

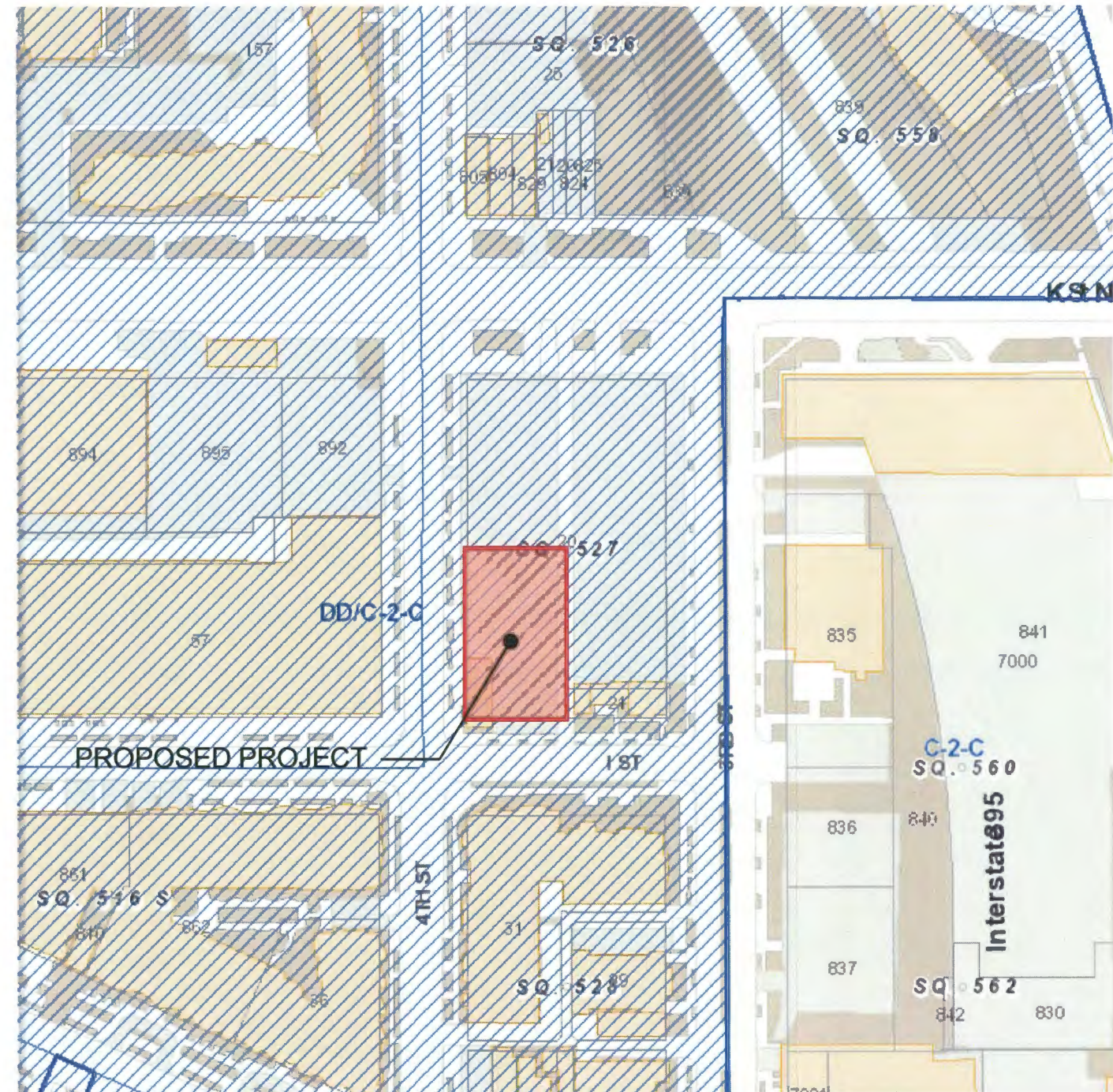
DC Bar

Zoning Analysis

24 November 2015

Zone DD/C-2-C
Site Area 56,487
Measuring Point 49.61

	Allowable/Required	Provided
FAR	8.5	1.82
GFA	480,140	102,887
Height	130'	114'-0 5/8"
Parking		56
Bicycle Spaces	3	3
Loading Berths	2-30' + 1-20'	2-30' + 1-20'
Loading Platforms	2-100 sf	2-100 sf
GAR	0.2	0.06
GAR based on A&T Lot		0.23

**DISTRICT OF COLUMBIA BAR**

901 Fourth Street NW, Washington DC

Owner | DC BAR

Owner's Representative | SAVILLS STUDLEY

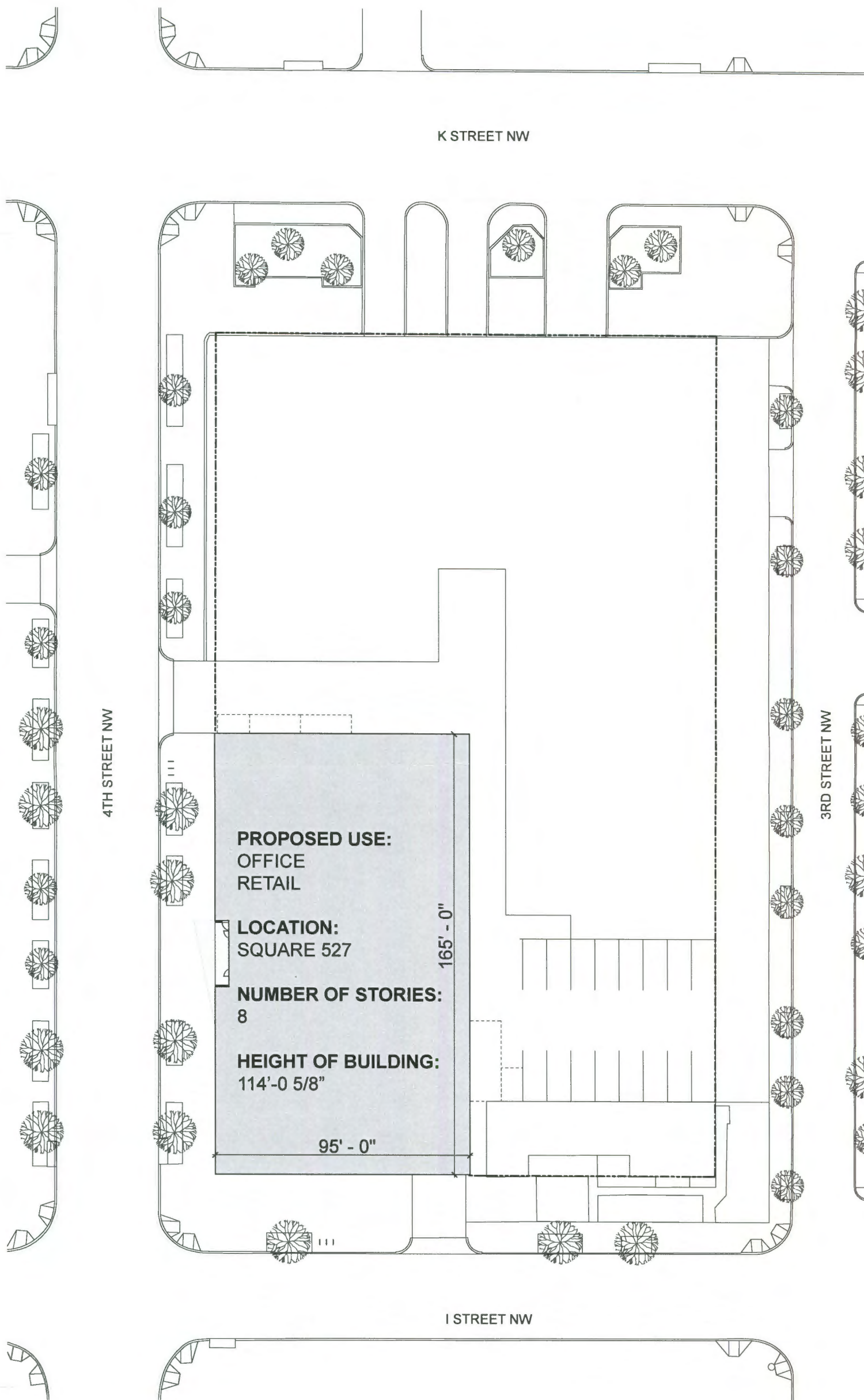
Development Manager | QUADRANGLE DEVELOPMENT CORP.



HARTMAN-COX ARCHITECTS

NOVEMBER 24, 2015

CEXISTING LOCATION
AND ZONING



K STREET NW

4TH STREET NW

3RD STREET NW

I STREET NW

PROPOSED USE:
OFFICE
RETAIL

LOCATION:
SQUARE 527

NUMBER OF STORIES:
8

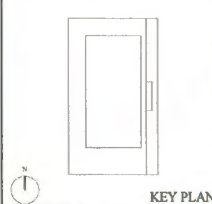
HEIGHT OF BUILDING:
114'-0 5/8"

165' - 0"

95' - 0"

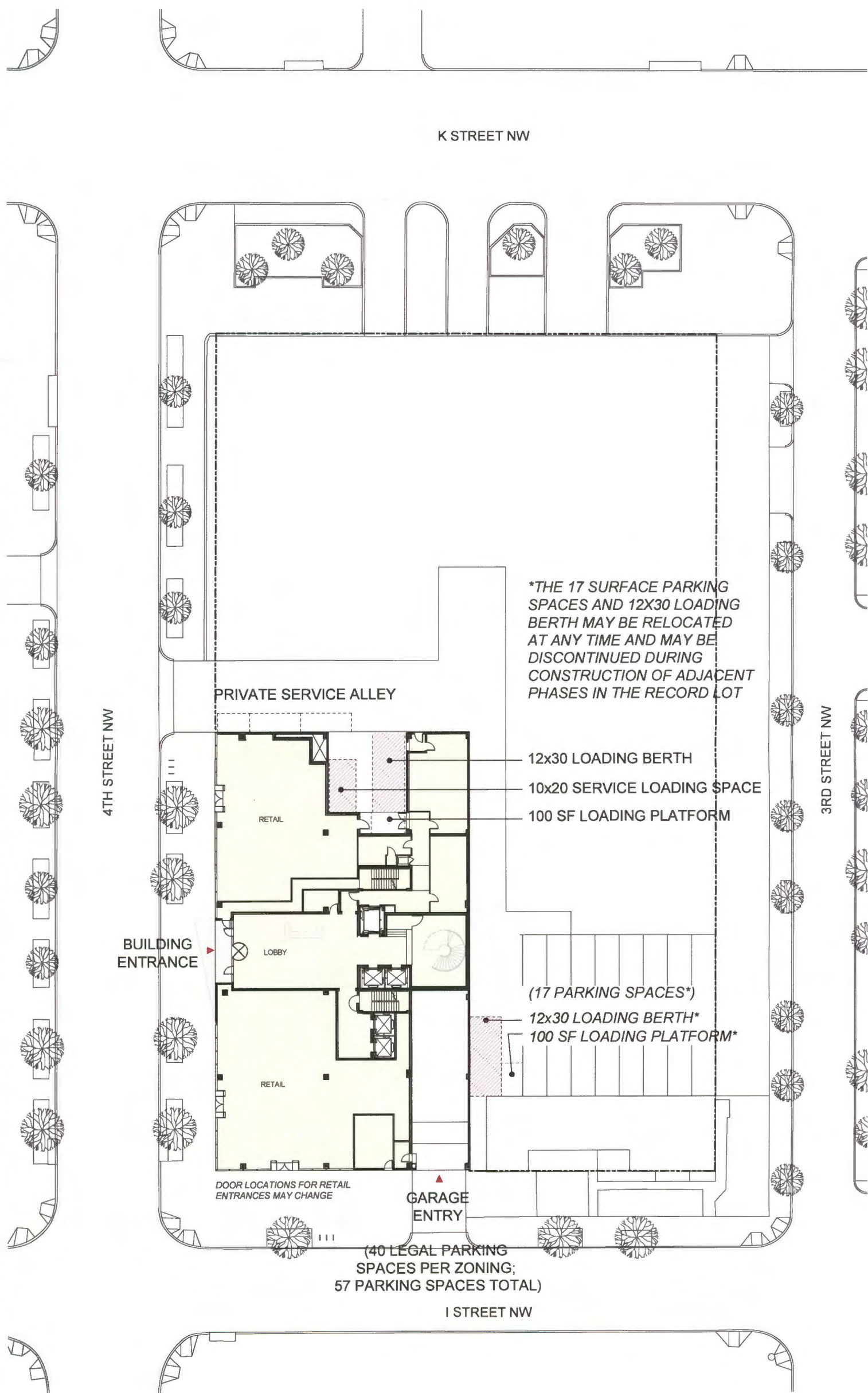
Owner
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SAVILLS STUDLEY
Development Manager
QUADRANGLE DEVELOPMENT CORP.
Architect
HARTMAN-COX ARCHITECTS LLP

DC BAR
DISTRICT OF COLUMBIA BAR
901 Fourth Street NW
Washington DC



F
GENERAL SITE AND
DEVELOPMENT PLAN
1" = 40'
SCALE
Submission
LARGE TRACT REVIEW
Date
11/24/15

NOT FOR CONSTRUCTION



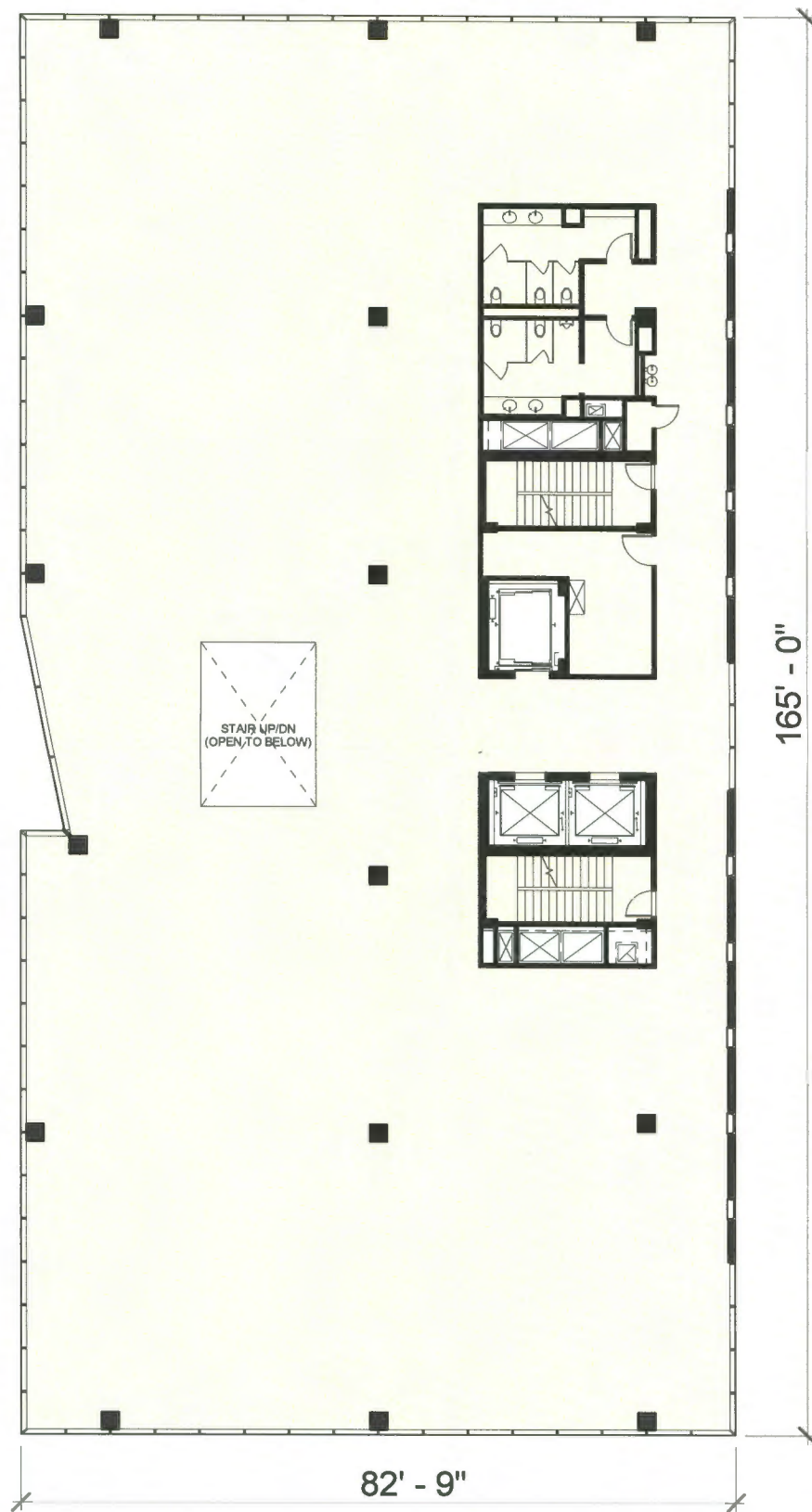
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901 Fourth Street NW
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G
GENERAL CIRCULATION PLAN
1" = 40'
KEY PLAN

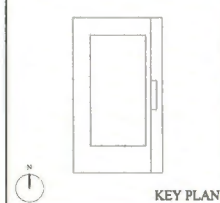
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GENERAL CIRCULATION PLAN
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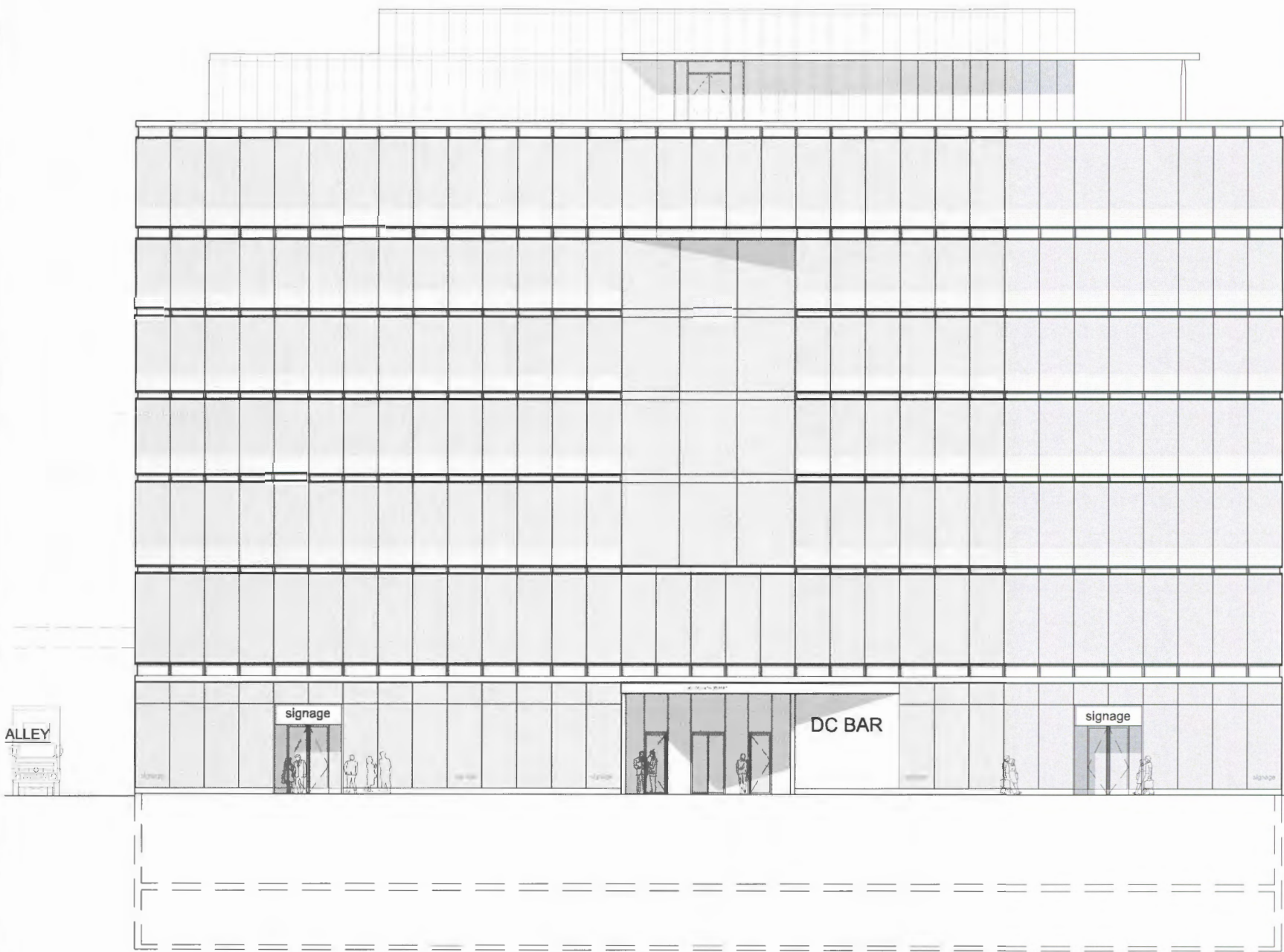
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H	
TYP. FLOOR PLAN	
1" = 20'	SCALE
Submission	Date
LARGE TRACT REVIEW	11/24/15

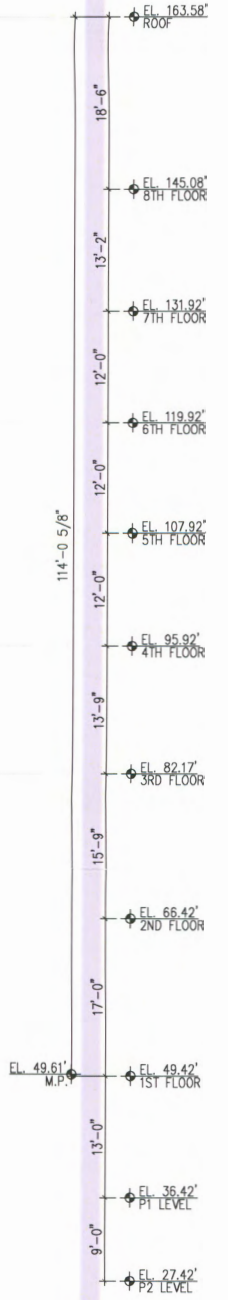
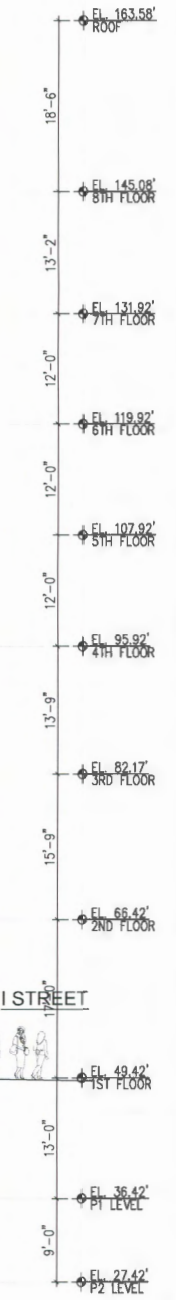
NOT FOR CONSTRUCTION



WEST ELEVATION



SOUTH ELEVATION



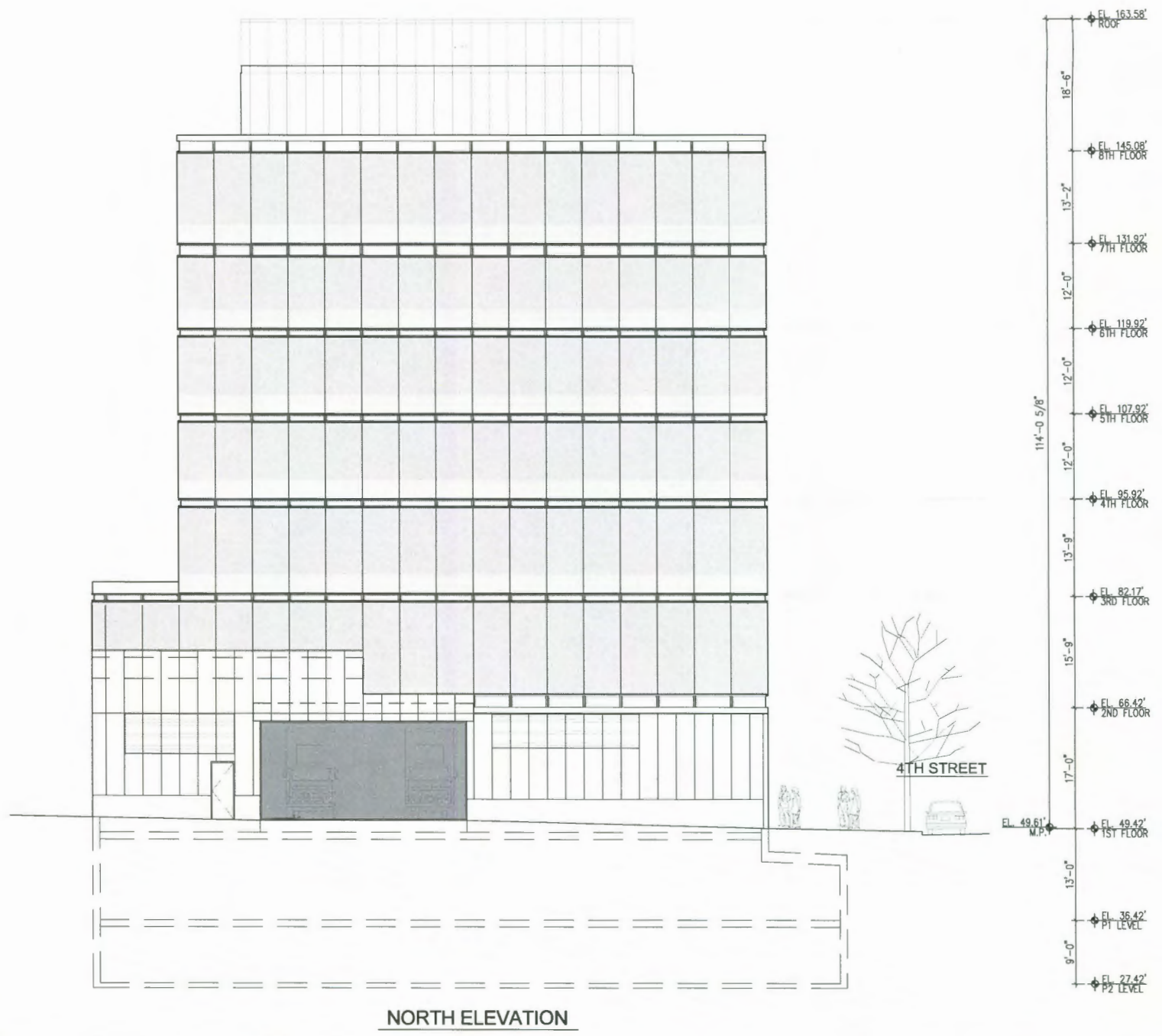
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DC BAR
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901 Fourth Street NW
Washington DC

KEY PLAN
N
1" = 20'

BUILDING ELEVATIONS
SCALE
Submission Date
LARGE TRACT REVIEW 11/24/15

NOT FOR CONSTRUCTION

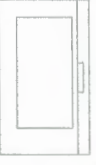


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DISTRICT OF COLUMBIA BAR

901 Fourth Street NW
Washington DC



KEY PLAN

BUILDING ELEVATIONS

1" = 20'

Submission: LARGE TRACT REVIEW Date: 11/24/15

NOT FOR CONSTRUCTION

**LARGE TRACT REVIEW
BY THE
D.C. OFFICE OF PLANNING**

**APPLICATION OF QUADRANGLE DEVELOPMENT
SERVICES OF WASHINGTON, LLC (“Developer”)**

STATEMENT IN SUPPORT OF LARGE TRACT REVIEW APPROVAL

This Statement and the attachments hereto constitute the Large Tract Review application for construction (the “**Project**”) at the property located at 901 4th Street (Lot 20, Square 527). This is the site of the proposed District of Columbia Bar headquarters. The proposed office building provides the D.C. Bar an ownership opportunity after years of leasing space on K Street. As detailed below, the proposed construction will provide the D.C. Bar with the facilities it needs to serve its members.

Lot 20 will be developed in multiple phases; this application pertains to the first phase of development, which will be located in the southwest corner of the lot. While the Project will share a record lot with future development, it will be located on a separate Assessment and Taxation (“A&T”) lot consisting of 15,675 square feet (“**Property**”). The application for an A&T lot is currently pending with the Office of Tax and Revenue.

Since the Project will contain more than 50,000 square feet of commercial gross floor area, as shown on the plans attached as Exhibit A (the “**Plans**”), Large Tract Review (“**LTR**”) is required under 10 DCMR § 2301.3.

Consistent with Section 2301.3, this application complies with all of the LTR application requirements by inclusion of the following information:

- A completed certification form, in accordance with Section 2301.3(a), is attached as Exhibit B;

- The name, address and signature of all owners, and address of property included in the area to be developed. If there is an agent, the applicant shall provide written authorization and the extent of the agent's authority. In accordance with Section 2301.3(b), this information is included on Exhibit C.
- A map showing location of the proposed project and the existing zoning of the site, in accordance with Section 2301.3(c), is attached as Exhibit D.
- A statement indicating the contribution of the project toward implementing city and community goals and policies. In accordance with Section 2301.3(d), this information is discussed in Section III(c) below.
- A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan for the National Capital. In accordance with Section 2301.3(e), this information is discussed in Sections III(a) and (b) below.
- A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building, in accordance with Section 2301.3(f), is included in the attached Exhibit A.
- A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces, in accordance with Section 2301.3(g), is included in the attached Exhibit A.
- A typical floor plan, in accordance with Section 2301.3(h), is included in the attached Exhibit A.
- A general statement of the approximate schedule of building construction. In accordance with Section 2301.3(i), this information is discussed in Section II below.
- Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections, in accordance with Section 2301.3(j), is included in the attached Exhibit E.

I. Description of the Property and Surrounding Neighborhood

Lot 20, consisting of approximately 56,487 square feet of land area, is owned by Mount Vernon Development Group LLC, Sq 527 LLC, QWH LLC and The Wilkes Company. The site is currently unimproved and used as a surface parking lot. Lot 20 comprises nearly the entirety of Square 527, save a 2,370 square foot lot in the southeast corner (Lot 21), which is improved

with a historic structure. While both Lots 20 and 21 share common ownership, this application pertains solely to the improvements proposed for Lot 20.

The Property is located in the southwest corner of Lot 20 and consists of approximately 15,675 square feet of land area. The Property has 95 square feet of frontage along I Street NW to its south and 165 square feet along 4th Street NW to its west. The Property immediately abuts future private development sites on Lot 20 to its north and it abuts the historic residential building on Lot 21 to its east.

The surrounding neighborhood generally is characterized by a variety of uses, including commercial, residential and institutional uses. Immediately to the west of 4th Street is a commercial office building with ground floor retail and south of I Street is a multifamily residential building with ground floor retail. There is a true mix of commercial office buildings and residential buildings lining Massachusetts Avenue just one block south of the Property. One block further south of Massachusetts Avenue is the National Building Museum and a series of District office buildings. One block to the east of the Property is the Interstate 395 tunnel, which is located below grade; next to it and immediately across 3rd Street from Lot 20 sits the Mount Carmel Baptist Church. The Property is well served by numerous bus lines and is approximately .4 mile from the Judiciary Square Metrorail Station.

II. Description of the Project

The developer plans to develop the Property as a mixed-use commercial office building. The ground floor will include approximately 6,086 square feet of retail and approximately 96,800 square feet of office space will be constructed above. The office space will be serve as the headquarters for the District of Columbia Bar Association. The Plans for the Project are attached as Exhibit A.

The Project will consist of approximately 6,086 square feet of retail and 96,800 square feet of commercial office use. Both the office and retail uses will be accessed from 4th Street; one retail space will wrap the corner with I Street and provide a second entrance along I Street. The Developer anticipates that the retail space will be utilized by two separate, neighborhood-serving retailers and the two retail spaces will flank the commercial lobby.

As noted previously, the 95,500 square feet of office space will serve the District of Columbia Bar Association. The D.C. Bar currently rents space at 1101 K Street and this Project provides an ownership opportunity for the Bar. The Project will also expand its services, which will enhance its members' capabilities. The new space will provide more classrooms to accommodate programming for attorneys; it will also include an in-house production studio to expand the Bar's capabilities in disseminating information to its members and facilitating collaboration between members; and, finally, the proposed building will provide member access to additional space and valuable resources that will enhance work capabilities and networking opportunities.

The Property is located in the C-2-C/DD Zone District. The Project will comply with the Zoning Regulations in all respects. It has entered into Combined Lot Development ("CLD") Agreements with nearby properties located at 440 K Street, NW; 811 4th Street, NW; and 301 Massachusetts Avenue, NW (see Exhibit G). As noted on the zoning tabulation sheet included in Exhibit A, the Project will include a 1.82 FAR (102,887 square feet of gross floor area) and a maximum height of 114 feet. It will provide two 30-foot loading berths; one will be provided on the Property, while the second will be provided on Lot 20. Both will be accessed from a private alley to the north of the Property. Parking will be provided in a below-grade garage that will be accessed from I Street. The garage will include 66 parking spaces, however, 26 of them will be

partially located in vault space. Accordingly, only 40 zoning-compliant spaces will be provided in the garage. An additional 17 spaces will be provided on Lot 20 in order to satisfy the parking requirements for the Property. These 17 spaces will be accessed from the private alley that will also serve the loading areas.

The Project is one of three structures that will occupy Lot 20. The three structures will be constructed in three phases, with the DC Bar building being the first phase of construction. The surface loading and parking that is proposed above will be displaced as development moves forward on the remaining phases; however, the required loading and parking will be incorporated into the future buildings. Once completed, the buildings will function independently of each other, yet the properties will remain zoning compliant as all requirements are calculated on Record Lot 20. Construction of the DC Bar building is anticipated to begin in the second quarter of 2016 and completion is expected to be the fourth quarter of 2017.

III. Relationship of Project to Comprehensive Plan¹

a. Future Land Use Map and Zoning

The Comprehensive Plan's Future Land Use Map places the Property in the High Density Commercial and High Density Residential land use category, as shown on Exhibit F. These areas are defined by office and mixed office/retail buildings that are greater than eight stories in height, such as the proposed Project. The properties to the west and south of Lot 20 are also located in the High Density Commercial and High Density Residential land use categories, while those to the east and north are located in the Medium Density Commercial and Medium Density Residential Land Use categories.

¹ As required by 10 DCMR § 2301.3(e).

The Property is located in the Land Use Change Area in the Comprehensive Plan Generalized Policy Map, as shown on Exhibit H. These are areas where change to a different land use is anticipated. New development is encouraged in these areas as sites have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities.

The Property is also located within the boundaries of the Central Employment Area, which marks the business and retail heart of the District. Accordingly, an office building with ground floor retail is consistent with the goals and objectives of the Central Employment Area.

b. Satisfaction of Citywide Elements of the Comprehensive Plan

The Project will directly promote all of the citywide elements of the Comprehensive Plan as described below.

1. Land Use Element

The Project is in accordance with numerous elements of the Land Use Element of the Comprehensive Plan.

By filling a currently vacant site with new retail and office uses, the Project is consistent with Policy LU-1.2.2 (Mix of Uses on Large Sites) since it ensures that the mix of new uses on the Property “is compatible with adjacent uses and provides benefits to surrounding neighborhoods and the city as a whole”. The Project will provide neighborhood serving retail, as well as the headquarters for the DC Bar, both objectives will provide benefits for the community and the District as a whole.

i. Section LU-1.3: Transit-Oriented and Corridor Development

The addition of a significant amount of new office and retail space on currently-vacant land within one-half of a mile of a Metrorail station entrance promotes the District’s goal of

transit-oriented development by capitalizing on and making better use of the investments made in the Metrorail system. In particular, it is consistent with the goal articulated in Policy LU-1.3.1 which states that the District is to:

Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide.

The Project will also be a well-designed undertaking that will implement Policy LU-1.3.4 (Design to Encourage Transit Use). The parcels east of the Property do not integrate easily with the greater community as they are bounded in large part by surface parking lots. By increasing the walkability of the neighborhood and upgrading the pedestrian experience east of 4th Street, the Project will better connect the properties to its east with the greater community.

ii. Section LU-1.4: Neighborhood Infill Development

The Project's development of a vacant lot conforms with the goal of "[e]ncourag[ing] infill development on vacant land within the city, particularly in areas where there are vacant lots that create 'gaps' in the urban fabric and detract from the character of a commercial or residential street" while remaining "compatible in scale with its surroundings." It will bring a vibrant use to a vacant parcel in the Mount Vernon neighborhood. Development in this area has extended to 4th Street but has been hesitant to move further east. This development helps bridge the gap between the successful, large scale developments to the west of 4th Street and the underutilized lots to the east. While there are still significant gaps in the fabric of the development in the community, the Project will begin to link the two areas to help create a more cohesive

community. The Project will both improve the physical character of the site and help make the neighborhood safer and more attractive, in conformance with Policy LU-1.4.1.

iii. Section LU-2.4: Developing Nodes

The Project aims to be a pedestrian-friendly “node” of commercial development at a key location along 4th Street, in compliance with Policy LU-2.4.5. It will deliver an active streetscape complete with neighborhood serving retail that will activate civic life in a new way east of 4th Street. It will also help create more daytime traffic with its commercial office use to help balance the mix of residential uses that are nearby. As discussed, the design of the Project – to be appropriate and compatible with the surrounding area – is in compliance with Policy LU-2.4.6.

2. Transportation Element

The Project is in accordance with numerous elements of the Transportation Element of the Comprehensive Plan.

First, the Project is a good example of transit-oriented development, in accordance with Policy T-1.1.4 (Transit-Oriented Development) since it makes a significant investment in pedestrian-oriented transportation improvements near a Metro station. Further, the Project achieves Policy T-1.2.3 (Discouraging Auto-Oriented Uses) by situating retail in a manner that is easily accessible by pedestrians from an activated streetscape. The Project replaces a surface parking lot, which encourages vehicular traffic, with an efficient building that facilitates alternative modes of transportation by improving pedestrian circulation and providing bicycle storage facilities.

3. Environmental Element

The Project is in accordance with numerous elements of the Environmental Element of the Comprehensive Plan. Specifically, the Project is in accordance with Policy E-1.1.3 (Landscaping), which requires that landscaping is used “to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity”. The Project will replace a surface parking lot with an environmentally sound structure. The building will satisfy the Green Area Ratio requirements, the stormwater management requirements and will be certifiable at the LEED Silver level. To satisfy these requirements, it incorporates a number of “green” features including a green roof and bicycle parking.

4. Economic Development Element

The Project is in accordance with numerous elements of the Economic Development Element of the Comprehensive Plan.

Currently, the site is underutilized. The proposed development will generate a number of employment opportunities for District residents in the retail and office settings. Further, the mission of the sole office tenant is centered on individuals who work in the District as they serve attorneys practicing in the District of Columbia. In addition to providing much needed services to District employees, the DC Bar anticipates including 150 full time employees on site.

Not only will the Project create permanent jobs, but it will also generate a need for numerous employees during the construction of the building. The building will satisfy varying employment needs for different levels of professionals and will be a welcome addition to the neighborhood.

The Project is also consistent with its context; as described above, it will be thoughtfully designed so that it complements the existing neighborhood context, yet strengthens the visual

qualities of its surroundings, in compliance with Policy UD-2.2.1 (Neighborhood Character and Identity). The building will be will improve pedestrian experiences by establishing a streetscape that does not currently exist and will improve community safety and security by constructing on an unimproved site and introducing more “eyes and ears” to the community. While retail is not the primary use on the Property, it is a critical feature of the Project as it creates a comfortable pedestrian realm and it generates economic benefits for the District.

The Project will be in accordance with Policies ED-2.2.1 (Expanding the Retail Sector) and ED-2.2.7 (Planning for Retail) since it will deliver a greater amount of improved retail options and allow the District to more “fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas.” Further, the Project will achieve Policy ED-2.2.3 (Neighborhood Shopping) by “creat[ing] additional shopping opportunities in one of Washington’s neighborhood commercial districts to better meet the demand for basic goods and services” on an underutilized site. The Project is also in compliance with Policy ED-3.1.1 (Neighborhood Commercial Vitality) since it will “[p]romote the vitality and diversity of Washington’s neighborhood commercial areas by ... attracting new businesses and improv[e] the mix of goods and services available to residents.”

1. Urban Design Element

The Project achieves a great deal of the Urban Design Element’s policies and goals. It will transform an underutilized property into the headquarters for the District of Columbia Bar Association, thus achieving Policy UD-1.1.1 (National Image).

As noted above, the Project links parcels to its east with the greater commercial and residential densities to its west. The properties to the east have long been isolated from the activity cultivated in the greater community because they were bounded by unimproved sites on

nearly all sides. This is, in large part, due to the fact that they sit immediately adjacent to the I-395 tunnel. One such site will soon be redeveloped with a residential building from MQW, which will go a long way to mitigating the isolating effects of the I-395 tunnel (Policy UD-1.5.1 (Mitigating Freeway Impacts)). Nevertheless, the Project plays an important role in this as well as it will minimize the gap between the properties to the east and west of 4th Street.

The Project's approach to parking is also in accordance with the Urban Design Element's policies. The Project is replacing surface parking with a below-grade garage, which is consistent with Policy UD-2.2.10 (Surface Parking). Though there 17 surface spaces will be included in the Project, they will be located so as to minimize their visual impact on neighboring properties – set back from the roadway and buffered with landscaping.

c. Contribution of Project to City and Community Goals and Policies²

The Property is located in Central Washington Planning Area and it satisfies the goals and policies as described below.

i. Policy CW-1.1.1: Promoting Mixed Use Development

The Project incorporates a mixed-use commercial office and retail building into a community that is a true mix of uses. The introduction of another office building helps offset the density of residential uses that are located nearby and create an equilibrium that is not evident in many other neighborhoods in the District. While the Project does not represent the only office use in the immediate area, it is the only institutional user establishing its headquarters in the area. Again, this creates a unique dynamic in the community as it helps balance the existing uses to help create a truly dynamic and diverse community.

² As required by 10 DCMR § 2301.3(d)

ii. Policy CW-1.1.6: Capturing Visitor and Employee Spending

The Project is providing over 6,000 square feet of retail and, as such, the District will generate revenues from this use. Retail uses in this area are critical as there are physical barriers, namely Massachusetts Avenue and I-395, isolating the greater neighborhood from these resources. There are thousands of residents and office employees in this community on a daily basis, with limited access to neighborhood-serving retailers. Introducing additional retailers, albeit only two, will greatly improve the quality of life for this community. This is also consistent with Policy CW – 1.1.9 (Neighborhood-Serving Retail in Central Washington).

iii. Policy CW-2.4.7: Creating Pedestrian-Oriented Streets in the Mount Vernon District

The Project will activate the eastern side of 4th Street so that it is comparable to the activity that is currently present on the western side of 4th Street. The ground floor retail will create points of visual interest for pedestrians as well as create activity along the streetscape. Pedestrians will feel safer while on the street once the Property is no longer an unimproved lot. The confluence of these factors will generate more pedestrian traffic and create a more welcoming experience for pedestrians.

IV. Environmental, Traffic and Neighborhood Impacts

a. Environmental Impact

The Project will not create any adverse environmental impacts on the Property, or the adjacent properties and surrounding neighborhood. The Project replaces the previous impervious surface parking lot with a sustainability-oriented project design and infrastructure. The Project will incorporate modern stormwater management and drainage systems including stormwater

retention facilities. Given the size of the site, this will be a significant improvement for the water quality of the District of Columbia.

There are existing sanitary sewer, potable water, and storm sewer lines on all streets adjacent to the site. Therefore, it avoids unnecessary public costs such as new services or facilities that would otherwise be required from public agencies.

b. Traffic Impact

The Project will not have an adverse impact on traffic patterns in the surrounding neighborhood. The Developer retained Gorove Slade to perform a Transportation Impact Study for the Project, attached hereto as Exhibit E. The Transportation Impact Study concludes that the Project will not have an adverse effect on the surrounding street network. The Developer will utilize the Transportation Impact Study to ensure that the Project does not create traffic problems and that all traffic generated by the site will be adequately accommodated.

Parking and loading facilities will be provided, as required in the Zoning Regulations. As noted above, the loading facilities will be accessed from a 27-foot private alley to the north of the Property. The parking garage will be accessed from I Street. By separating the points of access, the Applicant successfully avoids vehicular conflicts between trucks and passenger vehicles. Separating the points of access also affords the opportunity to maintain functional retail spaces, as it centers all service activity to the eastern edge of the site. Consolidating the points of access into a single area would not only create congestion and potential conflicts among vehicles, but it would also reduce the depth of the retail space along 4th Street, affecting its functionality. By setting these areas along the eastern edge of the Property, the proposed depth of retail space remains attractive to any number of potential users.

c. Neighborhood Impacts

The Project is a critical development not only for the DC Bar, but for the District. This proposal marks a significant move for the Bar in that it will shift their headquarters from leased space to a space that it owns and that is designed to specifically serve its needs. This is important also for the District as the Bar's mission is to serve District attorneys. The Project accommodates a significant institutional user that is very active and whose work is focused primarily in District.

The Project is also important from a land use standpoint because it develops an unimproved site that serves as a physical barrier between the properties to the west of 4th Street and those to the east of 3rd Street. Pedestrians do not feel comfortable walking down this block of I Street since it is empty, dark and not activated. This Project will generate more daytime activity on this block with its office use. Similarly, its retail uses will generate additional traffic both day and night. This Project starts to fill in the patchwork of underutilized sites east of 4th Street.

V. Mount Vernon Triangle Action Agenda

The Mount Vernon Triangle Action Agenda ("Agenda") was prepared in 2003 as a guide to future development in the area. It recognized the diversity of this area by noting its importance to residents, workers and visitors. It is a compact area but it serves a variety of users and as such, future development must be thoughtful and deliberate. This proposal is consistent with the findings of the plan; namely that it provides a gateway to the K Street Promenade, provides an active ground floor program, and will be dedicated to commercial uses.

The Agenda envisions K Street as an active linear park that links the neighborhood activity centers. While this is a critical east/west link in the neighborhood, the north/south

connections with K Street are similarly important as they are sources for K Street activity. By focusing its retail on its 4th Street frontage, the Project will create pedestrian traffic that will feed into the activity along K Street. The Agenda highlights the importance of an active ground floor program precisely for this purpose and the Project is consistent with these objectives.

The Agenda appreciates that there is significant source of complementary users for this area. The Convention Center attracts a number of visitors to the area. The Property's proximity to the downtown core south of Massachusetts Avenue and the presence of office buildings results in daytime employee traffic, while the many residential buildings in the area generate evening and weekend activity. Though the Agenda anticipates the Property will be developed as multifamily building, it notes that the zoning allows for either residential or office uses and it encourages non-profit, institutional users for the office space. There are a number of reasons these users are recommended, including their ability to provide active and creative retail spaces, whereas other office users may be constrained by security concerns.

The proposed office and retail uses are consistent with the District's goals and objectives for the Mount Vernon Triangle.

VI. Exhibits

List of Exhibits

- A. Site, Building, and Zoning Plans; Elevations, Tabulation Chart
- B. Application Form
- C. Authorization Letter
- D. Excerpt of Zoning Map
- E. Transportation Impact Study
- F. Comprehensive Plan Map

G. Combined Lot Development Covenant No. 1

IV. Conclusion

For the reasons stated herein, the Property and the proposed Project meet the requirements for obtaining Large Tract Review approval.

Respectfully Submitted,

GOULSTON & STORRS, P.C.

By: Allison Prince
Allison Prince

By: Christine Roddy
Christine Roddy

November 25, 2015