

United Neighborhood Coalition

3538 Warder Street NW, Washington, DC 20010

WHEREAS; the United Neighborhood Coalition (UNC), a 501(c)3 non-profit neighborhood civic association, has worked for the benefit of the entire Park View community for over a decade.

WHEREAS; Park View Community Partners and the District of Columbia (the “Applicant”) filed an application with the Zoning Commission seeking approval of a consolidated review and approval of a Planned Unit Development (“PUD”) and a zoning map amendment to rezone a Squares 3039, Lots 128-134 & 846 and Square 3040, Lots 124-126 & 844 (the “Property”) from the R-4 District to the R-5-B District;

WHEREAS; Residents of the Park Morton public housing complex have waited for many years for a viable replacement to the aging, inadequate housing in which they live.

WHEREAS; The applicant proposes to develop the Subject Property with a total of 189 units to create a new mixed-income complex comprising apartments, row homes, semi-detached homes and “stacked flats”

WHEREAS; The planned distribution of units at the Subject Property; 57 public housing replacement units for existing units at the Park Morton public housing complex, 44 income-restricted units for those earning up to 60% of Area Median Income and 88 market rate units, will create a dynamic, mixed income development in keeping with the goals of integrated, inclusive development in the neighborhood and keep many Park Morton residents in the neighborhood that they have called home for decades..

WHEREAS; The applicant proposes to complete a portion of the street grid that was interrupted by the Park Morton complex by the re-joining of Morton Street NW to Warder Street NW.

WHEREAS; The development plan includes 2 new small parks in the Park View neighborhood, one in the center of the development and 1 along Morton street near the new intersection with Warder.

WHEREAS; The applicant has engaged in a years-long process of engagement with the community on the development of this parcel.

WHEREAS; The PUD outlines a number of public benefits to be included as part of the redevelopment; above and beyond the primary goal of providing adequate, affordable housing in the neighborhood:

- **Develop the Parks.** The Applicant will engage in an inclusive community process to develop the new park. The applicant further commits to work with the community and during construction and to develop a long-term maintenance plan.
- **Include Transit Smart Screens in Multifamily building.** The large multifamily building will have real time transportation/smart screens installed in the lobby to provide

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residents with updates on the weather, Metro rail and bus, Circulator availability, and other transit options.

- **Incorporate Capital Bikeshare.** As the community has long advocated for a Capital Bikeshare station in the general vicinity of Georgia Avenue and Park Road, and as there are no Capital Bikeshare stations east of Georgia Avenue, the Applicant will work with DDOT to establish a location for a future Bikeshare station and incorporate it within the public space centrally located within the Project.
- **Reduce hardscape along Park Road and increase tree cover.** The Project will maintain the building setback on Park Road already established by the existing Park Morton structures. As part of the development, the sidewalk abutting Park Road will be moved toward the new apartment building, and a green strip will be created between the sidewalk and the curb large enough to create tree boxes for large shade trees in compliance with DDOT standards.
- **Upgrade streetlighting.** The streetlighting along Park Road, Morton Street, and the two new streets will consist of the Washington Upright poles as identified and described in DDOT's Streetlight Policy and Design Guidelines. Pre-existing Washington Upright poles should be refurbished, and streetlights that are not of the Washington Upright type may be replaced.
- **Plant Native Trees and shrubs.** The Applicant agrees to restrict landscaping on the site to native trees and plants, furthering the environmental goals of the District of Columbia.
- **Include Car Sharing.** The Applicant agrees to include no fewer than two (2) spaces for car share vehicles within the development area.
- **Review Traffic Calming Measures with DDOT.** As traffic calming and parking on Park Road have long been concerns within the surrounding community, the Applicant will work with DDOT to evaluate traffic calming measures in conjunction with their ongoing traffic study for Park Road from Georgia Avenue (west) to Park Place (east) to review these specific concerns. Upon completion of the study, the Applicant agrees to engage in a community process to review potential recommendations and work with the community during any implementation that may follow.
- **Neighborhood Initiatives Funding.** The Applicant agrees to provide funding support for neighborhood initiatives to be identified in collaboration with ANC1A, DMPED, DCHA, and other key stakeholders in the neighborhood

WHEREAS; The applicant has requested flexibility from the applicable zoning regulations in the following areas:

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- **Side and Rear Yards.** The Applicant requests side and rear yard relief for the apartment house and for some of the semi-detached dwellings and smaller apartment houses in select locations, which have varying side yard widths and rear yard depths.
- **Lot Occupancy.** The Applicant requests flexibility from the lot occupancy requirements for the apartment house, which provides 68% lot occupancy where 60% lot occupancy is required, and for some of the row dwellings, semi-detached dwellings, and stacked flats, which have lot occupancies of varying percentages that are greater than the 60% permitted.
- **Parking.** The Applicant requests flexibility from the parking requirements of 11 DCMR §2116.1, which requires that all parking spaces shall be located on the same lot with the buildings or structures they are intended to serve.
- **Loading.** Section 2201.1 of the Zoning Regulations requires one loading berth at 55 feet deep; one loading platform at 200 square feet; and one service/delivery space at 20 feet deep for the apartment house. The Applicant proposes to provide one loading berth at 30 feet deep and one loading platform/service space at 100 square feet, and one service/delivery space at 20 feet deep.
- **Phasing.** Pursuant to 11 DCMR §§ 2408.8 and 2408.9, the Applicant is required to file a building permit application for the approved PUD within two years of the effective date of the Zoning Commission Order granting approval of the Project, and must commence construction of the Project within three years of the effective date of the Zoning Commission Order. The Applicant requests flexibility from this provision of the Zoning Regulations to allow the PUD to be valid for a period of six years of the effective date of the Zoning Commission Order, with construction to commence within seven years of the effective date of the Zoning Commission Order.

WHEREAS; The applicant has requested the following additional areas of flexibility in the development of the Subject Property:

- To be able to provide a range in the number of residential units of plus or minus 10%.
- To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, provided that the variations do not change the exterior configuration of the buildings.
- To vary or reduce the number, location and arrangement of parking (vehicular and bicycle) spaces, provided that the total is not reduced below the number required under the Zoning Regulations.
- To vary the sustainable design features of the Project, provided the total number of points achievable for the Project is not below 50 points utilizing the Enterprise Green Communities rating standards.

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- To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction without reducing the quality of the materials; and to make minor refinements to exterior details, locations, and dimensions, including: window mullions and spandrels, window frames, doorways, glass types, belt courses, sills, bases, cornices, railings, canopies and trim; and any other changes in order to comply

THEREFORE, BE IT RESOLVED THAT; Given the impact that this project will have Park Morton residents and the neighborhood as a whole and given the included additional community benefits package, the United Neighborhood Coalition supports the request for flexibility from the zoning regulations and authorizes the UNC to submit testimony to this effect to any interested agency of the District of Columbia and/or other interested parties.

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