

TENLEYTOWN DEVELOPMENT OF MIXED USE PROJECT
AND CONSOLIDATED GEORGETOWN DAY SCHOOL CAMPUS



BY GEORGETOWN DAY SCHOOL

APPLICATION TO THE
DISTRICT OF COLUMBIA ZONING COMMISSION FOR
CONSOLIDATED REVIEW AND APPROVAL OF A
PLANNED UNIT DEVELOPMENT AND
ZONING MAP AMENDMENT

NOVEMBER 4, 2015

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PREFACE

This statement and the attached documents support the application of Georgetown Day School (the “Applicant” or “GDS”) to the Zoning Commission for consolidated approval of a Planned Unit Development and Zoning Map Amendment (“PUD”) for the property known as (1) Lots 4, 803, 804, 812, and 815 in Square 1672, Lot 817 in Square 1672 (the “WMATA Site”), along with Lots 822 and 824 in Square 1673 (collectively, the “School Parcel”) and (2) Lots 7, 20, 817, 818, 827, and 839 in Square 1733 (“Mixed Use Parcel” and together with the School Parcel, the “Subject Property”). The application includes the proposed closing of certain public rights-of-way, including a public alley, a portion of Davenport Street, NW and a portion of 42nd Street, NW (shown on Exhibit G).

GDS, acting as the applicant, has the authority to file this PUD application on behalf of 4203 Davenport Street LLC, Washington Metropolitan Area Transit Authority (“WMATA”), 4570 Wisconsin Avenue LP, 4800 Wisconsin Avenue LLC, and James R. O’Connell, who together comprise all of the owners of the Subject Property and who have each signed separate Zoning Commission Forms 101 and 104.

The Mixed Use Parcel is in a triangular-shaped block bounded by Wisconsin Avenue NW, 42nd Street NW, and Chesapeake Street NW in Ward 3. The School Parcel is bounded by River Road NW, 43rd Place NW, Ellicott Street NW, Chesapeake Street NW, and 42nd Street NW in Ward 3. Davenport Street intersects the School Parcel adjacent to 42nd Street NW.

The PUD will allow the consolidation of the Lower, Middle, and High School divisions of GDS on the School Parcel and a mixed-use development of ground-floor retail and upper-floor residential uses on the Mixed Use Parcel. The School Parcel, which currently houses the High School division of GDS, will have: (1) a new building to house GDS’ Lower and Middle schools; (2) a below grade parking structure; (3) new open space; and (4) incorporation of the

WMATA chiller plant on the WMATA Site into the new school building. The Mixed Use Parcel will have two new retail/residential buildings with parking below. They will be separated by a pedestrian way to open the vista of Davenport Street NW and re-establish the historic view from Fort Reno into Virginia.

This PUD application is consistent with the District of Columbia Comprehensive Plan, D.C. Law 16-300, 10A DCMR (Planning and Development) § 100 et seq. (2006) (the “Comprehensive Plan”), as well as numerous goals and policies of the District of Columbia. This Project will benefit the District through the provision of new residences including affordable units, exemplary architecture, sustainable design, improved educational facilities, and an attractive, place-making development. The Project will also benefit the surrounding neighborhoods through streetscape improvements and other new benefits and amenities to be provided, commensurate with the requests contained in the PUD application.

Submitted in support of this application are completed application forms, a copy of the notice of intent to file a PUD that was mailed to surrounding property owners and parties (with the certification of mailing and list of property owners), architectural drawings, plans, and elevations of the proposed project, and a map depicting the Zone Districts for the property and surrounding area. As set forth below, this statement and the attached documents meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

I. INTRODUCTION

A. *Summary of Requested Action*

This statement and the attached documents support the application of Georgetown Day School, Inc. (the “Applicant” or “GDS”) to the Zoning Commission for consolidated approval of a Planned Unit Development and Zoning Map Amendment (“PUD”) for the property known as (1) Lots 4, 803, 804, 812, and 815 in Square 1672, Lot 817 in Square 1672 (the “WMATA Site”), along with Lots 822 and 824 in Square 1673 (collectively, the “School Parcel”) and (2) Lots 7, 20, 817, 818, 827, and 839 in Square 1733 (“Mixed Use Parcel” and together with the School Parcel, the “Subject Property”). The application includes the proposed closing of certain public rights-of-way including a public alley, a portion of Davenport Street, NW and a portion of 42nd Street, NW (shown on Exhibit G).

GDS, acting as the applicant, has the authority to file this PUD application on behalf of 4203 Davenport Street LLC, Washington Metropolitan Area Transit Authority (“WMATA”), 4570 Wisconsin Avenue LP, 4800 Wisconsin Avenue LLC, and James R. O’Connell, who together comprise all of the owners of the Subject Property and who have each signed separate Zoning Commission Forms 101 and 104. The Subject Property is located along the Wisconsin Avenue corridor in Ward 3, within the jurisdiction of Advisory Neighborhood Commission (“ANC”) 3E.

The School Parcel (including the WMATA Site) consists of approximately 350,358 square feet; the Mixed Use Parcel comprises approximately 41,072 square feet of land area. The Subject Property overall contains 391,430 square feet, or approximately 8.99 acres. On the School Parcel, which is the current location of its existing High School and the current WMATA chiller plant, GDS intends to construct an additional school building and other improvements to

consolidate the entire GDS campus (Lower, Middle, and High School) on one property and to incorporate the WMATA chiller plant currently located on the WMATA Site into the new school structure (the “School Project”). On the Mixed Use Parcel, GDS proposes two mixed-use buildings with ground floor retail and upper-level residential uses (the “Mixed Use Buildings”). In between the two buildings, GDS proposes that there will be a landscaped open space designed for pedestrian and community use (the “Davenport Steps” and together with the Mixed Use Buildings, the “Mixed Use Project”) (the School Project and Mixed Use Project together, the “Project”).

The improvements on the School Parcel will have a building height of approximately 24 feet, with a roof structure of 18’6” along 42nd Street for egress stairs, the WMATA chiller plant and School’s cooling towers, while the proposed Mixed Use Buildings on the Mixed Use Parcel will have building heights of approximately 80 feet.

The total gross floor area included in the Project is approximately 579,501 gross square feet: 301,420 gross square feet on the School Parcel (including the existing High School) and 278,081 gross square feet on the Mixed Use Parcel. Thus, the FAR equivalent for the Project is 1.4. The school buildings will occupy approximately 32% of the School Parcel, while the Mixed Use Buildings will occupy approximately 79% of the Mixed Use Parcel. The Project will include approximately 500-560 parking spaces in total, comprised of 320-360 parking spaces below grade on the School Parcel (including the existing spaces) and 180-200 parking spaces below grade on the Mixed Use Parcel, as well as a loading and service areas for the Subject Property.

The Subject Property is located in the Low Density Commercial and Low and Moderate Density Residential Land Use categories on the Future Land Use Map. It is located in the R-2, R-

3, and C-2-A Zone Districts. The Applicants will use the PUD process and the Zoning Map Amendment to transfer the permitted FAR and height from the School Parcel to the Mixed Use Parcel, increasing the permitted FAR and height on the Mixed Use Parcel while decreasing the permitted FAR, height, and lot occupancy on the School Parcel.

B. The Applicant

Georgetown Day School is a private, independent school established in 1945 as the first racially integrated school in the District of Columbia. The School was founded by seven families who wanted to create a school committed not only to academic excellence and educational innovation but also to a value system emphasizing appreciation and respect for others. Because they wanted children of all races to learn together, the founders established GDS as a school where all would be welcome. The School strives to maintain a diverse community of students, teachers, and parents. In this light, GDS provides approximately \$6 million per year in need-based financial aid to students and families. Committed to fostering the intellectual, ethical, and spiritual dimensions of its students' lives, GDS encourages respect for the variety of beliefs represented in the student body.

Pursuant to a series of Board of Zoning Adjustment ("BZA") approvals, Georgetown Day Lower and Middle School is currently located at 4530 MacArthur Boulevard, NW, in Washington, DC. It was established at its present location in 1965. The School is permitted to enroll up to 575 students and employ 120 full time equivalent faculty and staff. In furtherance of the School's mission, students are required to complete a rigorous, multidisciplinary academic program, and all students work with faculty to participate in community service projects.

Pursuant to a series of BZA approvals, Georgetown Day School High School is located on the School Parcel and was established at its present location in 1985. The School is permitted

to enroll up to 500 students and employ 100 full time equivalent faculty and staff. In furtherance of the School's mission, students are required to complete a rigorous, multidisciplinary academic program, and all students must complete a minimum of 60 hours of community service prior to graduation.

Georgetown Day School has envisioned creating a consolidated campus for both the Lower/Middle School and the High School, and the School Parcel presents such an opportunity. In addition to the educational benefits of consolidation, creating a consolidated campus will lead to efficiencies that will enable GDS to realize more fully its mission around accessibility. In addition, the Mixed Use Parcel presents an exciting development opportunity to create a neighborhood retail/residential mixed use development to serve as a continuing revenue source for GDS. In order to keep the community up-to-date on the development planning and solicit additional feedback, GDS has set up a website at <http://www.gds.org/Page/About/GDS-Planning/Campus-Planning>. For the past 16 months, representatives of GDS have continued to meet with representatives of the community and have continued to refine the Project proposal in response to input from these meetings. Overall, GDS has attended or held seventy (70) meetings with the community regarding the planning and PUD process, including attending six ANC 3E public meetings and meetings with ANC Commissioners, meeting with neighborhood groups including Ward 3 Vision, the Tenleytown Neighbors Association, the Wisconsin Avenue Gateway Group, and residents of Friendship Terrace, and meeting with close-in neighbors and individuals interested in GDS' PUD plans. A complete list of GDS' community meetings is attached as Exhibit N. The Applicant's team, led by GDS, will continue to meet with representatives of the surrounding community throughout the PUD process.

Following community meetings beginning in late 2014, GDS has made a number of design revisions to the Project in response to community and District agency comments and concerns, including:

- Dividing the Mixed Use Development into two buildings to open the Davenport Street vista
- Consolidating the Lower and Middle School buildings to create more green space on the School Parcel
- Lowering the heights of the two buildings of the Mixed Use Project
- Significantly reducing the overhang onto 42nd Street of the buildings on the Mixed Use Project
- Reducing the number of residential units in the Mixed Use Project from 335-355 apartments to 270-290 apartments
- Moving parking below ground at both the School Parcel and Mixed Use Parcel
- Reconfiguring entrances to the School Parcel's below-grade parking
- Reducing curb cuts along 42nd Street and combining service spaces and parking for the Mixed Use Project
- Revising the Mixed Use design to provide attractive, engaging buildings and streetscape improvements on both the Wisconsin Avenue and 42nd Street sides of the Mixed Use Development

C. Project Goals and Objectives and the Benefits of Using the PUD Process

Consistent with the goals of the District as outlined in the Land Use Element of the Comprehensive Plan, the Applicant intends to redevelop the Subject Property with neighborhood-supporting use as a school on the School Parcel and as mixed-use residential and retail buildings on the Mixed Use Parcel. The PUD will provide a consolidated school campus and neighborhood shopping, restaurants and living space within three blocks of a major Metrorail station in attractive and sustainable buildings that are compatible with surrounding buildings and uses.

The PUD process outlined in Chapter 24 of the Zoning Regulations serves as the appropriate means of achieving the above objectives, because the PUD process provides the community and District agencies with the tools needed to ensure that the Project is well-designed

and best meets the needs of the community while making sure that the density and uses are appropriate and the architecture is compatible with the surrounding neighborhood.

D. Development Timetable

GDS intends to begin construction of the School portion of the Project in Summer 2018 and will take approximately 24 months. The School Project is expected to be completed in Fall 2020. The Mixed Use Project will be constructed under a separate schedule, which will be contingent on market conditions and may occur on a later timeline than the School Project.

II. THE PROPOSED PUD PROJECT

A. Site Location

The Subject Property consists of approximately 391,430 square feet of land bounded by Wisconsin Avenue on the east, Chesapeake Street and River Road on the south, 43rd Place and 43rd Street on the west, and Ellicott Street on the north. The existence of 42nd Street, which runs north-south through the center of the site, divides it into two parcels: the School Parcel and the Mixed Use Parcel. The current GDS high school, the WMATA Site, residential sites, and the current Safeway site are located west of 42nd Street on the School Parcel. The School Parcel is split-zoned, occupying the R-2, R-3, and C-2-A Zone Districts. To the east of 42nd Street, the vacant lot (formerly the Martens Volvo/Volkswagen lot), small office/commercial space, and a surface parking lot make up the existing use on the Mixed Use Parcel. The Mixed Use Parcel is located entirely in the C-2-A Zone District. The School Parcel and the Mixed Use Parcel slope downward from east to west approximately 48 feet. The Mixed Use Parcel drops approximately 15' in grade from Wisconsin to 42nd Street. The School Parcel drops approximately 30' in grade from 42nd Street to 43rd Place and River Road.

The Subject Property is located between the Friendship Heights neighborhood to the north and west and the Tenleytown neighborhood to the south. Further to the east are the Chevy Chase and Forest Hills neighborhoods. The Subject Property is located less than three blocks from the Tenleytown Metrorail Station. Further, due to its location on Wisconsin Avenue, the site is well-served by a number of Metrobus routes. There are fourteen (14) bus routes that serve the site.

The surrounding area features a variety of uses and zone categories. To the south along Wisconsin Avenue are a mix of commercial, retail, and residential uses located in the C-2-A and C-3-A Zone Districts. To the east across Wisconsin Avenue are other mixed-use developments in the C-2-A Zone District, and beyond that Fort Reno Park in the R-1-B Zone District. Immediately to the east across Wisconsin Avenue is a seven-story residential building with ground floor retail space. This structure was developed in the early 2000s as part of the Tenley Hill PUD approved by the Commission in Order No. 904, which rezoned that site to the C-2-B Zone District. To the north along Wisconsin Avenue are other commercial, retail, and residential uses located in the C-2-A Zone District. To the north and west are primarily single-family residential uses located in the R-2 and R-1-B Zone Districts.

B. Project Description

The Project will replace the existing uses on the Subject Property, including the Safeway, the vacant Martens Volvo/Volkswagen buildings, and surface parking lots, with a consolidated GDS campus on the School Parcel and new retail and residential uses on the Mixed Use Parcel. As shown on the architectural plans, elevations, and drawings attached as Exhibit A, the Project consists of two main components that have been designed to complement the existing uses and

scale on the surrounding property and neighborhood. Together, these components will enliven the surrounding streetscape and provide the community with a unique neighborhood center.

1. The School Project

On the School Parcel, GDS will construct a new three-story building, which will house the Lower School, Middle School, a theater, a gallery, and athletic facilities, with a field on the roof and parking below grade. The new school building will also encapsulate the existing WMATA chiller plant at the intersection of Ellicott and 42nd Streets. At the street level, the School's theater and gallery will have windows and doors opening onto 42nd Street which will allow reasonable access to the School for certain events and create an integrated environment with the School and streetscape. In addition to the school building, the School Parcel will contain green space, some of which will be used programmatically, and some of which will be playground. Community members will have reasonable access to the playground during non-school hours.

The School Project will create a seamless GDS campus that will combine with the existing High School on the School Parcel. The School Project will also include a request to the Council of the District of Columbia to close Davenport Street west of 42nd Street and a small, ten foot wide alley off Ellicott Street. The School Project will create vehicular entrances on River Road and Ellicott Street, providing three access points to the GDS underground parking facilities, which will allow all parking, loading, and queuing for GDS to occur on the School Parcel.

The total gross floor area included in the School Project (including the existing high school) is approximately 301,420 gross square feet, with a total lot occupancy of 32%. The School Project will have a maximum height of 24 feet, as measured at the midpoint of the

Subject Property's 42nd Street frontage with a roof structure of 18'6" for egress stairs, the WMATA chiller plant and School's cooling towers. The Project will contain approximately 320-360 parking spaces (including the existing) as well as loading and service spaces, and space for the queuing of the School's carpool operations.

The School Project will create a consolidated GDS campus with ample green space, state-of-the-art indoor and outdoor programming, and facilities for the community to enjoy outside of regular school hours and events including reasonable access to the playground, athletic facilities and the theater in the new Lower/Middle School building for certain events. Additionally, the School Project will create an enlivened streetscape along the west side of 42nd Street and a better site circulation surrounding the entire School Parcel. Finally, the School Project will renovate the WMATA Site and encapsulate the WMATA facilities within the School, thus improving the streetscape along Ellicott Street and 42nd Street as well.

If the Project is approved, GDS will have 1200 students in the three divisions on this campus with 260 faculty/staff.

2. The Mixed Use Project

On the Mixed Use Parcel, the Applicant proposes that two mixed-use buildings be constructed with ground-floor retail uses with parking and loading below grade. One building, located at the intersections of Wisconsin Avenue and 42nd Street, will be located on the northern portion of the Mixed Use Parcel ("Northern Building"), and the other building will be located on the southern portion of the Mixed Use Parcel ("Southern Building"). The Northern Building will extend twenty feet into a current public right-of-way on 42nd Street, and the Applicant will request the Council close this portion of the right-of-way to accommodate the Northern Building. This footprint is necessary to provide enough space in the ground-floor retail to accommodate a

mid-sized grocery market, which the community has requested in response to the closure of the current Safeway. The Northern Building will be eight stories in height, and will have 110-120 residential units above the ground-floor retail use. The Southern Building will also have ground-floor retail, including restaurants with outdoor seating on Wisconsin Avenue. The Southern Building will be seven stories in height with 160-170 residential units, including direct-access, two-floor apartments fronting on 42nd Street. The Mixed Use Project will include two levels of parking that will run under both buildings to accommodate both the retail and residential uses. All parking and loading for the buildings will be accessed from the east side of 42nd Street south of Davenport Street and loading will be located internally on the Mixed Use Parcel.

The total gross floor area included in the Mixed Use Project is approximately 278,081 gross square feet, and the Mixed Use Project will occupy 79% of the Mixed Use Parcel. Both buildings on the Mixed Use Parcel will have a maximum height of 80 feet, as measured at the midpoint of the each building's Wisconsin Avenue frontage. The project will contain approximately 180-200 below grade parking spaces as well as loading and service spaces.

In between the two buildings on the Mixed Use Parcel, the Applicant proposes the Davenport Steps, a terraced walkway from Wisconsin Avenue to 42nd Street for public pedestrian use. The Davenport Steps will include green space and pedestrian-friendly streetscape to create a community gathering space on the Mixed Use Parcel. In addition, the Applicant is proposing a public park to be built in connection with the Mixed Use Project. To make 42nd Street a safer pedestrian environment, the Applicant proposes to close the slip lane from Ellicott Street to 42nd Street and turn that space into a small public park with plantings, and seating for visitors (the "Ellicott Park"). The public spaces on the Mixed Use Parcel, along with the retail/residential

buildings, present the opportunity to create a place-making development in the Tenleytown neighborhood and activate an underutilized area along Wisconsin Avenue.

In total, the Project will feature approximately 301,420 gross square feet of school space, 38,500 square feet for retail uses, and 270-290 residential units with a total gross floor area of approximately 278,081 gross square feet. Consistent with the requirements of the Inclusionary Zoning Regulations, the Applicant will set aside eight percent (8%) of the gross floor area devoted to residential use, or approximately 19,166 gross square feet, as affordable housing, with 50% of the units set aside for low-income households and 50% set aside for moderate-income households. As set forth above, the School Project will have a maximum height of 24 feet and will occupy approximately 32% of the School Parcel at ground level. The Mixed Use Project will have a maximum height of 80 feet (as measured at the Wisconsin Avenue midpoint of each building) and will occupy approximately 79% of the Mixed Use Parcel at ground level. The entire Project will contain approximately 500-560 parking spaces. A complete tabulation of development data is attached as Exhibit E.

3. Density Shift

The proposed Project, as a whole, results in no increase in the density above that permitted as a matter of right at the Subject Property.

Currently, a portion of the School Parcel and the entirety of the Mixed Use Parcel is in the C-2-A Zone District, a relatively robust development could be done as matter-of-right on both parcels. Instead, GDS proposes to shift density allowed as a matter of right on the C-2-A portion of the School Parcel, which is closer in proximity to low-density neighborhoods, to the Mixed Use Parcel, which is on a main thoroughfare and is in close proximity to other developments of similar size along Wisconsin Avenue. Therefore, the entire project keeps

density at a constant level, but shifts the higher density to its more appropriate location along Wisconsin Avenue at the Mixed Use Parcel, keeping the area’s character and preserving the neighborhood environment at the School Parcel.

The existing C-2-A Zone (with a FAR of 2.5) will permit, on the property currently zoned C-2-A, a total density of 286,233 gross square feet. The Mixed Use Project is proposed to be 278,081 gross square feet.

Table 1: Existing C-2-A Permitted Density/Project Proposed Density

EXISTING	ZONE	SITE AREA	FAR ALLOWED	DEVELOPMENT POTENTIAL	TOTAL DEVELOPMENT POTENTIAL	PROPOSED MXUD
GDS 42 nd STREET PROPERTY	C2A	73,421	2.5	183,553	286,233	278,081
WISCONSIN PROPERTY	C2A	41,072	2.5	102,680		
TOTAL		114,413		286,233		

With regard to the School Project, while there is no FAR constraint in the R-2 Zone, application of the lot occupancy restriction (40%) and the height limit (3 stories) would result in a permitted gross floor area of 439,321 square feet.¹ The actual School Project, including the existing improvements, will have 301,420 gross square feet of building. Consequently, the School Project is approximately 70% of what is allowed on the School Parcel as a matter of right.

C. Flexibility Under the PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than is possible under conventional zoning procedures. The PUD regulations specifically allow the Zoning Commission to approve any zoning relief that would otherwise require the approval of

¹ Land area of 366,101 square feet x 40% lot occupancy x 3 stories.

the Board of Zoning Adjustment (“BZA”). While both the School Project and the Mixed Use Project will be built within the PUD Zoning Regulations for height and density, the Project will require approval as a special exception use to have the Lower and Middle Schools on the School Parcel. The GDS High School already received special exception relief from the BZA, and GDS requests similar relief for the Lower/Middle School to operate on the School Parcel. Section 2405.7 of the Zoning Regulations permits the Commission to approve any use that is permitted as a special exception and would otherwise require the approval of the BZA. Under Section 2405.8 of the Regulations, the Commission is not required to apply the special exception standards normally applied by the BZA. Pursuant to this authority, GDS requests that the Zoning Commission approve the proposed use as a private school on the School Parcel pursuant to Section 206 of the Zoning Regulations.

The Applicant also requests flexibility from the roof structure provisions of the Zoning Regulations, including the requirement that roof structures be set back at a ratio of one-to-one from all exterior walls. On the School Parcel, the roof structure at the Lower/Middle School building will be located on roof line adjacent to 42nd Street. This location is necessary for functionality of the soccer field on the roof of the School. On the South Building of the Mixed Use Parcel, the roof structures comply with setbacks from the edges on the exterior sides of the building, but the roof structures are not set back from the interior court on a 1:1 ratio as required. These structures are needed to house the mechanical equipment for the building, and in order to provide an attractive roof terrace for residents, the structures are located closer to the interior edges of the building.

Additionally, the Applicant requests flexibility from certain loading requirements of the Zoning Regulations. Section 2405.6 of the Regulations permits the Commission to alter the

loading facilities requirements depending on the uses and the location of the project. For the Mixed Use Parcel, based on the amount of retail space, the space for the proposed grocery market, and the number of dwelling units, the Project would require two (2) berths at thirty (30) feet deep, one (1) berth at fifty-five (55) feet deep, two (2) platforms at 100 square feet, one (1) platform at 200 square feet, and one (1) space at twenty (20) feet deep. Instead, the Applicant proposes to provide five (5) berths at thirty (30) feet deep, six (6) platforms at 100 square feet each, and one (1) space at thirty feet deep. While the Project will not provide the deeper berth at fifty-five (55) feet deep, the proposed loading spaces includes a greater number of berths, greater square footage of platform space, and a deeper loading space at the Project. Further, the proposed loading will adequately serve the needs of the Project and the loading area is designed so that trucks can enter, and exit, the loading area directly onto the street system without backing movements in the public rights-of-way.

At the School Parcel, the size of the project would require one (1) berth at thirty (30) feet deep, one (1) berth at fifty-five (55) feet deep, one (1) platform at 100 square feet, one (1) platform at 200 square feet, and one (1) space at twenty (20) feet deep. Instead, the Project will provide two (2) berths at thirty (30) feet deep, 300 square feet of platform space, and one (1) space at twenty (20) feet deep. Thus, the School Project will simply provide a slightly shorter berth than the fifty-five (55) foot requirement, and will comply with loading in all other ways. Larger vehicles up to forty (40) feet in length would be able to use the entrance on the School Parcel at the Davenport Circle.

III. PLANNING ANALYSIS

A. *Land Use Impact*

As detailed in Section V, the proposed PUD project is fully consistent with the goals and policies of the Comprehensive Plan for the District of Columbia. Specifically, the Project will consolidate GDS' school campus in a low scale, residential-friendly campus, and it will create prime residential and retail space in an underutilized area on a main avenue in the District. The height and density of the Project are appropriate given the proximity to transit, the height and mass of surrounding buildings along Wisconsin Avenue, the buffer space provided by the GDS campus, and the avoidance of adverse impacts on nearby residential areas. The PUD will have a positive land use impact that is consistent with the Comprehensive Plan and other planning goals of the District of Columbia.

B. *Zoning Impact*

As shown on the Proposed Zone District Plan attached as Exhibit C, the Applicant requests a Zoning Map Amendment for the Subject Property to the C-2-B Zone District for the Mixed Use Parcel (approximately 46,656 square feet). For the School Parcel, the Applicant proposes to re-zone all of its property to a lower Zone District (R-2 and R-3, as shown in Exhibit C) to ensure that a zoning buffer created by the school will exist if the Project is approved. The WMATA Site will remain in the C-2-A Zone District consistent with its use.

This proposed zone plan is consistent with the Comprehensive Plan. As discussed more fully in Section V, the Future Land Use Map of the Comprehensive Plan locates the Mixed Use Parcel in the Moderate Density Residential and Low Density Commercial categories and the school parcel in the Low Density Residential category. Accordingly, the Applicant has proposed down-zoning much of the School Parcel to create residential, or residential-area supported uses, on the School Parcel.

With this buffer, the Applicant plans to construct an attractive mixed-use development on the Mixed Use Parcel. The proposed C-2-B zoning is necessary to accommodate these uses. While the Comprehensive Plan does not explicitly list the proposed C-2-B Zone District as consistent with the Low Density Commercial designation, it states clearly that “other zone districts may apply”. § 225.8. Additionally, because of the low-level development on the School Parcel, the Project overall will create less density than if the entire Subject Property were build to matter-of-right standards. Accordingly, the proposed rezoning of the Subject Property to the C-2-B Zone District is consistent with the Comprehensive Plan.

C. Environmental Impact

As more specifically detailed in Exhibit K, no adverse environmental impact will result from the construction of the Project. The Project will include features such as use of solar panels, recycled rain water, LED lighting and use of environmentally-friendly material. The environmental benefits of the Project are outlined in greater detail in Section IV.A.5 below.

D. Facilities Impact

The proposed Project will not have an adverse impact on the facilities that it will rely on for service. The Tenleytown Metrorail station is less than three blocks from the Subject Property. Fourteen Metrobus lines also service the site via Wisconsin Avenue, and it is expected that many of the Project’s occupants and visitors will use public transit. The Project also contains 500-560 parking spaces (320-360 currently existing or to be constructed on the School Parcel, 180-200 to be constructed on the Mixed Use Parcel) to accommodate the parking demand of students, residents, employees, and visitors who may choose to drive to the Project. Bicycle usage will also be coherently integrated into the design of the Project, including proposed installation of a Capital BikeShare station to encourage bicycle use. There will be bicycle

facilities in the School building and the Mixed Use buildings as well as in the adjoining public space.

Finally, both the School and the Mixed Use Projects have established Transportation Demand Mitigation Plans (“TDMP”) to reduce traffic. For the Mixed Use Project, the TDMP includes prohibiting Resident Parking Permits, providing car-sharing spaces in the parking garage, and setting up electronic video screens in the buildings’ lobbies to display real-time public transit information. For the School Project, the robust TDMP was developed with the overall goal of reducing the number of car trips to GDS and encouraging the use of more sustainable ways to get to school. To that end, the TDMP emphasizes four options for families and students to get to School: (1) school buses, (2) public transit, (3) walking and biking, and (4) carpooling. Under the TDMP, the School will, among other things, provide school buses from key points in the area to bring students to School and will provide incentives for students and families to use public transit or other non-automotive transportation methods to arrive at the School.

The TDMP for the School and the Mixed Use Projects are contained in their entirety in Exhibit D.

IV. PUD EVALUATION STANDARDS

A. Public Benefits and Project Amenities

Section 2403.9 provides categories of public benefits and project amenities for review by the Zoning Commission. The objective of the PUD process is to encourage high-quality development that provides public benefits and project amenities by allowing applications greater flexibility in planning and design than may be possible under matter-of-right zoning. The proposed Project will achieve the goals of the PUD process by providing new housing and retail

opportunities, along with an exceptional school facility, in a well-designed project that incorporates several new public gathering spaces and enhances the surrounding public space.

In the 16 months that GDS has been engaging with the community, the subject of public benefits has been central to the conversation. The Applicant is committing to a wide array of benefits and amenities that will serve both the local community and the District as a whole. Today, the portion of the site that will be the Mixed Use Parcel is a dead zone along Wisconsin Avenue and 42nd Street. With surface parking, multiple curb cuts, and a one-story defunct car dealership, this long block of Wisconsin Avenue is a decades-old scar on one of Northwest DC's most important thoroughfares. Creating two separate retail/residential buildings with distinct architectural identities, and creating the public Davenport Steps on private property will profoundly change this area into a more lively, pedestrian friendly, urban area. Additionally, 42nd Street will be transformed from what is currently an unremarkable street flanked by surface parking, the WMATA chiller plant, and a solid brick wall that is the back of the existing Safeway store to an activated street, with a variety of public amenities such as retail space, the Ellicott Park, and the Davenport Steps.

GDS has heard the voices in the community and has taken that request very seriously. Central to GDS' work in this area has been a reimagining how 42nd Street can look and feel and be used by all members of the community.

There are five elements to the proposed design that will spur this transformation and activate 42nd Street: a) retail use, b) green spaces, c) new residences, d) improvements to the streetscape, and e) reasonable access to GDS.

- a) Retail. As the Applicant has heard from nearby residents and GDS families and staff, Safeway's decision to close its supermarket and pull out of the neighborhood is a loss to

the neighborhood. GDS has responded to those concerns by designing a 14,000 square foot retail space and appropriate loading and parking in the northern building to accommodate a mid-sized market, which GDS believes will be appealing to retailers. The market entrances will be along the east side of 42nd Street, with large, inviting windows, doors and café tables lining the street. In addition, more retail is proposed in the 42nd Street base of the Southern Building, adjacent to the Davenport Steps to serve the neighborhood community. There is no other retail anywhere along 42nd Street in the Tenley neighborhood. Incorporating retail on 42nd Street is an essential component of the Applicant's vision to create a more lively community. West of 42nd Street, between the existing high school and the proposed new School building, is a short stretch of Davenport Street that serves as an entrance to the School. GDS is requesting a closure of this street, once an access point for the Safeway, as it is now surrounded entirely by GDS-owned property and will in the future only serve the GDS community. Closing this street will allow GDS to maintain the road and provide reasonable community access on weekends and non-school hours to certain school facilities. Many community members have stated that, in addition to new retail in the proposed Mixed Use Buildings, they would like to have a farmers' market on weekends. This stretch of Davenport Street would be an ideal, safe, easily accessible space for farmers' markets, flower shows, block parties, and other community uses that would enliven and serve the neighborhood.

- b) Open and Green Spaces. Applicant's vision for 42nd Street provides for three green spaces that define the streetscape and enhance the community experience. On the southern edge of 42nd Street is the existing Cooper Memorial Garden (owned and maintained by GDS), an area of approximately 5,440 square feet, that has been open to

the community for the past few decades. This green space serves as a buffer to the houses on Chesapeake Street, and also as a beautiful venue for reflection and rest. GDS will further enhance this Garden by incorporating additional seating so that residents of all ages can enjoy this space. The Applicant has heard from the residents at Friendship Terrace, a senior living home one block south of the Garden, that this type of seating will help break up the walk and serve as a resting place for seniors going to shop at the market and other new retail. At the midblock of 42nd Street is the base of the new Davenport Steps on the east, and the Davenport Street access to GDS on the west. The Davenport Steps will bring active open space to the site, with beautiful landscaping and retail entrances that can be enjoyed by the community. At the northern end of 42nd Street, there is currently a slip lane that runs off Ellicott Street that GDS is proposing to close. In its place, GDS is offering to design, build and maintain a 7,400 square foot neighborhood pocket park. With seating, plantings, and a community bulletin board, this small but lovely green space will be another amenity that will allow members of the community to gather, rest, and reflect.

- c) New Residences. On the 42nd Street side of the southern building, GDS is proposing 6 direct entry, two floor units that will bring a single family-style residential presence to 42nd Street. While these units will be a part of the larger mixed use building and have access to the inside the building, their character will be distinct and positively impact 42nd Street. Units will have front doors and patios on 42nd Street, bringing new residents to the street level, engaging with and connecting to nearby existing residences, and helping to further activate 42nd Street.

- d) Improvements to the Streetscape. GDS will further enhance 42nd Street by planting street trees, removing numerous existing curb cuts, adding lighting, sidewalks and marked crosswalks at all intersections, and incorporating special paving and other traffic calming design elements on 42nd Street.
- e) Reasonable Access to GDS. The new School building will front on the west side of 42nd Street, directly across from the proposed market in the Mixed Use building. There will be an inviting public entrance providing reasonable access to the theater, the gymnasium, and the field. Also along the 42nd Street façade of the School will be a gallery space that will house changing exhibits of art by students, staff, and community members.

The Project also advances a number of goals of the District of Columbia.

1. Housing and Affordable Housing

Pursuant to Section 2403.9(f) of the Zoning Regulations, the PUD guidelines state that the production of housing and affordable housing is a public benefit that the PUD process is designed to encourage. This project will create approximately 270 – 290 new residential units. It will also create approximately 19,166 gross square feet of affordable housing, with 50% set aside as low-income affordable housing (i.e. for households earning below 50% of the average median income) and 50% set aside as moderate-income affordable housing (i.e. for households earning below 80% of the average median income).

2. Urban Design, Architecture, and Landscaping

Section 2403.9(a) lists urban design, architecture, and landscaping as categories of public benefits and project amenities for a PUD. As shown on the detailed plans, elevations, and renderings included in Exhibits A and B, the proposed Project exhibits many characteristics of exemplary urban design. Specific features include the use of a variety of public spaces, well-

designed sidewalks with street trees and the open, green space, inviting and active storefronts along the east side of 42nd Street and along Wisconsin Avenue, well-located and carefully designed parking garages and loading zones for both the Mixed Use Project and the School Project, and the Davenport Steps, providing a terraced pedestrian walk-way and magnificent vistas to and from historic Fort Reno.

Moreover, the Project will improve the existing streetscape along Wisconsin Avenue and 42nd Street. The existing streetscape lacks pedestrian activity and public gathering spaces that would otherwise enliven the sidewalks. In order to capitalize on the pedestrian activity generated by the retail and residential features of the Project, as well as students and visitors to the school campus, the Applicant has proposed significant streetscape improvements as a key benefit and amenity of the project. Both the Wisconsin Avenue and 42nd Street frontages will be enhanced in a manner that is place-making, creating a destination spot in the community. At the center of the Project, 42nd Street will be re-envisioned as a pedestrian destination that both accommodates vehicular traffic for the Project and encourages pedestrian activity. Streetscape enhancements will include street trees, special paving features, removal of curb cuts, adding sidewalks, and marked crosswalks at all intersections. GDS will also work with District officials to make streetscape improvements to Wisconsin Avenue that are sensitive to the street's particular use and character. GDS will also incorporate the WMATA facilities into the School Building, thus improving the streetscape along Ellicott Street.

Finally, the PUD provides for the creation of a number of public spaces throughout the project. First, GDS will create Ellicott Park, the triangular park at the intersection of Ellicott and Wisconsin Avenue. GDS has solicited community ideas for the park's use and will continue to work with the community to create a vibrant neighborhood park on the Subject Property. Second,

the School Project will create new green space on the existing Safeway site where there is currently a large surface parking lot. While much of the space will be programmatic space for the School, GDS will provide reasonable community use of the playground during non-school hours. Finally, the Applicant will create the Davenport Steps, a terraced set of steps with green space in between the two Mixed Use buildings that, with its water feature, tables, and chairs, will become a vibrant community gathering place that will enhance the pedestrian experience along 42nd Street and Wisconsin Avenue.

3. Site Planning, and Efficient and Economical Land Utilization

Pursuant to Section 2403.9(b) of the Zoning Regulations, “site planning and efficient and economical land utilization” are public benefits and project amenities to be evaluated by the Zoning Commission. The site is currently underutilized and fails to fully capitalize on its Wisconsin Avenue location. The site currently contains one-story buildings with large amounts of surface parking that discourage pedestrian activity. The proposed Project has been designed to provide residents, customers, students, employees, and visitors with open and inviting public and private spaces for entertainment and relaxation as detailed above. The PUD transforms an underutilized and dated site into an attractive 21st century mixed-use development and state-of-the-art consolidated school campus.

4. Effective and Safe Vehicular and Pedestrian Access

The Zoning Regulations, pursuant to Section 2403.9(c), state that “effective and safe vehicular and pedestrian access” can be considered public benefits and project amenities of a PUD. The existing site features large amounts of surface parking that service the existing retail uses on both the School Parcel and the Mixed Use Parcel. The proposed design for the Project eliminates the surface parking and numerous existing curb cuts, while enhancing vehicular

access to both the School Parcel and the Mixed Use Parcel through below-grade parking, which will also improve pedestrian access and safety.

Gorove-Slade, the traffic consultant for the Project, has prepared a preliminary traffic assessment, attached as Exhibit D. Based on its findings, the proposed Project will not adversely impact the surrounding road network and the TDMP and improvements will mitigate the impact of the proposed development. These improvements include (1) closing the 42nd Street straight-away from Ellicott Street, (2) reconfiguring the “fishhook” from Wisconsin to 42nd Street into a two-way (right-in, right-out) access point, and (3) the installation of a traffic signal and pedestrian crosswalks at the Wisconsin/Chesapeake intersection. Additionally, based on conversations with the community, the Applicant will (1) provide a pedestrian route between the River Road entrance to GDS and Davenport Street, (2) help create safer intersections, which may include different types of pavement used for traffic calming, and (3) use different pavings on the Subject Property to promote safer pedestrian and vehicular traffic flow. The Applicant will work with the District to coordinate the implementation of these improvements.

In addition, GDS will take various actions to encourage non-automotive transit both to for the Mixed Use Project and the School Project. Both projects will include Transportation Demand Management Plans (included in Exhibit D attached), which will actively both encourage residents, students, employees and visitors to use non-automotive transit and discourage car travel to the Subject Property. In addition to the methods addressed in the TDMPs, the Applicant proposes to install a Capital BikeShare station on the Subject Property. For vehicular traffic that does access the site, both the School Parcel and the Mixed Use Parcel will have below-grade parking facilities with ample on site queuing room to prevent congestion in the surrounding area.

These efforts by GDS will reduce potential conflicts with vehicular and pedestrian traffic, and further mitigate the impact of the Project on the surrounding area.

5. Environmental Benefits

Section 2403.9(h) states that environmental benefits are considered to be public benefits and project amenities of a PUD. Consistent with the School's philosophy and mission, it is committed to advancing environmental sustainability in the Project and the School's everyday operation. The proposed Project will include a series of sustainable features that represent an improvement from existing conditions and seek to reduce the impact of the redevelopment. The environmental benefits included in the Project are: (1) adding solar panels to the roof of the existing High School; (2) recycling rain water on the School Parcel; (3) reducing the number of vehicular trips to, and from, the campus; (4) enhancing stormwater management systems; (5) increasing energy efficiency in the buildings; (6) using LED lighting; (7) extensively using natural light in the buildings; and (8) using environmentally friendly materials. The Mixed Use Buildings will achieve a LEED-Silver level (including a green roof); the new School building will achieve a LEED-Gold equivalency level. Exhibit L contains the School's Strategic Sustainability Narrative.

6. Uses of Special Value

Section 2403.9(i) lists uses of special value to the neighborhood or the District of Columbia as a whole as public benefits and project amenities of a PUD. The proposed Project will provide approximately 38,500 square feet of retail uses as well as streetscape improvements along the Project frontage, which have been previously recognized by the Commission as uses of special value. Additionally, one of the retail uses the Applicant will target will be a

neighborhood grocery store for the surrounding area, and the other retail uses will result in an enhanced neighborhood core.

In addition, the use of the property for the consolidated GDS campus will provide a state-of-the-art campus for the entire GDS community. This consolidated campus will provide an enhanced educational experience and a central location and identity for GDS, providing a better educational environment for many District children.

The Project will also create additional enhanced public space, both in the Davenport Steps and Ellicott Park. The Davenport Steps will provide a landscaped, terraced pedestrian-gathering point, which is ideal for community gatherings and will open the vista along Davenport Street from Fort Reno Park into Virginia. Ellicott Park will also provide a small, vibrant public park activated by a fountain, plantings, and community seating.

Additionally, GDS intends to provide a Capital Bikeshare station to facilitate non-automotive transportation to and from the Subject Property. Both below-grade parking facilities will also include charging stations for electric cars to encourage alternative energy transportation.

Finally, as an amenity of the PUD, GDS will modernize the WMATA facilities located on the WMATA Site. Included in this replacement, GDS will incorporate the WMATA facilities into its current design, making the WMATA Site visually seamless with the overall School Project, creating an attractive and cohesive streetscape along Ellicott and 42nd Streets at the School Parcel.

7. Revenue for the District

Again, Section 2403.9(i) states that “uses of special value to the neighborhood or the District of Columbia as a whole” are deemed to be public benefits and project amenities. The

addition of approximately 270 – 290 residential units and expanded retail uses will result in the generation of significant additional tax revenues in the form of property, income, sales, use, and employment taxes for the District.

8. Comprehensive Plan

According to Section 2403.9(j), public benefits and project amenities include “other ways in which the proposed planned development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan.” As described in greater detail in Section V, the PUD is consistent with and furthers many goals and policies of the Comprehensive Plan.

B. Public Benefits of the Project

Sections 2403.12 and 2403.13 require the Applicant to demonstrate how the public benefits offered are superior in quantity and quality to typical developments of the type proposed. This application achieves the requirement of this provision by offering:

- Exemplary/superior architecture and site planning,
- Housing and affordable housing,
- Uses of special value, including street-level retail uses,
- Sustainable development features,
- Streetscape improvements, and
- Significant public space

Specifically, the benefits and amenities of this Project are:

Benefits Related to Green Space

- Design and build the Davenport Steps
- Design, build and maintain Ellicott Park
- Enhance and continue to maintain for at least ten years Cooper Memorial Garden for public use
- Replace surface parking lots with green spaces and play structures on GDS campus

Benefits Related to Traffic

- Install new traffic light and pedestrian crossing at Chesapeake/Wisconsin intersection.
- Improve pedestrian intersections all around the School Parcel
- Remove the slip lane of 42nd Street (to be replaced by Ellicott Park)
- Reconfigure “fishhook” intersection at Wisconsin Avenue and 42nd Street into a two-way access point
- Remove a significant number of existing curb cuts
- Incorporate traffic calming measures on 42nd Street
- Create entrance to GDS garage at River Road (which will take circulating traffic off neighborhood streets)
- Install Capital Bike Share station
- Install electric charging stations
- Provide car sharing spaces

Benefits Related to Streetscape/infrastructure Improvements

- Install new sidewalks, street boxes, lighting, and curbs on 42nd Street and Wisconsin Avenue
- Incorporate WMATA facility into GDS building

Benefits Related to Sustainability

- Install solar panels on the roof of the existing high school
- Recycle rain water on the School Parcel
- Build school buildings to meet LEED-Gold Standard
- Build mixed use buildings to meet LEED-Silver Standard, including a green roof
- Utilize LED lighting

Amenities Related to Georgetown Day School

- Permit reasonable access to GDS playground
- Permit reasonable access to GDS theater
- Permit reasonable access to certain GDS space for community organizations to host meetings
- Permit reasonable access to Street Gallery for community exhibitions
- Provide reasonable access to Davenport Street west of 42nd Street if DDOT agrees to the proposed street closure
- GDS will continue its practice of providing financial aid awards to comparably qualified students from the local community
- GDS will provide preference in admissions to comparably qualified neighborhood children
- GDS will continue its practice of offering preferred pricing to neighbors for GDS summer and break camps
- GDS will continue its practice of providing community invitations to Country Market Day, performances, lectures and other school events

Additional Community Amenities

- Addition of over 38,000 sf of new retail, including space for the potential of a mid-sized grocery
- New residences including affordable housing
- Restoration of historic sightlines from Fort Reno to Virginia through Davenport Steps

For the reasons set forth above, the Project contains numerous public benefits and project amenities that are superior to typical developments.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters numerous goals and policies of the Comprehensive Plan.

The purposes of the District elements of the Comprehensive Plan for the National Capital are to: (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District.

D.C. Code § 1-306.01(b) (2006). The proposed Project significantly advances these purposes by furthering the social, physical, and economic development of the District through the development of a consolidated private school campus, mixed-use residential and retail space, and creating vibrant public space on the Subject Property in close proximity to a Metrorail station and other public transit avenues.

A. *Citywide Elements*

1. Framework Elements and Maps

The Framework Element provides guidelines for using the Future Land Use Map. This Element states that the Future Land Use Map should be interpreted “broadly” and notes that the

zoning for an area should be guided by the Future Land Use Map interpreted in conjunction with the text of the entire Comprehensive Plan. The Framework Element also clearly provides that density and height gained through the PUD process are bonuses that may exceed the typical ranges cited for each category. Comprehensive Plan § 226(c).

On the Future Land Use Map the Subject Property is mapped for different uses. The School Parcel is mapped for Low Density Residential uses. The Low Density Residential “designation is used to define the District’s single family neighborhoods. . . . R-1-A, R-1-B, and R-2 Zone Districts are generally consistent with the Low Density Residential land use category, although other zones map apply.” § 225.3. The Mixed Use Parcel is mapped for Moderate Density Residential and Low Density Commercial. The Moderate Density Residential designation characterizes neighborhoods with low-rise apartment buildings, townhomes, and single family homes. The Plan notes that “the R-3, R-4, R-5-A Zone districts are generally consistent with the Moderate Density Residential category; the R-5-B district and other zones may also apply in some locations.” §225.4. The Low Density Commercial “designation 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. . . . The corresponding Zone districts are generally C-1 and C-2-A, *although other districts may apply.*” § 225.8 (emphasis added).

The Project is consistent with these categories on the Future Land Use Map because, while individual elements of the Project exceed the height and density guidelines for the designated categories, overall, the Project actually decreases the level of development that could be done on the Subject Property as a matter of right. Further, as noted above, the entire development (School and Mixed Use) will have a blended FAR of 1.4, a truly low density.

Also, as the Framework Element outlines, “by definition, the Map is to be interpreted broadly” and “there may be individual buildings that are higher or lower than these ranges within each area.” § 226.1. Further, the Element specifically contemplates situations as the one here by saying “It should be noted that the granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited here.” § 226.1. By creating the buffer on the School Parcel with the low-level GDS campus, the Project will not negatively impact the surrounding residential areas. The Mixed Use Project will create a prime, destination retail and residential property along the main thoroughfare of Wisconsin Avenue in accordance with the overall vision of the Future Land Use Map.

The proposed Project results in no net increase in the density permitted as a matter of right at the Subject Property. Currently, with a portion of the School Parcel and the entirety of the Mixed Use Parcel being in the C-2-A Zone District, a relatively robust development could be done as matter-of-right on both parcels. Instead, GDS proposes to shift density allowed as a matter of right in the C-2-A portion of the School Parcel, which is closer in proximity to low-density neighborhoods, to the Mixed Use Parcel, which is on a main thoroughfare and is in close proximity to other developments of similar size along Wisconsin Avenue. Therefore, the entire Project keeps density at a constant level, but shifts the higher density to its more appropriate location along Wisconsin Avenue at the Mixed Use Parcel, keeping the area’s character and preserving the neighborhood environment at the School Parcel. This fits with the Comprehensive Plan and the Future Land Use Map’s goals to preserve neighborhood character and increase infill development along main thoroughfares in the city.

On the Generalized Policy Map, the Subject Property lies in multiple categories. The School Parcel is designated as a “Neighborhood Conservation Area.” Neighborhood

Conservation Areas are identified as those which wish to preserve the neighborhood character, and “where change occurs, it will be modest in scale and will consist of scattered site infill housing, public facilities, and institutional uses.” § 223.4. The proposed Project on the School Parcel fits this designation because it will be a modest development of a use permitted in neighborhood residential zones. The Mixed Use Development Area is designated as a “Main Street Mixed Use Corridor.” Main Street Mixed Use Corridors “are traditional commercial business corridors.” § 223.14. These areas’ “common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.” § 223.14. The proposed Project on the Mixed Use Parcel is a quintessential Main Street Mixed Use Corridors Area development. The Project will provide retail and housing near a Metrorail station that is pedestrian friendly and enhances an underutilized area on Wisconsin Avenue.

2. Land Use Element

The proposed Project advances several policies of the Land Use Element. First, the Land Use Element encourages development of Metro stations as “anchors,” § 306.10 (LU-1.3.1 Station Areas as Neighborhood Centers), as the best opportunities for infill development, § 306.11 (LU-1.3.2 Development around Metrorail Stations), and as pedestrian-oriented nodes, § 312.9 (LU-2.4.5 Encouraging Nodal Development). Here, the Project’s proximity to the Tenleytown Metrorail station and the Project’s focus on creating a pedestrian-friendly, inviting environment, furthers this use of the Metro station as an anchor. The Project also represents the

sort of pedestrian-oriented infill development promoted by the Land Use Element, especially with the Project's Davenport Steps element.

Second, the Project furthers the Element's goals related to schools in the District. The Land Use Element encourages locating schools "near transit stations and along transit corridors." §306.17 (LU-1.3.8 Public Facilities). By locating the school near the Wisconsin Avenue corridor in close proximity to the Tenleytown Metrorail station, the Project furthers this goal of locating schools in easily accessible places. Further, the Element notes that schools located in neighborhood areas should take care to be "designed and operated in a manner that is sensitive to neighborhood issues and that maintains quality of life" and requires that developers "ensure that . . . private schools . . . are planned, designed, and managed in a way that minimizes objectionable impacts on adjacent communities." § 311.7 (LU-2.3.5 Institutional Uses); §315.8 (LU-3.2.3 Non-Profits, Private Schools, and Service Organizations). Here, the proposed Project on the School Parcel provides a low-level development adjacent to homes and provides community amenities such as green space and community gathering space.

Third and finally, the Land Use Element encourages creative parking management to respond to the level of demand and mitigate congestion. §§ 306.15, 309.16, and 312.12 (LU-1.3.6 Parking near Metro Stations, LU-2.1.11 Residential Parking Requirements, and LU-2.4.8 Addressing Commercial Parking Impacts). The Element focuses developments on placing "a priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking." §306.4 (LU-1.3 Transit-Oriented and Corridor Development). Here the Project meets the objectives of the Land Use Element by eliminating the existing surface parking near a Metro station and offering an appropriate amount of below-grade parking for residents, visitors, students and employees for the Project.

3. Other Elements

This PUD application is also consistent with policies in the Transportation, Housing, Economic Development, Parks, Recreation and Open Space, Urban Design, and Educational Facilities Elements of the Comprehensive Plan. The Transportation Element encourages pedestrian-oriented development around transit stations, § 403.1 (T-1.1.4 Transit-Oriented Development) and discourages auto-oriented uses such as “drive-through” business, and large surface parking lots, § 404.8 (T-1.2.3 Discouraging Auto-Oriented Uses). This project is a model transit-oriented development and adds none of the auto-oriented features the Comprehensive Plan seeks to discourage. As discussed, the Project is located in close proximity to the Tenleytown Metrorail station and multiple bus lines on Wisconsin Avenue. Therefore, the site encourages residents, students, and employees to take public transit based on the convenient location and opportunity to do so. Further, the Project will provide below-grade parking at both the School and Mixed Use Parcels, but will not employ any auto-oriented uses such as large surface parking lots. This enables the Project to account for traffic generated by the Project, while still encouraging pedestrian access to the site, thus furthering the Transportation Element’s policies.

The mixed-use development in the Project promotes both the Housing Element and the Economic Development Elements. By having upper-level residential units, the Project “provide[s] new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.” § 503.2 (H-1.1.1 Private Sector Support). The specific location of the Project along Wisconsin Avenue in close proximity to the Tenleytown Metrorail station fulfills the Housing Element’s goal of “promot[ing] 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.” § 503.5 (H-1.1.4 Mixed Use Development). The ground-floor retail use at the Project “create[s] additional shopping opportunities in Washington’s neighborhood commercial districts to better meet the demand for basic goods and services.” §708.7 (ED-2.2.3 Neighborhood Shopping). This mixed-use development will “promote the vitality and diversity of Washington’s neighborhood commercial areas.” §713.5 (ED-3.1.1 Neighborhood Commercial Vitality).

Additionally, the Project supports the Parks, Recreation and Open Space Element in three ways. First, the Element “encourage[s] the development of outdoor plazas . . . in neighborhood business districts” and specifically urges the city to “use the planned unit development process to promote such spaces for public benefit.” § 819.4 (PROS-4.3.2 Plazas in Commercial Districts). In furthering this goal, the Project’s Davenport Steps and Ellicott Park provide “landscaped open areas and other common open space areas that provide visual relief and aesthetic balance.” §819.5 (PROS-4.3.3 Common Open Space in New Development). Second, the school portion of the Project will “allow the cooperative use of [its] open space land for the benefit of District residents” like the playground and the auditorium. § 818.3 (PROS-4.2.1 Institutional Open Space). Third and finally, by opening the Davenport Street historic vista from Fort Reno to Virginia through the creation of the Davenport Steps, the Project will “Protect and enhance the Fort Circle Parks . . . and strong support actions that would improve their . . . connectivity, visibility. . .” §812.13 (PROS-3.1.5 Fort Circle Parks).

The Project also supports the Urban Design Element of the Comprehensive Plan. First, it furthers the Element’s goal of “appropriate building placement [and] view protection” by creating the open space at Davenport Street NW, “reinforce[ing] the L’Enfant and McMillan Plans” by opening the Fort Reno vista. § 903.7 (UD-1.1.2 Reinforcing the L’Enfant and McMillan Plans). Second, the Project furthers the Element’s goal of creating “neighborhood

centers . . . that reinforce community identity” by creating an “urban square [that] stimulate[s] vibrant pedestrian street life and provide a focus for community activities.” § 910.9 (UD-2.2.3 Neighborhood Centers); §913.15 (UD-3.1.8 Neighborhood Public Space). The Mixed Use aspect of the Project “creates [an] attractive and interesting commercial streetscape” that along with the Davenport Steps, the consolidated Georgetown Day School campus, and the surrounding development will be a place-maker for this area of the District.

Finally, the Project also supports the Educational Facilities Element of the Comprehensive Plan. First, the Project furthers the Element’s goal of schools using “high architectural and landscape design standards that are sensitive to community context as well as academic and student safety needs.” § 1206.4 (EDU-1.4.2 Promoting High Quality Design). Further, the Project will create an eco-friendly campus that will be “designed to foster safe and attractive pedestrian access.” §1206.7 (EDU-1.4.5 Pedestrian and Transit Access to Schools); § 1206.6 (EDU1.4.4 Eco-Friendly Design). Finally, the Applicant has offered to the community to “keep school space accessible and available for neighborhood meetings, community gatherings, and other events that promote citizen engagement and public service.” §1209.7 (EDU-2.1.3 Community Use).

B. Compliance with Area Elements

The Subject Property is within the Rock Creek West Area Element. This Element encourages the exact kind of mixed-use development contemplated by this project – “The preference is to use available and underutilized sites for housing and retail uses.” §2308.4 (RCW-1.1.6 Metro Station Areas). Specifically for the Wisconsin Avenue corridor, the Element advises that “between Jennifer and Brandywine Streets, there are a number of vacant commercial buildings on the corridor. Their reuse with new local-serving retail uses and housing is

encouraged.” § 2312.5 (RCW-2.2 Wisconsin Avenue Corridor). This Project is also consistent with the Element’s goal to make pedestrian-friendly environments that “create a more attractive street environment.” §2312.6 (RCW-2.2 Wisconsin Avenue Corridor). The Davenport Steps element of the Project will create a lively urban space for the community near the Tenleytown Metrorail station. Finally, by opening the vista at Davenport, the Project “conserve[s] the important scenic and visual resources of Rock Creek West, including views from Fort Reno National Park, which is the highest point of land in the city and a place of historic significance.” § 2309.2 (RCW-1.2.2 Scenic Resource Protection).

VI. CONCLUSION

For the foregoing reasons, the Applicant submits that the enclosed applications meet the standards of Chapter 24 of the Zoning Regulations; are consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety, and convenience of the citizens of the District of Columbia; satisfy the requirements for approval of the included applications; provide significant public benefits; and advance important goals and policies of the District of Columbia. Therefore, the PUD application and the related Zoning Map Amendment should be approved and adopted by the Zoning Commission.

Accordingly, the Applicant respectfully requests that the Zoning Commission set the PUD applications down for a public hearing at the earliest possible date.

Respectfully submitted,

GOULSTON & STORRS, PC

/s/
Phil T. Feola

/s/
Meghan Hottel-Cox

Date: November 4, 2015