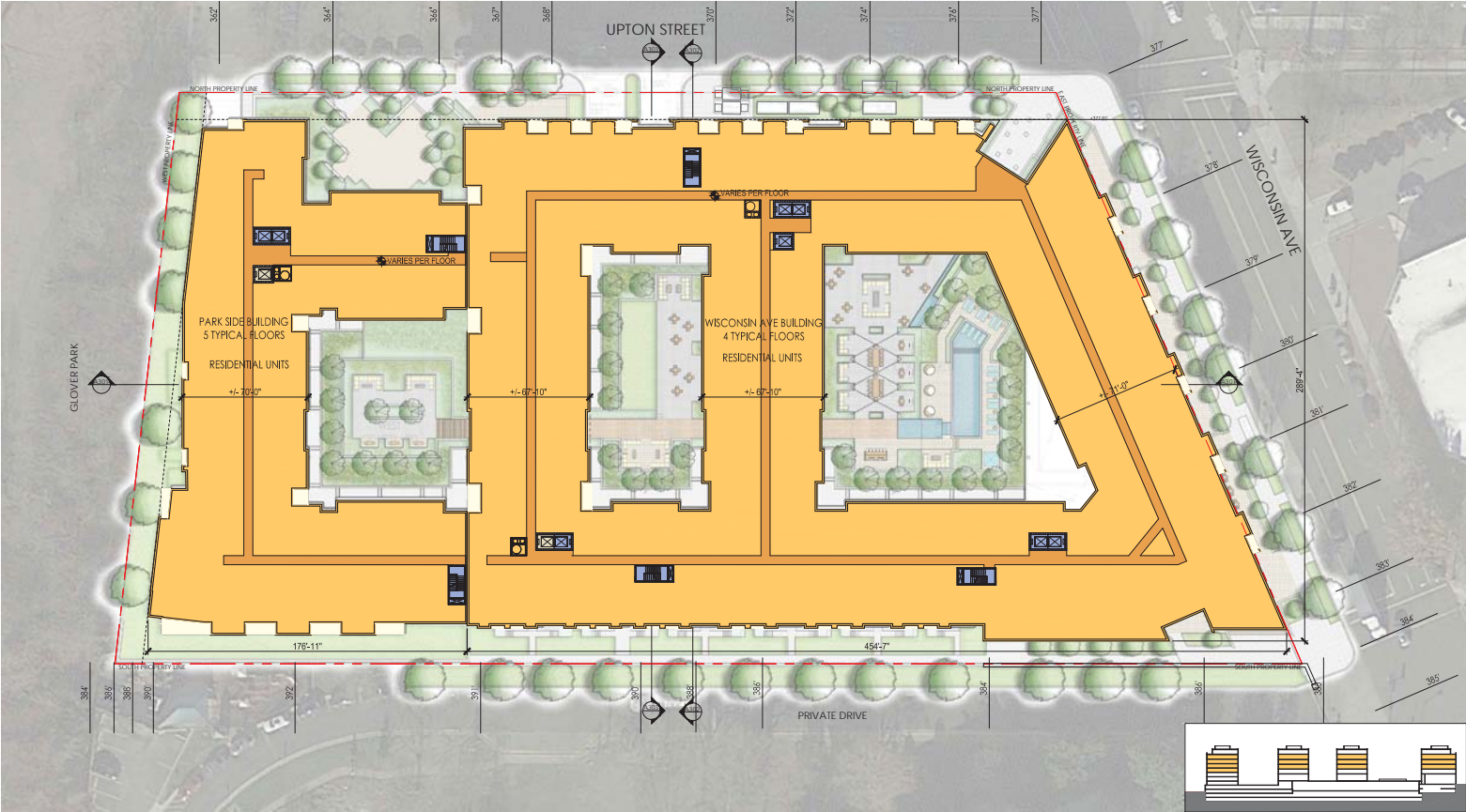
1st Level Plan

0 25 50 100'



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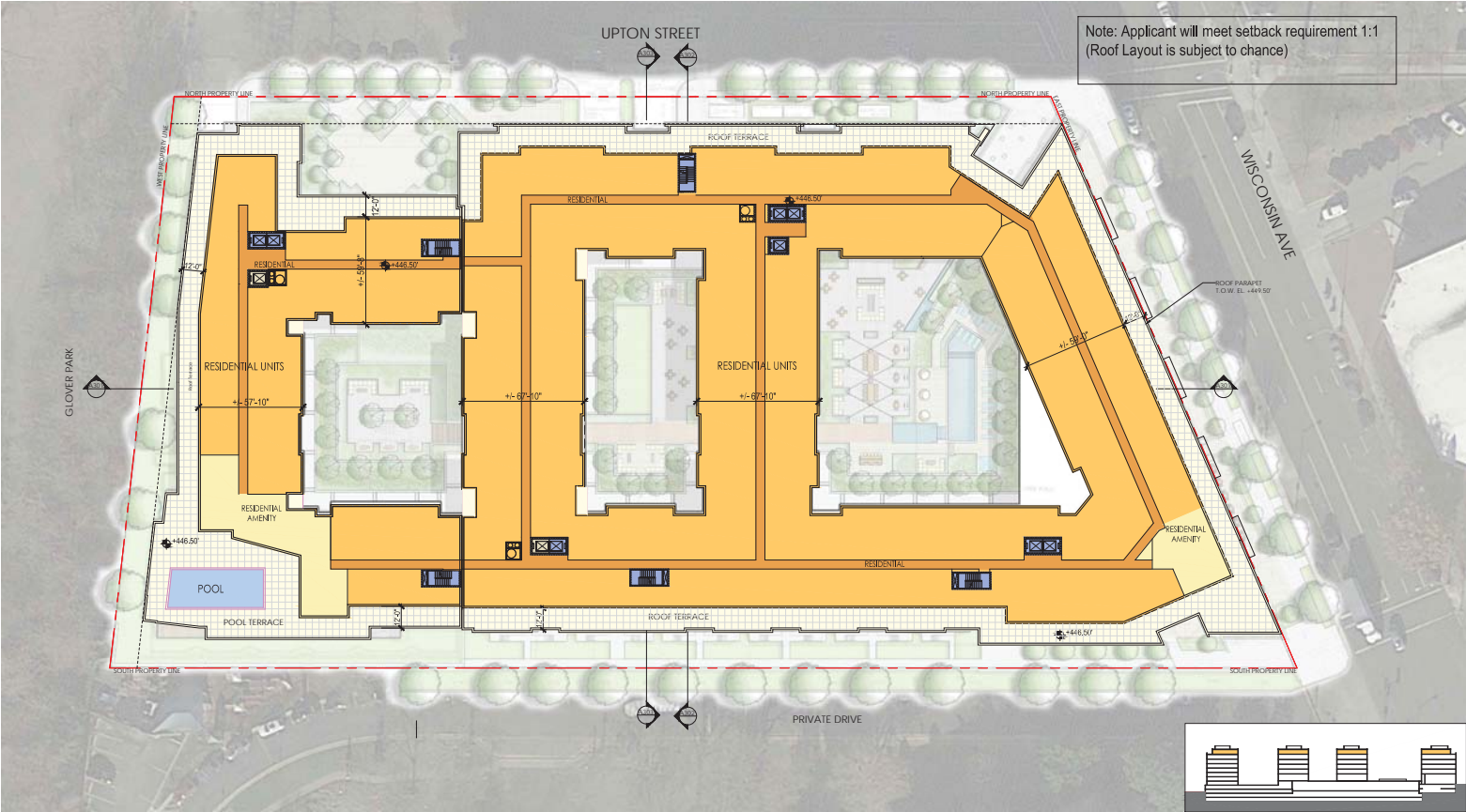
Typical Level Plan

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A-107

0 25 50 100'





Note: Applicant will meet setback requirement 1:1
(Roof Layout is subject to chance)

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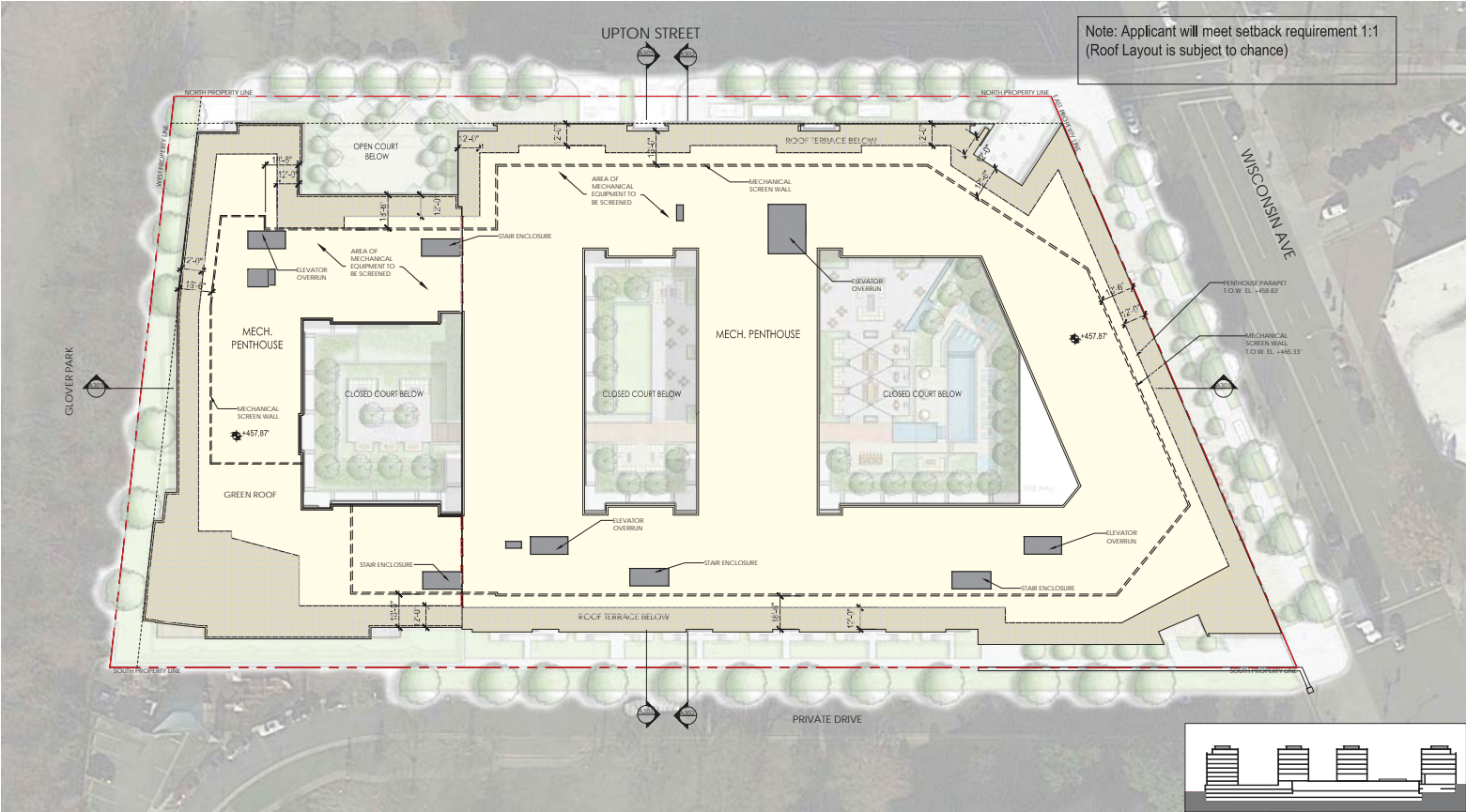
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Large Tract Review | Penthouse Level Plan





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Large Tract Review | Roof Level Plan

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0 25 50 100'





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Large Tract Review | East Elevation

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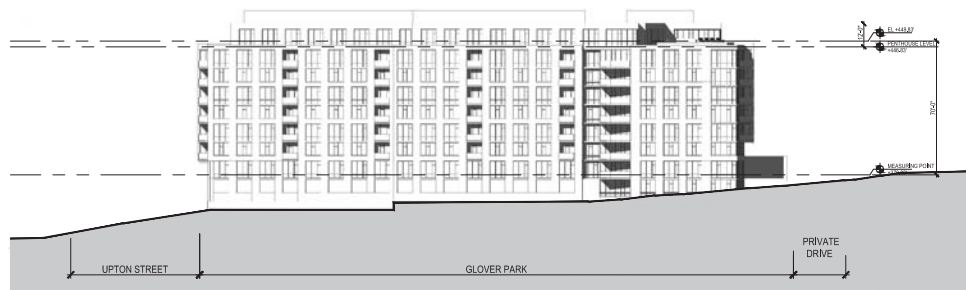
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Large Tract Review | North Elevation

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Large Tract Review | West Elevation

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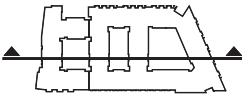
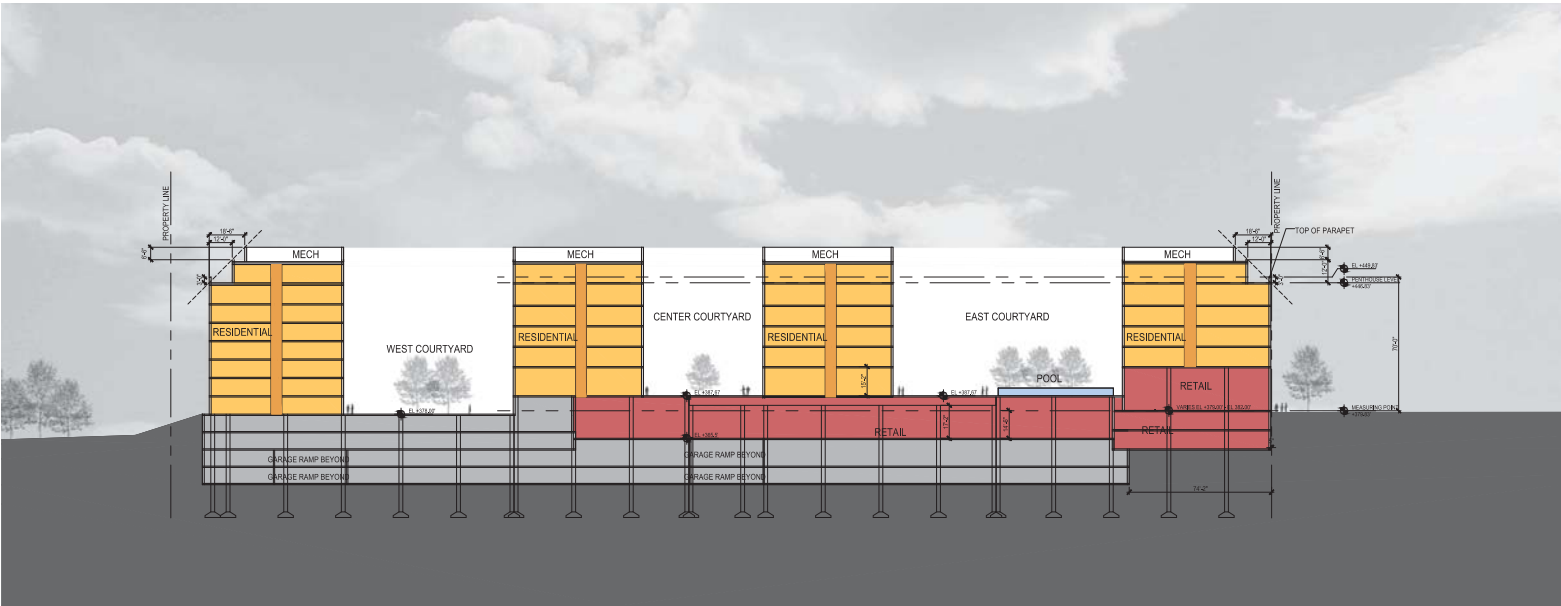
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Large Tract Review | South Elevation

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KEY PLAN

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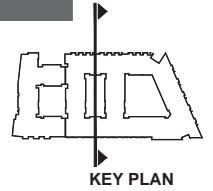
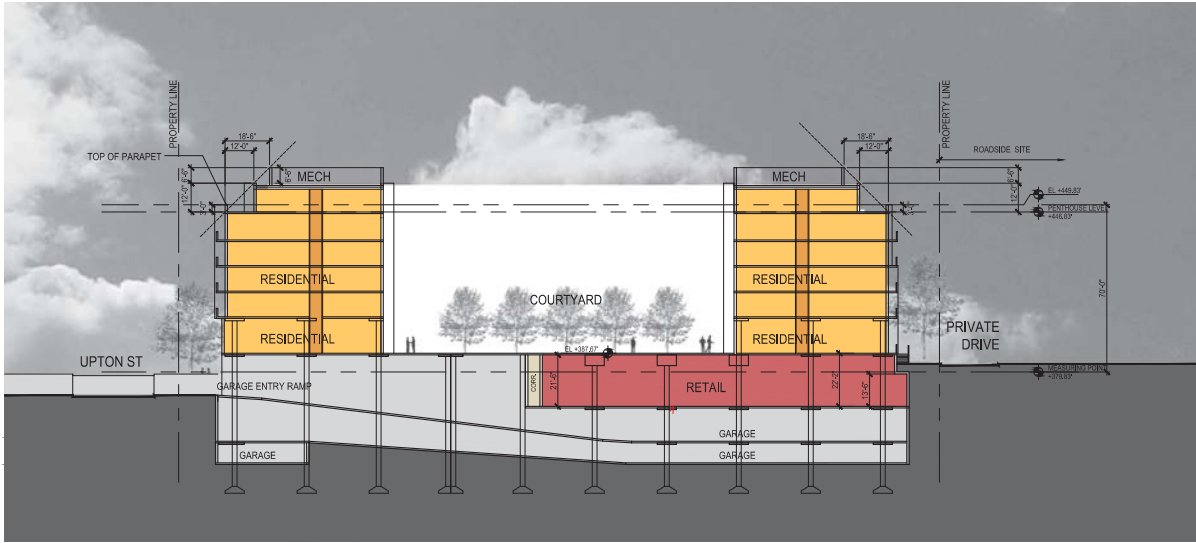
Large Tract Review | Section - East-West Looking North

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Section - North-South Looking East

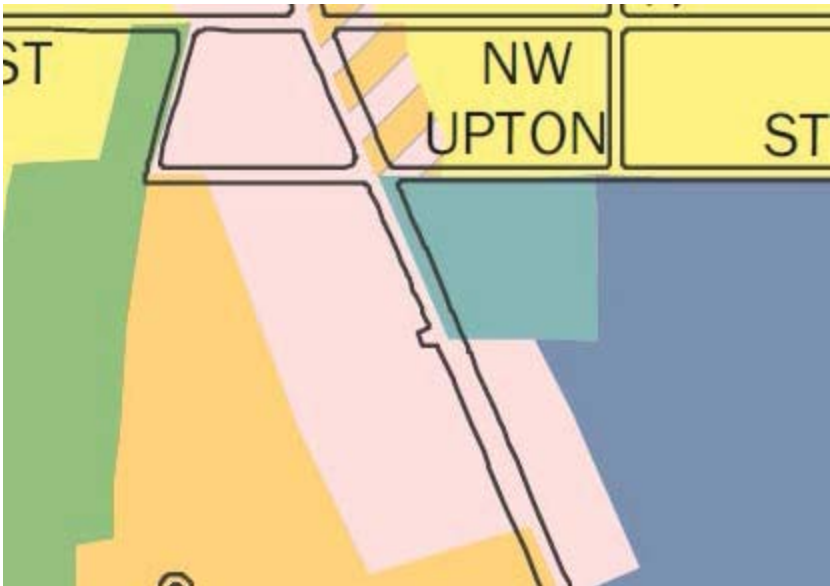
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A-303

0 25 50 100'



Future Land Use Map



- 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
-