

# Wardman Park I

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APPLICATION FOR REVIEW AND APPROVAL OF  
A CONSOLIDATED PLANNED UNIT DEVELOPMENT  
AND RELATED MAP AMENDMENT

June 24, 2016

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## LIST OF EXHIBITS

<b>Description</b>	<b>Exhibit</b>
Agent Authorization	A
Certificate of Notice and Notice of Intent to File	B
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Certificate of Service	D
Surveyor's Plat Showing PUD Boundaries	E
Future Land Use and Generalized Policy Maps	F
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## I. INTRODUCTION

### A. Purpose of the Application

The purpose of the proposed project is to advance the objective of preserving residential zones with only residential uses but in a manner that is appropriate for its location near public transit and compatible with the site's historic significance. The proposed project will be part of a more comprehensive and thoughtful plan to return a large site in a residential zone to a conforming, all-residential use that will create a harmonious residential "campus" consisting of a series of multi-family residential buildings designed with a superior level of architecture punctuated by green open spaces. The proposed high-quality building associated with this particular application will contain predominantly large "family-sized" units. Historically, this site was designed with large buildings punctuated by large open spaces, but only one of the original buildings remains: the Wardman Tower. In consideration of this history, the Project will concentrate an appropriate amount of residential density within a few hundred feet of a Metrorail station, which is suitable for the modern era of transit-oriented development. Once completed, the proposed project will embody smart growth principles, timeless architectural design, and deference to existing nearby residential uses.

### B. Application Summary

This is the application of Wardman Hotel, LLC (the "**Applicant**") to the District of Columbia Zoning Commission ("**Commission**") for the Consolidated review and approval of a Planned Unit Development ("**PUD**") and a related Zoning Map amendment to the RA-4 Zone District (the "**Application**"). The application is for the construction of a new residential building, site improvements, underground parking, and landscaping (the "**Project**"). The Project will provide new housing options and a large open space dedicated to the public in perpetuity.

The site of the Project is in the Woodley Park neighborhood of northwest Washington and is adjacent to the Washington Marriott Wardman Park hotel. The property that is the subject of the Application contains approximately 106,811 square feet of land area. It has an address of 2660 Woodley Road NW and is formally designated as Square 2132, Lots 839, 843, and 849 (the “**Subject Property**” or “**Property**”). The Property is rectangular in shape. The Property is primarily bounded by Woodley Road NW to the north, the Marriott Wardman Park hotel to the south, an apartment building to the west, and the historic Wardman Tower to the east.

The Project will contain a total of approximately 235,101 square feet of residential space. The Project will include a mix of unit types ranging from one to four-bedrooms. Ten percent (10%) of the residential gross floor area will be dedicated to affordable housing, which will be distributed throughout the building. An existing underground parking garage will be expanded to serve the building, and the Project will include new open space, reconfigured private drives, and extensive landscaping.

The total FAR of the Project will be approximately 2.2, and it will have a maximum height of 90 feet.<sup>1</sup>

The Property is located in the R-5-B (soon to be RA-2) Zone District. Most of the Subject Property is located in the High Density Residential land use category on the District of Columbia’s Comprehensive Plan Future Land Use Map, but a small portion of the Property’s northwest corner is located in the Medium Density Residential category. The Subject Property is located within the boundaries of Advisory Neighborhood Commission (“**ANC**”) 3C.

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<sup>1</sup> The FAR is based on the area of the PUD site only. The FAR of the overall record lot is shown on the zoning tabulations on page A.04 of the Plans.

This application is not inconsistent with the District of Columbia Comprehensive Plan, D.C. Law 16-300, 10 DCMR (Planning and Development) § 100 et seq. (2006) (the “**Comprehensive Plan**”), and it furthers numerous goals and policies of the District of Columbia. Submitted in support of this application are completed application forms, a notice of intent to file a PUD (with property owner list and certification of mailing), architectural drawings, plans, and elevations, and a map depicting the Zoning District for the properties impacted by these applications and the surrounding area. As set forth below, this statement and the attached documents meet the filing requirements for a Consolidated Planned Unit Development application under Subtitle X, Chapter 3 of the District of Columbia Zoning Regulations.

C. Applicant

The Applicant is a subsidiary of The JBG Companies (“JBG”). It is the mission of The JBG Companies to be a world-class investor, owner, developer and manager of real estate properties in the Washington, D.C. metropolitan area. JBG takes great pride in and embraces the responsibility that accompanies all of its development activities. In order to create the most desirable environments, JBG has cultivated product-focused teams led by a skilled senior development officer in each of the following product types: office, residential, retail and hotel. This wide range of expertise gives the firm a distinct advantage when it comes to mixed-use developments. The complex challenges inherent in mixed-use development can only be successfully managed by a company with such broad capabilities. NAIOP, the commercial real estate development association, selected JBG as its 2012 National Developer of the Year for its high-quality projects as well as its ability to develop and manage many product types, from residential to retail to hotels and large government buildings

D. Architects

David M. Schwarz Architects, Inc. (“DMSAS”) is a Washington, D.C.-based architecture firm established in 1978 with a broad, nationally-based practice that encompasses urban planning, multi-family residential, commercial, mixed-use, civic, and institutional work. DMSAS has numerous completed and on-going projects in Washington, DC, many located in historic districts. A central tenant of the firm’s work is the creation of timeless, sustainable, human-scaled places that positively contribute to their communities.

**II. SITE AND AREA DESCRIPTION**

The Property is part of a larger single record lot that contains three other buildings that are not included in this Application. The record lot has a land area of approximately 702,306 square feet. On the south side of the record lot is the Washington Marriott Wardman Park hotel. On the west side of the record lot is The Woodley apartment building, and on the east side of the record lot is the historic Wardman Tower, which contains residential units and some hotel rooms. The Washington Marriott Wardman Park hotel, The Woodley, and the Wardman Tower are all connected so that they are one building for zoning purposes. A single underground parking garage serves all of the buildings on the record lot.

The hotel is located south of the Property. The hotel is set back from Woodley Road with a lawn between it and Woodley Road. Underneath a portion of the lawn is the parking garage that serves all of the buildings on the record lot. The Subject Property in this PUD application includes most of this lawn. The Subject Property is a portion of the record lot at its north side along Woodley Road roughly inside the circular driveway and north of the hotel.

From Woodley Road, a circular drive with three curb cuts serves the hotel and the other buildings on the record lot. Most automobile and bus traffic enter the Property (and the record

lot) via Woodley Road since the hotel's main entrance faces to the north. The record lot also contains an access road to the hotel from 24<sup>th</sup> Street to the east, and another smaller entry point to the record lot (and the hotel's parking) is on Calvert Street.

The surrounding area is primarily residential in character, but it includes a mix of commercial uses. Directly across Woodley Road to the north, the neighborhood consists mostly of moderate density row houses. Slightly to the northeast, the buildings along Connecticut Avenue are large apartment buildings. Directly to the east of the Property, the Wardman Tower shares the record lot. Across 24<sup>th</sup> Street further to the east is a commercial strip along Connecticut Avenue that contains primarily retail establishments. The Woodley Park Metrorail station also is located approximately 700 feet directly east of the Property, at 24<sup>th</sup> Street and Connecticut Avenue. To the south of the Property is the hotel, and just south of the hotel is a condominium building fronting on Calvert Street. Further south across Calvert Street is the Omni Shoreham hotel. To the west of the Property is The Woodley apartment building, which is approximately 90 feet tall, and another large apartment building that is five stories tall is slightly further west on a separate property. Rock Creek Park also is close to the Property and can be accessed directly across Calvert Street to the south.

The immediate neighborhood includes a mixture of zones. Most properties immediately surrounding the Property are zoned R-5-D (soon to be RA-4), R-5-B (soon to be RA-2), and R-3. Properties further to the east along Connecticut Avenue are zoned WP/C-2-A (soon to be NC-4) and WP/C-2-B (soon to be NC-5).

### **III. PROJECT DESCRIPTION**

The Project will consist of a redevelopment of the Property into a new and architecturally distinguished multifamily residential building with an attractive and welcoming open green

space along Woodley Road, as shown on the plans in Exhibit G (“**Plans**”). The Project will allow the Applicant to add housing to the site and to improve the site’s circulation and open space while allowing the hotel to continue operations.

The Project’s exterior design precedent is the Neo-Gothic style, a style which was common to many early 20<sup>th</sup>-Century Washington D.C. apartment buildings, and which was used on a number of apartment buildings nearby on Connecticut Avenue. The Project’s massing will be based on a symmetrical “C” shape facing Woodley Road. It will be comprised of a longer, center bar running parallel to Woodley Road and two lower wings extending north toward Woodley Road. The longer bar will have a height of eight stories and 90 feet. The two wings will have a varied massing that steps down from eight stories and 90 feet to seven stories and 70.5 feet to six stories and 66 feet.

This latter, six-story step is designed as a bay projection that marks the point where the building will reach its closest point to Woodley Road with a setback of 55.9 feet from the property line. The massing of this bay will be further articulated with a step-down that establishes a height of five stories and 56 feet. The two wings will not be quite perpendicular to Woodley Road, but rather, will splay slightly at an angle with the west wing running parallel to the east elevation of the adjacent Woodley Apartments and the east wing oriented on the mirrored angle. The two wings, along with the step-down referenced above, are intended to visually break down the Project’s massing and provide variation in the block face along the south side of Woodley Road. The center bar will have a larger setback than the adjacent Woodley apartments, and the wings will have a lesser setback. These varying setbacks are intended to avoid the creation of a uniform street wall and will create a more varied relationship between

buildings, open space, and the street edge, which is a key characteristic of the park-like quality of the entire Wardman property (record lot).

The mid-point of the center bar will be marked with a bay projection that will extend the full height of the building and will be capped with an architectural embellishment that will extend 10 feet above the setback penthouse, thereby creating a tower form characteristic of the Neo-Gothic style and creating a strong identity for the Project. The use of asymmetry is a characteristic of the Neo-Gothic style and will be part the Project to modulate the overall massing and create visual movement. The two wings will be massed asymmetrically, with opposing corner setbacks at the upper-most floors of the six-story bays and seven-story portions of the wings. Where the wings step up to eight stories, two smaller architectural embellishments will cap the inner corners, visually creating two minor towers that will inflect toward the center bay.

The Project's massing along the south will be defined by the eight-story center bar, which will be articulated by a center recess and projecting end-bays. The center recess will have a centering bay that projects forward and will be capped with an architectural embellishment that will engage the penthouse, forming a dominant tower element to mark the Project's main entrance. A pair of angled balconies will form shallow,  $\frac{3}{4}$  bays that will transition the recess back out to the main building plane. The end-bays will each composed of two parts: a seven-story shoulder at the corner, and an eight-story tower that, together, will create an asymmetrical composition that will inflect toward the center entrance.

The massing on the Project's east and west sides will be the same, the only difference being the grade line, which will be lower to the east. These two sides will be principally composed by the seven-story height of the wings that will overlap the ends of the eight-story

center bar. The wings will not extend the full depth of the center bar and will create another asymmetrical stepped massing at the southeast and southwest corners.

The Project's fenestration will include punched, double hung windows, the same window form used in the adjacent Wardman Tower and The Woodley. Fenestration patterns will have varying rhythms that modulate the exterior elevations and will be used to reinforce the building's symmetrical and asymmetrical massing relationships. Window opening forms will be predominantly rectangular; however, the lancet arch and Tudor arch opening forms will be used at the top and bottom of the two center towers of the north and south elevations, as well as along the first floor of the north elevation along the lower courtyard. At key bay projections, windows will be linked vertically by decorative precast spandrel panels to create a vertical emphasis and a counterpoint the building's overall horizontal massing.

Similarly, balconies will be incorporated into the Project in a variety of forms that also will create vertical emphasis. The primary balcony forms will be bays and oriels that create an additional level of massing articulation and will be integrated into the design of all four principal elevations. Additionally, there will be two tiers of balconies on the north elevation that will be fully inset at the corners of the eight-story portion of the two wings. Capped with the previously described architectural embellishment, they will create a strong framing of the Woodley Road-facing north elevation.

The primary exterior facing material will be standard-size brick which is consistent with the exterior design vocabulary of the surrounding buildings. The color palette will be in the red range and intended to compliment the brick colors of the Wardman Tower and The Woodley but not match them. The first floor will be clad in a cast stone or precast material creating a well-defined base for the building and echoing the stone clad lower two floors of The Woodley. The

cast stone/precast base treatment will step up to two stories in height at the main entrance and will extend down to the lower level, creating a two-story base along the courtyard fronting onto Woodley Road. Precast and cast stone headers, sills, window frames, band courses and parapet details will be integrated into the upper floors and penthouse areas to create a finer grain level of detail that will further scale the Project to the surrounding buildings in the neighborhood.

At its closest point, the front of the building will be generously set back 55.9 feet from the Woodley Road property line to provide a large, open space between the building and the sidewalk. At the eight-story center bar, the building will be set back approximately 109 feet. The average setback from the Woodley Road property line will be 89'-11", nearly identical to the 90-foot setback of The Woodley to the west. The open space between the building and the sidewalk will be open to the public at all times as a public park. However, the open space within the courtyard of the building will be recessed below grade to distinguish it as private space separate from the public open space in front of the building.

The Project will contain approximately 235,101 square feet of gross floor area and approximately 121 residential units. Residential units will be contained in the cellar as well as floors 1-8 and the penthouse. The cellar units on the north side of the building will open onto recessed courtyards tucked inside the "C" of the building. The courtyards will be separated by the entry walkway to the first floor of the building. Nearly all of the units will be larger family-sized units, with an average size of 1600 square feet. The unit types will be predominantly 2-bedrooms, 3-bedrooms, and 4-bedrooms.

The building will include a habitable penthouse that will rise 20 feet above the roof along the main bar of the building and a height of 13 feet along the two wings. It will contain residential units and community amenity space. The penthouse will conform to the 1:1 setback

ratio from all walls; however, flexibility is being requested to permit a sloped roof that extends from the lower penthouse height of 13 feet along the center bar, up to a height of 20 feet above the roof and equal to the height of the penthouse. In addition, flexibility is being requested that will permit a sloped roof at the lower penthouse height, along the two wings. That roof element will slope from a height of 10 feet at the exterior wall of the penthouse to a height of 13 feet.

The center north and south elevations of the building will include architectural embellishments that contribute additional distinction to the character and prominence of the building. Where these two embellishments will adjoin the penthouse, flexibility is being requested to permit the penthouse enclosing walls to step up to a height equal to the lower height of the architectural embellishment where it will adjoin the penthouse.

The Project will provide sufficient loading and parking. Parking will be included in the existing three-level underground garage that serves all of the buildings on the record lot. However, the Project will expand the underground parking further north on the Property than where the underground garage currently extends by adding approximately 67 spaces on the second and third levels and by adding a fourth level with 63 spaces. Parking for the Project will be accessed from the east side of building where an access-controlled entrance will be located. Similarly, the loading berth will be accessed from the east side of the building, adjacent to the parking entrance, and the delivery space will be on the south side of the building, east of the building drop-off.

The overall site plan of the Project is intended to reflect and integrate into the surrounding predominantly residential neighborhood with significant open space. The site plan draws heavily from the time that the Wardman Tower was constructed. It, too, was constructed as a multistory apartment building surrounded by a park-like environment. A key feature of the

Project will be the inclusion of a dedicated public park that will be more than ½ acre at its front. This park will be extensively and carefully landscaped and open to the public at all times. Currently the open space along Woodley Road, while often used by the community for leisure activities, is private property. One of the goals of the Project is to ensure that the open space remains for the community's use and enjoyment in perpetuity.

The Project's landscape design could be characterized as part of one large garden with a collection of buildings located within it. The landscape treatment will be inviting, colorful, of superior quality, and program specific. It will draw from the context of the historic landscape of Wardman Tower while being sensitive to current and future water resources by including significant bio-retention measures and native planting.

Improved and superior site circulation will be an important component of the Project. Once the Project is complete, the record lot will have two access points from Woodley Road. Currently there are four curb cuts from Woodley Road into the record lot. The middle two curb cuts on Woodley Road, which are very close to each other, serve the hotel and the existing underground parking garage. The Project will eliminate one of the eastern curb cuts and will reconfigure the driveway to work more efficiently and to optimally serve both the Project and the hotel. This new driveway with a single curb cut will provide access to both the Project and the hotel. Cars will use the driveway to access the hotel entrance, the Project entrance (on its southern side), and the Project's parking and loading (on its eastern side). The proposed automobile and circulation and site access is shown on page A.12 of the Plans.

As mentioned, the Project is part of a single record lot that includes The Woodley, the Wardman Tower, and the Marriott Wardman Park hotel. Thus, the Project's architecture and site planning are sensitive to those buildings and the context that they create. In a sense, The

Woodley was an earlier phase of this Project: the architect is the same, and the open space and design is commensurate with that proposed for the Project. The design of the Project is similarly intended to be compatible with and responsive to the Wardman Tower. The site plan will benefit and will seamlessly integrate with The Woodley, the Wardman Tower, and the hotel. Though the Project will be on the same record lot, it will not be connected to the other buildings on the record lot until (or if) the second phase of development, as contemplated in the accompanying First-Stage PUD application, is constructed.<sup>2</sup>

During construction and after the Project is complete, the Marriott Wardman Park hotel will continue to operate. Also, the existing underground parking, loading access, drop-off, and pick up will continue throughout the construction of the Project.

A. Zoning Overview

The Zoning Tabulations Sheet included as page A.04 of the Plans provides a detailed overview of the proposed building and the requirements and restrictions of the RA-4 zone. The following table illustrates the zoning parameters of the proposed Project:

	<b><u>Proposed</u></b>	<b><u>Allowed/Required by RA-2 MOR</u></b>	<b><u>Allowed/Required by RA-4 MOR</u></b>	<b><u>Allowed/Required by RA-4 PUD</u></b>
<b><u>Height</u></b>	90'	90'		
<b><u>Number of residential units</u></b>	121	No maximum		
<b><u>FAR</u></b>	2.2 (PUD) 2.33 (record lot)	2.16	4.2	5.04

<sup>2</sup> Multiple principal buildings are permitted on a single record lot as part of a PUD, pursuant to § C-302.2(c).

<b><u>Square footage</u></b>	235,101 (PUD)  1,640,003 (record lot)	230,711 (PUD)	448,606 (PUD)	538,327 (PUD)
<b><u>Lot occupancy</u></b>	27% (PUD)  53% (record lot)	60%	75%	
<b><u>GAR</u></b>	0.31	0.4 required	0.3 required	
<b><u>Parking</u></b>	160 spaces	37-40 spaces (1 per 3 dwelling units but shall be reduced by 50% since within ½ mile of a Metrorail Station)		
<b><u>Loading</u></b>	1 30-foot berth and 1 20-foot space	1 30-foot berth and 1 20-foot space		
<b><u>Affordable housing</u></b>	10% of residential GFA	8% of residential GFA or 50% of achievable bonus density		8% of residential GFA

B. Zoning Flexibility Requested

The Applicant requests the following relief from strict application of the relevant provisions of the Zoning Regulations through the flexibility allowed by the PUD process:

1. The equal, uniform height of enclosing walls requirement in Section C-1500.9. A portion of the walls for the habitable penthouse space will have a different height to match the architectural embellishment. This wall height difference will allow for a more harmonious integration of the architectural embellishment into the design. The Commission has the authority to grant this relief under Section X-303.1.
  
2. The maximum penthouse slope requirement in Section C-1500.10. The maximum permitted penthouse enclosing wall slope is 20%. The Project's

penthouse will have an enclosing wall slope of approximately 100%. The increased penthouse slope allows for a better penthouse consistent with the Neo-Gothic-inspired design of the Project. The Commission has the authority to grant this relief under Section X-303.1.

#### **IV. THE APPLICATION MERITS APPROVAL PURSUANT TO THE PUD EVALUATION STANDARDS**

The Zoning Regulations, at 11 DCMR § X-304.1 *et seq.*, set forth the evaluation standards for Commission approval of PUD applications. The PUD must not have an unacceptable impact on the surrounding area and the operation of city services and facilities, it must not be inconsistent with the Comprehensive Plan and other adopted public policies and programs, and it must offer project amenities and other public benefits that are superior to what would likely be provided under matter-of-right development. The Project's impact on the surrounding area and city services and facilities is discussed below. Consistency with the Comprehensive Plan is addressed in Section IV.C, and public benefits and project amenities are described in Section IV.D.

##### **A. Project Impact on the Surrounding Area**

The PUD Evaluation Standards, at 11 DCMR § X-304.4(b), state: “The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.”

The Applicant submits that the impact of the Project on the surrounding area will be favorable because it will: 1) bring new market rate and affordable housing to the neighborhood, 2) provide residential units that are larger than typical, 3) promote the goal of infill development

and concentration of housing close to a Metrorail station, and 4) create high quality publicly-available open space.

Moreover, the Project's proposed height and massing are appropriate for the location and are consistent with the Comprehensive Plan's goals and policies for this area. The Project will create a distinguished residential building and associated open space.

The Project will create new housing units of large sizes and types in a transit-oriented location that is predominantly residential in character. The site of the Project is well-suited for new residential development with grand open spaces. In particular, this site is ideal for high density residential uses. This location is highly desirable for residents because of its close proximity to transit, retail, and downtown. The Project will promote the envisioned character of the site for beautiful apartment buildings surrounded by large, open green space.

B. Project Impact on City Services and Facilities

The proposed Project will not have an adverse impact on the public facilities that it will rely on for service, as described below.

i. *Transportation and Parking*

The Applicant engaged a transportation consultant, Gorove/Slade Associates, to further study the area's traffic conditions and the Project's traffic generation. The Applicant will submit its traffic impact study once this case is set down for a public hearing, and it will continue to work with DDOT to refine the Project's transportation-related elements and impacts. The center of the Property is approximately 800 feet from the Woodley Park Metrorail station, and it is served by multiple Metrobus lines on Connecticut Avenue and Calvert Street. A Capital Bikeshare station is also approximately one block away at Calvert Street and Woodley Place.

Furthermore, Rock Creek Park, which provides easy bicycle access both north and south, is across Calvert Street to the south.

The Project will provide approximately 160 underground automobile parking spaces. This number of spaces exceeds the zoning requirement.<sup>3</sup> The Applicant believes that the number of provided spaces is consistent with the expected demand.

Further, the Project will provide approximately 40 secure long-term bicycle spaces. The number of provided spaces will satisfy the requirement to encourage the use of bicycles by residents, employees, and patrons of the Project. The proximity of the Project to the Rock Creek Park and to multiple existing bike lanes will allow for easy bicycle use.

ii. *Water/Sewer Demand*

The water and sanitary service usage resulting from the Project will have an inconsequential effect on the District's delivery systems. The site is currently served by all major utilities. The Project's proposed storm water management and erosion control plans will minimize impact on the adjacent properties and existing storm water systems. The requisite erosion control procedures stipulated by the District will be implemented during construction of the Project.

Further, as more specifically detailed in Section IV.E, no adverse environmental impact will result from the construction of this Project.

iii. *Public Schools*

Regarding the impact on the District of Columbia Public Schools (“DCPS”) system, the Project is within the boundaries of the Oyster-Adams Bilingual School at 2801 Calvert Street

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<sup>3</sup> The Project will provide more than twice the number of required spaces, so it will comply with the required transportation demand management features in § C-707.3.

NW and 2020 19<sup>th</sup> Street NW and Wilson High School at 3950 Chesapeake Street NW. In addition, several other schools are in the general vicinity of the Project, offering schooling options to residents who may seek alternatives to the neighborhood public schools, including the Maret School and the Washington International School.

The Applicant will work with D.C. Public Schools, charter schools, and the ANC to ensure that any expected increase in enrollment due to the Project can be accommodated in local schools. In particular, the Applicant is aware of the unique nature of the bilingual program and population at the Oyster-Adams School, so the Applicant will work with DCPS to limit any impacts on this exceptional program and ensure that the student population remains intact.

C. The Application is “Not Inconsistent with the Comprehensive Plan and with other Public Adopted Policies [...] Related to the Subject Site.” 11 DCMR § X-304.4(a).

i. *Comprehensive Plan*

The proposed PUD is not inconsistent with the Comprehensive Plan and will advance numerous goals and policies enumerated in the Comprehensive Plan for the National Capital adopted in 2006 (the “**Comprehensive Plan**” or “**Plan**”).

The purposes of the Plan are to: (a) define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (b) guide executive and legislative decisions and matters affecting the District and its citizens; (c) promote economic growth in jobs for District residents; (d) guide private and public development in order to achieve District and community goals; (e) maintain and enhance the natural and architectural assets of the District; and (f) assist in conservation, stabilization and improvement of each neighborhood and community in the District (D.C. Code § 1-245(b)).

Generally, the Project will advance these purposes by furthering the social and economic development of the District through the construction of a new residential development on underutilized land in a desirable location, providing new market-rate and affordable residential units, improving site circulation, creating welcoming public open and green spaces, and concentrating density near a Metrorail station.

ii. *Compliance with Citywide Elements*

The Project will serve the goals of several of the citywide elements of the Comprehensive Plan, as follows:

**a. Future Land Use Map**

The Future Land Use Map (“**FLUM**”) includes most of the Property in the High Density Residential land use category. A portion of the Property is included in the Medium Density Residential land use category. The proposed RA-4 zone is not inconsistent with such a designation in this location, and this zone is important to allow the construction of a high-quality residential project. The proposed Project – with an FAR of approximately 2.2, a maximum height of 90 feet, and the requested Zoning Map amendment to the RA-4 Zone District – is consistent with the FLUM designation for the Property given the additional goals and policies of the Comprehensive Plan due to its location near a Metrorail station, and amidst other medium and high density residential projects.

**b. Generalized Policy Map**

The Generalized Policy Map (“**GPM**”) includes the majority of the Property in the Neighborhood Conservation Area category. Because the Project will be entirely residential use, it will be consistent with the Neighborhood Conservation Area designation on the GPM.

### c. Land Use Element

The Project will advance the following policies of the Land Use Element:

- **Policy LU-1.3.2: Development Around Metrorail Stations** – Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.
- **Policy LU-1.3.3: Housing Around Metrorail Stations** – Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations.
- **Policy LU-1.3.4: Design To Encourage Transit Use** – Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots.
- **Policy LU-1.3.5: Edge Conditions Around Transit Stations** – Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should “step down” as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards.
- **Policy LU-1.4.1: Infill Development** – Encourage 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. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.
- **Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods** – Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others.
- **Policy LU-2.1.10: Multi-Family Neighborhoods** – Maintain the multi-family residential character of the District’s Medium- and High-Density residential areas. Limit the encroachment of large scale, incompatible commercial uses into these areas, and make these areas more attractive, pedestrian-friendly, and transit accessible.
- **Policy LU-2.2.4: Neighborhood Beautification** – Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting,

facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements.

The Project will advance the above-referenced land use policies by creating a new residential development in a primarily residential location with close proximity to public transit. The Project will support transit-oriented development and provide more housing near a Metrorail station. The Project will promote the policy of infill development by concentrating more density on a site that is largely underutilized for residential purposes. This Property's location, in particular, will allow the Project to balance the goals of conserving and enhancing the neighborhood through beautification and land use change.

#### **d. Transportation Element**

The Project will promote the following Transportation Element policies:

- **Policy T-1.1.4: Transit-Oriented Development** – Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points.
- **Policy T-1.2.3: Discouraging Auto-Oriented Uses** – Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.

The Project will exemplify transit-oriented development since it will contribute multiple new housing units in a central part of the city close to a Metrorail station and other public transit, such as Metrobus and Circulator lines on Connecticut Avenue. The Property's central location and proximity to transit and bicycle facilities makes it a prime location for additional density. Also, in support of the applicable policies, the Project will reduce multiple curb cuts currently serving the Property.

#### **e. Housing Element**

The proposed PUD will advance the following goal and policies of the Housing Element:

- **H-1.1 Expanding Housing Supply** – Expanding the housing supply is a key part of the District’s vision to create successful neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city’s fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments of the community. The first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs.
- **Policy H-1.1.1: Private Sector Support** – Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.
- **Policy H-1.1.3: Balanced Growth** – Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing.
- **Policy H-1.1.5: Housing Quality** – Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood.
- **Policy H-1.3.1: Housing for Families** – Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments.

The Project will expand the District’s housing supply in a neighborhood and on a site well-suited to accommodate significantly more housing. The Project will feature high-quality architecture and site design, such that all affordable units throughout will be indistinguishable. Furthermore, nearly all of the units will be family-sized units featuring primarily 2-4 bedrooms.

#### **f. Environmental Protection Element**

The Project will advance the following policies of the Environmental Protection Element:

- **Policy E-1.1.3: Landscaping** – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.
- **Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff** – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the

expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.

- **Policy E-4.3.2: Reduction of Vehicle Noise** – Provide regulatory, mitigation, and monitoring measures to minimize exposure to noise from vehicular traffic, including buses, trucks, autos, and trains. Encourage the use of landscaping and sound barriers to reduce exposure to noise along freeways, rail lines, and other transportation corridors.

The Project will feature extensive landscaping in the public open space north of the building that will greatly enhance the aesthetic appearance of the Project and will mark its identity in the District. Also, the new landscaping and water retention features will reduce stormwater runoff significantly more than the existing improvements.

#### **g. Parks, Recreation, and Open Space Element**

The Project will promote the following policies of the Parks, Recreation, and Open Space Element:

- **Policy PROS-1.2.2: Improving Access** – Improve access to the major park and open space areas within the city through pedestrian safety and street crossing improvements, bike lanes and storage areas, and adjustments to bus routes.
- **Policy PROS-1.4.3: Parks on Large Sites** – Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the city should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped.
- **Policy PROS-3.1.6: Compatibility with Parkland** - Maintain and design public and private development adjacent to the edges of open spaces and parks to be compatible with these parklands and improve park access and safety.
- **Policy PROS-4.3.3: Common Open Space in New Development** – Provide incentives for new and rehabilitated buildings to include “green roofs”, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance.
- **Policy PROS-4.3.4: Protection of Open Space in Multi-Family Development** – Recognize the implicit value of the lawns, courtyards, gardens, and other open areas that surround many of the District’s older high- and medium density residential buildings. Discourage the practice of building on these areas if the historic proportions and character of the original buildings would be compromised.

The Project will incorporate large, publicly-accessible landscaped green space as a key feature. The common open space to the north will preserve and enhance the open space for the existing buildings on the record lot. Furthermore, the open space will be and available to the whole community for active and passive recreation in perpetuity. The Project's extensive green space will allow it to be compatible with the residential neighborhood context and with nearby Rock Creek Park, particularly.

#### **h. Urban Design Element**

The Project will promote the following polices of the Urban Design Element:

- **Policy UD-1.2.1: Respecting Natural Features in Development** – Respect and perpetuate the natural features of Washington's landscape. In low-density, wooded or hilly areas, new construction should preserve natural features rather than altering them to accommodate development. Density in such areas should be limited and setbacks should be provided as needed to protect natural features such as streams and wetlands. Where appropriate, clustering of development should be considered as a way to protect natural resources.
- **Policy UD-2.2.1: Neighborhood Character and Identity** – Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.
- **Policy UD-2.2.2: Areas of Strong Architectural Character** – Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk.
- **Policy UD-2.2.5: Creating Attractive Facades** – Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.
- **Policy UD-2.2.7: Infill Development** – Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs.
- **Policy UD-2.2.8: Large Site Development** – Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades.
- **Policy UD-2.2.9: Protection of Neighborhood Open Space** – Ensure that infill development respects and improves the integrity of neighborhood open spaces and public

areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas.

- **Policy UD-2.3.3: Design Context for Planning Large Sites** – Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby.
- **Policy UD-2.3.5: Incorporating Existing Assets in Large Site Design** – Incorporate existing assets such as historic buildings, significant natural landscapes, and panoramic vistas in the design of redeveloped large sites. For sites that were originally planned as integrated complexes of multiple buildings, historic groupings of structures should be conserved where possible.
- **Policy UD-3.1.8: Neighborhood Public Space** – Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.

The Project will have a unique urban design suitable for a large site in a central location such as this. The strong architectural quality and site plan of the Project will respect and accommodate the Property’s topography while creating an attractive building with a distinct and compatible style. By providing ample open green space available to the public, the site design will respect and protect the park-like setting and development pattern that was historically on this record lot.

#### **i. Rock Creek West Area Element**

The PUD site is located in the Rock Creek West Area Element of the Comprehensive Plan. The Project will be consistent with the following policies and actions of the Area Element:

- **Policy RCW-1.1.4: Infill Development** – Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANCs, residents, and community organizations to encourage projects that combine housing and commercial uses rather than projects that contain single uses. Heights and densities for such development should be appropriate to the scale and character of adjoining communities. Buffers should be adequate to protect existing residential areas from noise, odors, shadows, and other impacts.

- **Policy RCW-1.1.9: Protecting Common Open Space** – Protect the large areas of green space and interior open spaces that are common in and around the community’s institutional uses and its older apartment buildings, such as Cathedral Mansions and the Broadmoor. Where these open spaces are recognized to contribute to the integrity of the site or structure, stringent protection from inappropriate infill shall be maintained.
- **Policy RCW-1.1.11: Managing Transportation Demand** – Improve traffic service levels on the area’s thoroughfares by developing transportation systems management programs, transportation demand management programs, and other measures to more efficiently use the area’s road network and reduce the volume of vehicle trips generated by new development. Ensure that new development does not unreasonably degrade traffic conditions, and that traffic calming measures are required to reduce development impacts. This policy is essential to protect and improve the quality of life and the residential character of the area.
- **Policy RCW-1.2.1: Urban Design Focus** – Focus urban design efforts in the Rock Creek West Planning Area on its commercial centers and major avenues, historic landmarks, historic districts, and areas with significant environmental and topographical features.

The Project will advance four important policies of the Rock Creek West Area Element by pursuing residential development with significant open space. The Project will create new housing opportunities in a location suitable for higher density because of its proximity to Metrorail and other transit. Furthermore, the Project’s exemplary design will respond to the Property’s topographical characteristics with a sensitivity that will minimize its visual impacts and will enhance the aesthetic appeal of buildings already on the record lot.

D. The Project will Provide Superior Public Benefits and Project Amenities

The PUD Evaluation Standards, at 11 DCMR §§ X-305.1 – X-305.12, require the Commission to “evaluate the specific public benefits and project amenities of the proposed development.” Section X-305.2 continues:

Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.

Based on its meetings with the Office of Planning and the community, the Applicant will develop a public benefits and amenities package best suited to the desires of the community.

i. *Review of Project under Section X-305.12*

The PUD evaluation standards, at 11 DCMR § X-305.12, provide that “a project may qualify for approval by being particularly strong in only one (1) or a few” of the public benefits and project amenities listed in Section X-305.5, “but must be acceptable in all proffered categories and superior in many.” The Applicant submits that the Project will provide superior public benefits and project amenities in these categories. The Applicant’s benefits and amenities are in the following categories:

**a. Housing (§ X-305.5(f))**

Pursuant to Section X-305.5(f), the PUD guidelines state that housing that provides units with three (3) or more bedrooms is a public benefit. The Project will include approximately 19 three (3) and four (4) bedroom units, which will be approximately 16% of the total units.

**b. Affordable housing (§ X-305.5(g))**

Section X-305.5(g) lists affordable housing, beyond what is required, as a public benefit and project amenity for a PUD. The Project will dedicate 10% of the residential gross floor area to affordable units. Half of the units will be for families making up to 50% AMI, and half will be for families making up to 80% AMI. This is 25% more affordable housing than required.

**c. Urban design and architecture (§ X-305.5(a))**

Section X-305.5(a) lists urban design and architecture as categories of public benefits and project amenities for a PUD. As shown in the detailed plans, elevations, and renderings included in the Plans, the Project exhibits the characteristics of exemplary urban design and architecture.

The Project will have a superior urban design that reflects the historic development pattern of the site and the extensive landscaping that accompanies it. The Project will be built above an existing underground garage located in front of the existing hotel. It will be sited so as

to maintain the visual axis between The Woodley and the historic Wardman Tower, while maintaining the open space lawn that borders Woodley Road for a distance of 345 feet and a depth of approximately 90 feet. The site plan for the Project will eliminate one of the existing hotel curb cuts off Woodley Road and allow this open space to extend an additional 90 feet east along Woodley Road. In addition to providing an open space along Woodley Road, the Project siting will provide a generous setback from the existing houses on the north side of the street.

The Project's architectural design is based on a highly articulated massing designed to break down the building's overall mass and relate it to the heights of the other buildings on the site and in the immediate neighborhood, as well as create an iconic building that will enhance the neighborhood. The "C"-shaped massing will be composed of a longer main bar running parallel to Woodley Road and two shorter wings extend toward the street. The height of the longer bar will be 90 feet, nearly equal to the height of the adjacent Woodley apartments and the Wardman Tower, creating visual continuity across the record lot. The center bar will be articulated on both the north and south elevations by a prominent center bay capped with an architectural embellishment that creates tower-like elements that establish a strong identity for the building from both the street and within the site. The building's penthouse, designed with a 1:1 setback, will provide a visual transition between the 90-foot high main bar and the two center towers. The penthouse will have a continuous sloped roof, extending from the lower walls to upper walls to reduce its apparent mass. This also will provide another visual connection to the Woodley apartments that utilize a similar roof slope at the penthouse.

The two shorter wings will be key to the building's relationship to the scale of the surrounding neighborhood. The existing buildings on the opposite side of Woodley Road range in height from approximately 30 feet at the single-family houses, to approximately 70 feet at the

bell tower of St. Thomas Apostle Church, to 80 feet at the Hampton House apartments at the east end of the block. Other nearby buildings are the Montessori School, diagonally across the street with a height of 51 feet, and the 2800 Woodley Road apartments, immediately west of the Woodley, with a height of 55 feet. The Project's two wings will have multiple setbacks and offsets that will visually reduce their overall mass. The wings will step down from a height of 90 feet furthest from Woodley Road to a height of 56 feet at the point closest to Woodley Road where they still will maintain a setback of 56 feet from the Woodley Road property line. When viewed from up and down Woodley Road, these two wings will be the more visible portions of the building, creating the appearance of two intermediate-size buildings. Additionally, because of their extension toward the street, they will act to limit the visibility of the 90-foot high main bar.

The Project will have an architectural expression derived from the Neo-Gothic style. This style was utilized on numerous apartment buildings throughout Washington, D.C. constructed between 1919 and 1930. It is a style that was used along Connecticut Avenue, most notably in such buildings as 2101 Connecticut Avenue, The Broadmoor at 3601 Connecticut Avenue, and 3901 Connecticut Avenue.

The Neo-Gothic style will provide the project with an architectural identity that distinguishes it from the adjacent Wardman Tower's Neo-Georgian and The Woodley's Neo-Regency derived styles. This variation in style will continue a tradition within Woodley Park and along Connecticut Avenue of variety in traditional architectural styles. Specifically, the Neo-Gothic style is characterized by numerous details and material accents that further break down the mass of a building. For the Project, it will utilize a more informal, picturesque approach to massing and detail that will relate well to the more park-like setting of the Wardman

property. The Neo-Gothic style's rich variety of detail will give the Project a finer grain, human scale that will relate it to the adjacent, single-family neighborhood.

The Project's Neo-Gothic style will involve the integration of numerous variations in the building's massing, details, and materials, all of which will require a significant level of investment on the part of the developer. The principal exterior material will be a standard-size molded brick to maintain consistency with brick size and type used on the Wardman Tower and The Woodley. Augmenting this will be an extensive use of cast stone and precast materials for both principal wall surfaces as well as trim elements and accent details. The entirety of the first floor will be clad in cast stone and/or a matching precast material that will establish a well-defined base for the building and relate to the stone base on the adjacent Woodley apartments. The cast stone base will extend up to the second floor at the main entrance and down to the lower level along the north elevation at the lower courtyard level, creating two-story high stone façades. Balcony projections will be composed of cast stone materials with cast details that further break down the scale of the building's wall surfaces. Bay projections will have cast spandrel panels with cast-in detail. Parapet areas will have an additional level of detail with cast stone elements that modulate the cast copings, establishing a distinctive top to the building facades that is consistent with the Neo-Gothic derived style. Tower embellishments likewise will receive a variety of cast stone details and treatments. Window openings will be predominantly rectangular punch openings with cast stone sills and lintels. At key locations, including entrances, the tops of tower elements and bay, and along the first floor fronting onto Woodley Road, the lancet arch and Tudor arch shapes will be used to accentuate these openings and further reinforce the Project's Neo-Gothic derived design precedent.

**d. Superior landscaping, or preservation or creation of open spaces (§ X-305.5(b))**

Pursuant to Section X-305.5(b), superior landscaping and preservation of open spaces are public benefits and amenities. The Project will include a permanent, publicly-accessible 25,000-square foot open space park between the building and Woodley Road. The Applicant will invest in landscaping and improvements to this park and will work with the community on the final design. While there is currently open space in this location, it is not permanently dedicated to the public. New landscape planting will be introduced around the base of the building to create a transition zone between public and private areas, with special treatment between the “north lawn” open space and the sunken gardens for the ground floor units. On the south side of the building will be the main building entry and drop-off. The entry will be a similar scale to The Woodley and will be flanked on either side by sitting gardens that will provide bio-retention measures and screening of the hotel entry. A combination of brick and stone paving will be used at the entry and other ground floor terraces.

**e. Site planning, and efficient and economical land utilization (§ X-305.5(c))**

Pursuant to Section X-305.59(c) of the Zoning Regulations, "Site planning, and efficient and economical land utilization" are public benefits and project amenities for a PUD.

The Project will take advantage of the uncommon opportunity to significantly expand residential development in a desirable location best suited to residential use. The Project will capitalize on its location near a Metrorail station to provide new housing with the appropriate higher levels of height and density that the District has identified as goals for this location. The Project will efficiently use the land to provide an appropriate level of residential density that will incorporate significant open space.

Indeed, the site plan for the Project is unique among large residential projects. Its plan will advance the pattern of park-like spaces punctuated by the multiple residential buildings. The “campus-like” feel of the Project will allow for the provision of a significant amount of housing without a dramatic loss in open space and greenery. Indeed, approximately 73% of the Property will be open space. The more than ½ acre dedicated open space along Woodley Road will provide the District with a rare opportunity to have such a large amount of publicly-available green space integrated with myriad new housing opportunities in perpetuity. This significant public benefit and project amenity will greatly improve the quality of the Project and its contribution to the development of the neighborhood.

**f. Environmental and sustainable benefits (§ X-305.5(k))**

According to Section X-305.5(k), "environmental and sustainable benefits to the extent they exceed the standards required by zoning or other regulations..." are deemed to be public benefits and project amenities. The Project will be designed to satisfy at least LEED Silver requirements. The Project will include environmentally-sustainable features such as green roofs, and the Project will incorporate landscaping and other green features, such as bioretention ponds, that will significantly increase the water retention on the site.

**g. Uses of Special Value (§ X-305.5(q))**

Section X-305.5(q) states that "uses of special value to the neighborhood or the District of Columbia as a whole" can be considered public benefits and project amenities of a PUD. The construction of new residences will result in the generation of additional tax revenues in the form of property and income taxes for the District.

Furthermore, in addition to those already described above, the Project will provide the following additional public benefits and project amenities:

1. Dedication, in perpetuity, a 25,000 square-foot public open space on the north side of the Property with other improvements to be designed in cooperation with the community.

- i. *Public Benefits of the Project*

Section X-305.2 requires the Applicant to show how the public benefits offered are “superior features... that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from the development of the site under the matter-of-right provisions...” The Applicant has addressed this issue in the text of the statement, particularly in Section IV.D above. It is only as a result of the zoning change and additional height and density provided through the PUD process that the Applicant is able to construct such a well-designed project. Throughout the PUD process, the Applicant will work with the ANC, the Woodley Park Citizens Association, and the larger community to define a benefits and amenities package commensurate with the Application.

- E. Environmental Analysis for Second Stage Application

- i. *Water Demand*

The average daily demand for potable water from the Project is estimated to be approximately 20,570 gallons per day. This demand can be met by the existing District water system. The proposed connection for fire water supply will be made within the existing distribution system and will be coordinated with DC Water.

- ii. *Sanitary Sewer Demand*

The average daily demand on the sanitary sewer system for the Project is estimated to be approximately 20,570 gallons per day. The proposed connection for the sanitary sewer line will be made with the existing distribution system and will be coordinated with DC Water.

iii. *Stormwater Management*

The Project will accommodate its storm water run-off with a stormwater management system in compliance with standards set by the Department of Energy & Environment. The proposed systems will be designed, constructed, and maintained in accordance with standards set by the Department of Energy & Environment. The average daily stormwater generation is estimated to be approximately 42,000 gallons.

iv. *Solid Waste Services*

Solid waste will be collected by a private company. All trash for the Project will be stored in the enclosed loading area.

v. *Electrical Service*

Electricity for the Project will be provided by the Potomac Electric Power Company in accordance with its general terms and conditions of service. All electrical systems will be designed to comply with the District of Columbia Energy Code.

vi. *Energy Consumption*

The Project will be constructed in full compliance with Article 24 (Energy Conservation) of the District of Columbia Building Code. Conformance to code standards will minimize the amount of energy needed for the heat, ventilation, hot water, electrical distribution and lighting systems contained in the buildings.

vii. *Erosion Control*

During excavation and construction, erosion on the site will be controlled in accordance with District of Columbia law.

## **V. COMMUNITY OUTREACH**

The development team has engaged in discussions about the Project with many stakeholders. Over the past few months, the Applicant has met with both the Office of Planning and the District Department of Transportation to discuss its proposal. The Applicant also met with the Woodley Park Citizens Association and other property owners in the area. Additionally, the Applicant presented the Project to the ANC 3C Planning and Zoning Committee at its regularly-scheduled meeting on June 6, 2016 and, at the request of the ANC, plans to present the Project at the ANC's regularly scheduled meeting on July 18, 2016. Accordingly, the Applicant has complied with the ANC meeting requirement in Section Z-300.9. The Applicant will continue its communication with all stakeholders to ensure the Project achieves the goals of the District of Columbia and of the community.

## **VI. LIST OF PUBLICLY AVAILABLE DOCUMENTS**

- A. The Zoning Regulations and Zoning Map of the District of Columbia, available at [dcoz.dc.gov](http://dcoz.dc.gov).
- B. The Comprehensive Plan of the District of Columbia, available at [planning.dc.gov/page/comprehensive-plan](http://planning.dc.gov/page/comprehensive-plan).

## **VII. CONCLUSION**

The Applicant submits that the Project complies with the requirements of Subtitle X, Chapter 3 and related provisions of the Zoning Regulations applicable to Zoning Commission review and approval of a Consolidated PUD and Related Map Amendment application; complies with the 1910 Height of Buildings; is consistent with the Comprehensive Plan; will provide significant public benefits that would not be provided by matter-of-right development; and will enhance the health, welfare, safety, and convenience of the citizens of the District of Columbia. The Applicant aspires to make this a distinguished project that will be a credit to its developers and to the community.

For the foregoing reasons, the Applicant submits that the Consolidated PUD and related Map Amendment application should be set down for a hearing by the Zoning Commission at its earliest convenience.

Respectfully submitted,  
GOULSTON & STORRS, PC

/s/ Phil Feola  
Phil T. Feola

/s/ Cary Kadlecek  
Cary R. Kadlecek

June 16, 2016

D.C. Zoning Commission  
441 4<sup>th</sup> Street NW, Suite 210S  
Washington, DC 20001

Re: Owners' Agent Authorization Letter – Application for Planned Unit Development and Zoning Map Amendment for 2660 Woodley Road NW (Square 2132, Lots 839, 843, 844, 846, and 849-851)

Dear Members of the Commission:

This letter hereby authorizes the law firm of Goulston & Storrs to file the above-referenced application and to represent us in all proceedings before the Zoning Commission relating to such application.

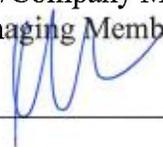
Sincerely,

OWNER:

**WARDMAN HOTEL, L.L.C.**

By: Wardman Investor, L.L.C., its Managing Member

By: JBG/Company Manager, L.L.C., its Managing Member

By:  \_\_\_\_\_

Name: **Kevin P. Reynolds**

**Authorized Signatory**

Title: \_\_\_\_\_

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File an Application for a Consolidated Planned Unit Development and Zoning Map Amendment for Lots 839, 843, and 849 in Square 2132 was mailed to Advisory Neighborhood Commission 3C and the owners of all property within 200 feet of the perimeter of the project site on May 6, 2016, at least 45 calendar days prior to the filing of this application for a Planned Unit Development and Zoning Map Amendment as required by the Zoning Regulations of the District of Columbia, 11 DCMR (Zoning) §§ Z-300.7 & Z-300.8.

A copy of the notice is attached hereto.



Cary R. Kadlecek

## **RE-NOTICE OF INTENT TO FILE A ZONING APPLICATION**

### **Application to the District of Columbia Zoning Commission For Two Planned Unit Developments and Related Zoning Map Amendment**

May 6, 2016

Wardman Hotel, LLC and Wardman Park Residential, LLC (“**Applicant**”) give new notice of their intent to file two applications for two Planned Unit Developments (“**PUD**”) and a related Zoning Map amendment for the property known as 2660 Woodley Road NW (Square 2132, Lots 831, 839, 843, 844, 846, and 849-851) (“**Subject Property**”). The Applicant will file these applications under the 2016 Zoning Regulations, which become effective on September 6, 2016. This is an update to the Notice of Intent sent on April 15, 2016.

The Subject Property currently contains the Washing Marriott Wardman Park hotel plus two residential structures. It contains of approximately 415,835 square feet of land area and is zoned R-5-B and R-5-D. It is included in the high density residential and medium density residential land use categories on the District of Columbia Future Land Use Map.

As part of both PUDs, the Applicant proposes to rezone the Subject Property to the RA-4 zone. For the first application, the Applicant proposes the development of a consolidated PUD on the north side of the Subject Property for a new residential building with a maximum height of approximately 90 feet and containing approximately 221,522 gross square feet and approximately 110-120 residential units. Parking will be accommodated in the existing underground garage on the Subject Property. For the second application, the Applicant proposes a First-Stage PUD for four new residential buildings on the south side of the Subject Property. Each of the First-Stage PUD buildings will have a maximum height of 90 feet, and, in total, the First-Stage PUD will contain approximately 1,313,025 gross square feet.

The Applicant and its development team have met with members of Advisory Neighborhood Commission (“**ANC**”) 3C, the Woodley Park Neighborhood Association, and other members of the community regarding the PUD projects, and are available to discuss the proposed development with all interested groups and individuals.

These applications will be filed with the District of Columbia Zoning Commission under Subtitle X, Chapter 3 of the District of Columbia Zoning Regulations, 11 DCMR (effective September 6, 2016, as amended), and this Notice is given pursuant to Subtitle Z, Section 300.7 of the Zoning Regulations. The project architects are David M. Schwarz Architects and Gensler. The land use counsel is Goulston & Storrs, P.C. If you require additional information regarding the proposed PUD applications, please contact Cary Kadlecek, Esq. (202-721-1113).

NAME AND MAILING ADDRESS OF THE OWNERS OF ALL PROPERTY WITHIN 200  
FEET IN ALL DIRECTIONS FROM ALL BOUNDARIES OF THE PROPERTY INVOLVED  
IN THE APPLICATION

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
2108	2	2647 Woodley Road NW	2647 Woodley LLC 2224 R Street NW Washington DC 20008-4035
2108	3	2649 Woodley Road NW	William F. Carroll Trustee 2649 Woodley Road NW Washington DC 20008-4105
2108	4	2651 Woodley Road NW	Craig A. Gerson 2651 Woodley Road NW Washington DC 20008-4105
2108	5	2653 Woodley Road NW	John C. Laprade 2653 Woodley Road NW Washington DC 20008-4105
2108	6	2657 Woodley Road NW	Archdiocese of Washington PO Box 29260 Washington DC 20017-0260
2108	7	2659 Woodley Road NW	Estelle Cooke-Sampson 2659 Woodley Road NW Washington DC 20008-4105
2108	40	2700 Connecticut Avenue NW	2700 Connecticut Avenue LLC 3932 Military Road NW Washington DC 20015-2928
2108	804	2722 Connecticut Avenue NW	2722 Connecticut Avenue LLC 3932 Military Road NW Washington DC 20015-2928
2108	806	2665 Woodley Road NW	William W. Baum Rom Catholic St. Thomas Apostle Catholic Church 2665 Woodley Road NW Washington DC 20008-4105
2109	86	2703 Woodley Road NW	Peter P. Velasco 2703 Woodley Road NW Washington DC 20008-4113

2109	87	2705 Woodley Road NW	Federico Arcangeli 2705 Woodley Road NW Washington DC 20008-4113
2109	88	2707 Woodley Road NW	Kristen E. Schroeder 2707 Woodley Road NW Washington DC 20008-4113
2109	89	2709 Woodley Road NW	Polyxeni L. Molokotos 2709 Woodley Road NW Washington DC 20008-4113
2109	92	2700 27 <sup>th</sup> Street NW	The Aidan Montessori School 2700 27 <sup>th</sup> Street NW Washington DC 20008-2601
2132	26	2401 Calvert Street NW	Calvert House Associates LLC Edward H. Kaplan 1919 M Street NW, Suite 320 Washington DC 20036-3516
2132	29	2800 Woodley Road NW	Alonzo O. Bliss Properties William C. Smith & Co. 1100 New Jersey Avenue SE, Suite 1000 Washington DC 20003-3302
2132	30	2745 29 <sup>th</sup> Street NW	Delano LLC Keener Management 1746 N Street NW Washington DC 20036-2907
2132	827	2727 29 <sup>th</sup> Street NW	Smith Property Holdings 4411 Connecticut LLC Equity Residential PO Box 87407 Chicago IL 60680-0407
2132	829	2801 Calvert Street NW	District of Columbia 1350 Pennsylvania Avenue NW, Suite 307 Washington DC 20004-3003

2132	840	Woodley Road NW	The Woodley DC Residential LLC
2132	841	Woodley Road NW	730 3 <sup>rd</sup> Avenue
2132	842	Woodley Road NW	New York NY 10017-3206
2132	845	Woodley Road NW	
2132	847	Woodley Road NW	
2132	848	2700 Woodley Road NW	
2132	852	2700 Woodley Road NW	
2132	853	Woodley Road NW	
2132	2001-2107	2501 Calvert Street NW	President/Director Condominium Association
2132	2320	2501 Calvert Street NW	2501 Calvert Street NW
2132	2321	2501 Calvert Street NW	Washington DC 20008-2620
2132	2109-2319	2701 Calvert Street NW	Henry Adams House Apartments LLC 6701 Democracy Boulevard, Suite 711 Bethesda MD 20817-1596
2132	2322	2660 Connecticut Avenue NW A	Nash Wardman Tower Residential LLC 4445 Willard Avenue Chevy Chase MD 20815-3690
2132	2323	2660 Connecticut Avenue NW B	Wardman Tower LLC 4445 Willard Avenue, Suite 400 Chevy Chase MD 20815-4641
2138	811	2502 Calvert Street NW	Shoreham West Cooperative Apartments Inc. 2700 Calvert Street NW Washington DC 20008-2621
2138	812	2500 Calvert Street NW	Omni Shoreham Corporation Omni Hotels Management Corp. 4001 Maple Avenue, Suite 500 Dallas TX 75219-3241
2200	63	2800 Calvert Street NW	Amale Saliba 2800 Calvert Street NW Washington DC 20008-2665
2203	95	2608-2612 Connecticut Avenue NW	Taginya Family LLC 2612 Connecticut Avenue NW Washington DC 20008-1521

2203	104	2614 Connecticut Avenue NW	2614 Conn Ave LLC Frank Emmet Real Estate Inc. 8609 2 <sup>nd</sup> Avenue, Unit 502 Silver Spring MD 20910-3360
2203	105	2616 Connecticut Avenue NW	2616 Connecticut Ave LLC Commercial Investors 7101 Wisconsin Avenue, Suite 1203 Bethesda MD 20814-4873
2203	106	2618 Connecticut Avenue NW	
2203	116	2620 Connecticut Avenue NW	Lawrence A. Miller Trustee Michael Kain 1601 Connecticut Avenue NW, Ste Washington DC 20009-1070
2203	117	2624 Connecticut Avenue NW	Washington Metropolitan Area Transit Authority (WMATA) Real Estate Office 600 5 <sup>th</sup> Street NW Washington DC 20001-2610
2203	826	2605-2607 24 <sup>th</sup> Street NW	Spiegel Family Trust 1204 William C. Smith & Co. 1100 New Jersey Avenue SE, Ste Washington DC 20003-3350
2204	148	2649 Connecticut Avenue NW	Nuha LLC 2649 Connecticut Avenue NW Washington DC 20008-1522
2204	149	2651 Connecticut Avenue NW	Edwin S. Rockefeller 2801 New Mexico Avenue NW, Unit 1024 Washington DC 20007-3921
2204	161	2633-2641 Connecticut Avenue NW	Grosvenor Urban Retail LP 1701 Penn Avenue NW, Suite 1050 Washington DC 20006-5805
2204	2011- 2014	2643-2647 Connecticut Avenue NW	2643 Investors LLC 10 Galesville Court Gaithersburg MD 20878-2050
	2021- 2023	2643-2647 Connecticut Avenue NW	
2204	2015	2647 Connecticut Avenue NW	
2204	2016	2647 Connecticut Avenue NW	
2204	2020	2647 Connecticut Avenue NW	

2204	2017	2647 Connecticut Avenue NW, Unit 301	Rachael L. Wilcox 2647 Connecticut Avenue NW, Unit 301 Washington DC 20008-1500
2204	2018	2647 Connecticut Avenue NW, Unit 302	Megalo LLC 10 Galesville Court Gaithersburg MD 20878-2050
2204	2019	2647 Connecticut Avenue NW, Unit 303	2643 Investors LLC 11604 Elkin Street Wheaton MD 20902-2835
2204	2024	2643-2647 Connecticut Avenue NW	Tom Katis LLC
2204	2025	2643-2647 Connecticut Avenue NW	10 Galesville Court
2204	2026	2643-2647 Connecticut Avenue NW	Gaithersburg MD 20878-2050
2204	2027	2643-2647 Connecticut Avenue NW	2643 Investors LLC
2204	2028	2643-2647 Connecticut Avenue NW	1912 Sunderland Place NW
2204	2029	2643-2647 Connecticut Avenue NW	Washington DC 20036-1608
			ANC 3C PO Box 4966 Washington DC 20008
			Gwendolyn Bole ANC 3C02 2833 29 <sup>th</sup> Place NW Washington DC 20008

**CERTIFICATE OF SERVICE**

I HEREBY CERTIFY that on June 24, 2016 a copy of the attached application and accompanying materials was delivered via U.S. Mail or messenger to the following:

D.C. Office of Planning  
1100 4<sup>th</sup> Street SW, Suite E650  
Washington, DC 20024

Advisory Neighborhood Commission 3C  
P.O. Box 4966  
Washington, DC 20008

A handwritten signature in blue ink, appearing to read "Cary Kadlecek", is written over a horizontal line.

Cary Kadlecek

DISTRICT OF COLUMBIA GOVERNMENT  
OFFICE OF THE SURVEYOR

Washington, D.C., April 12, 2016

Plat for Building Permit of SQUARE 2132 LOTS 831, 839, 843, 844, 846, 847, 849, 850, 851, 852 & 853

Scale: 1 inch = 80 feet

Recorded in A&T Book Page 3842-K (Lot 839, 844)  
Recorded in A&T Book Page 3842-N (Lot 843, 849, 850, 853)  
Recorded in A&T Book Page 3842-L (Lot 846, 847, 852)  
Recorded in A&T Book Page 3842-M (Lot 851)  
Recorded in A&T Book Page 3821-Z (Lot 831)

Receipt No. 16-04332

Furnished to: DIANA HERNDON

I hereby certify that all existing improvements shown thereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining Lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified that all Lot divisions or combinations pending at the Office of Tax & Revenue are correctly depicted, and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and private restricted property.) Owner/Agent shall indemnify, defend, and hold the District, its officers, employees and agents harmless from and against any and all losses, costs, claims, damages, liabilities, and causes of action (including reasonable attorneys' fees and court costs) arising out of death of or injury to any person or damage to any property occurring on or adjacent to the Property and directly or indirectly caused by any acts done thereon or any acts or omissions of Owner/Agent; provided however, that the foregoing indemnity shall not apply to any losses, costs, claims, damages, liabilities, and causes of action due solely to the gross negligence or willful misconduct of District or its officers, employees or agents.

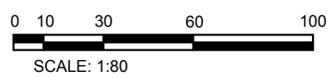
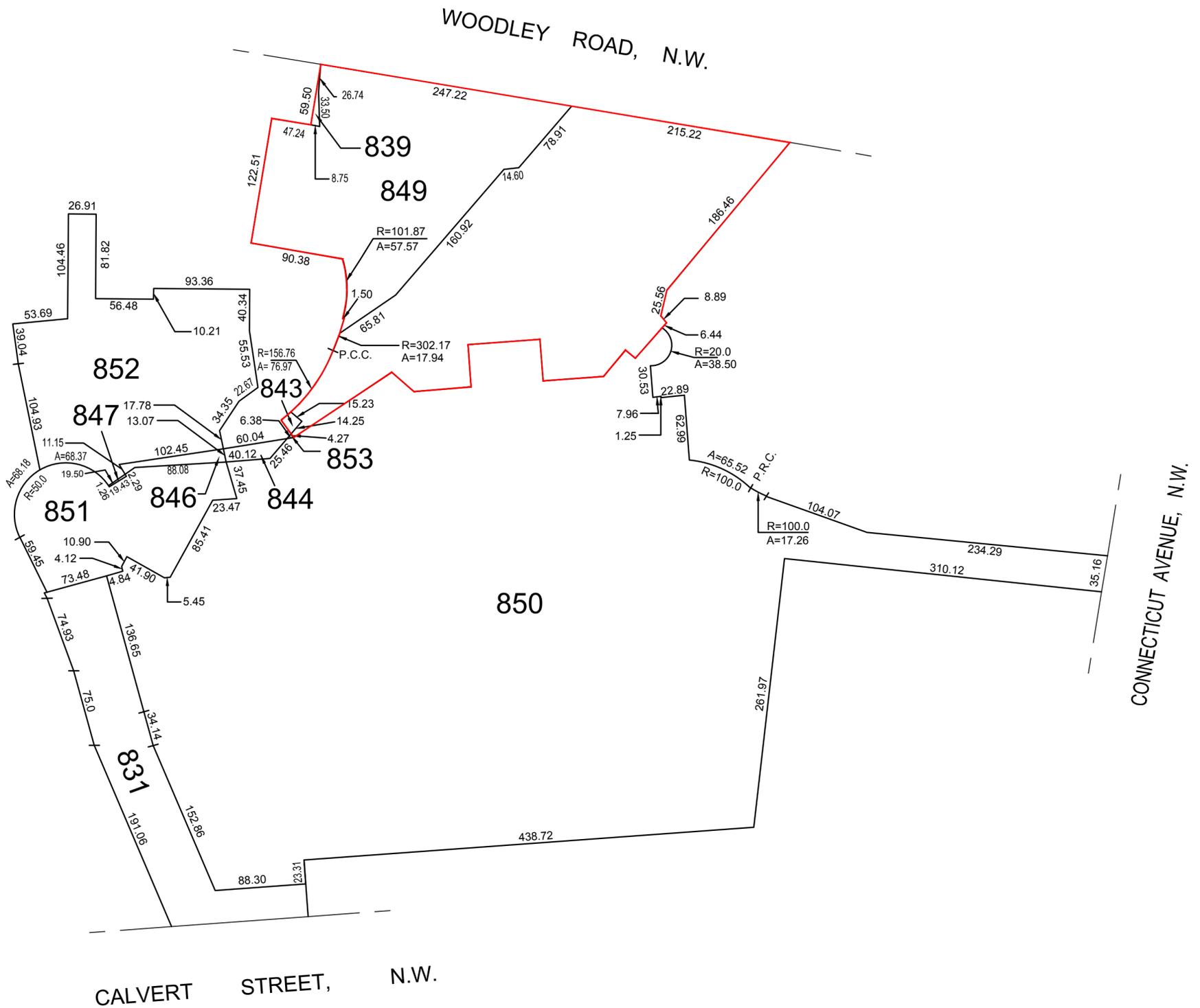
Date: \_\_\_\_\_

\_\_\_\_\_  
Surveyor, D.C.

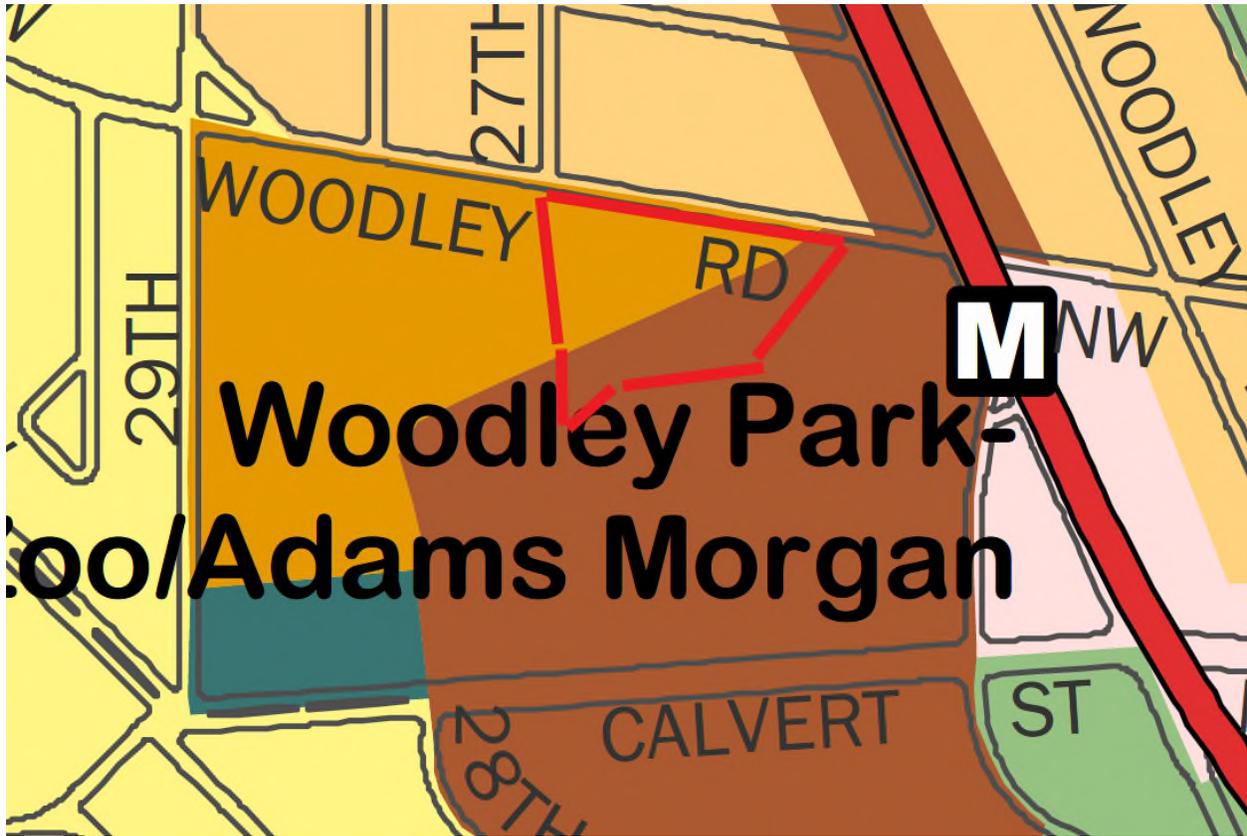
By: A.S.

\_\_\_\_\_  
(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.

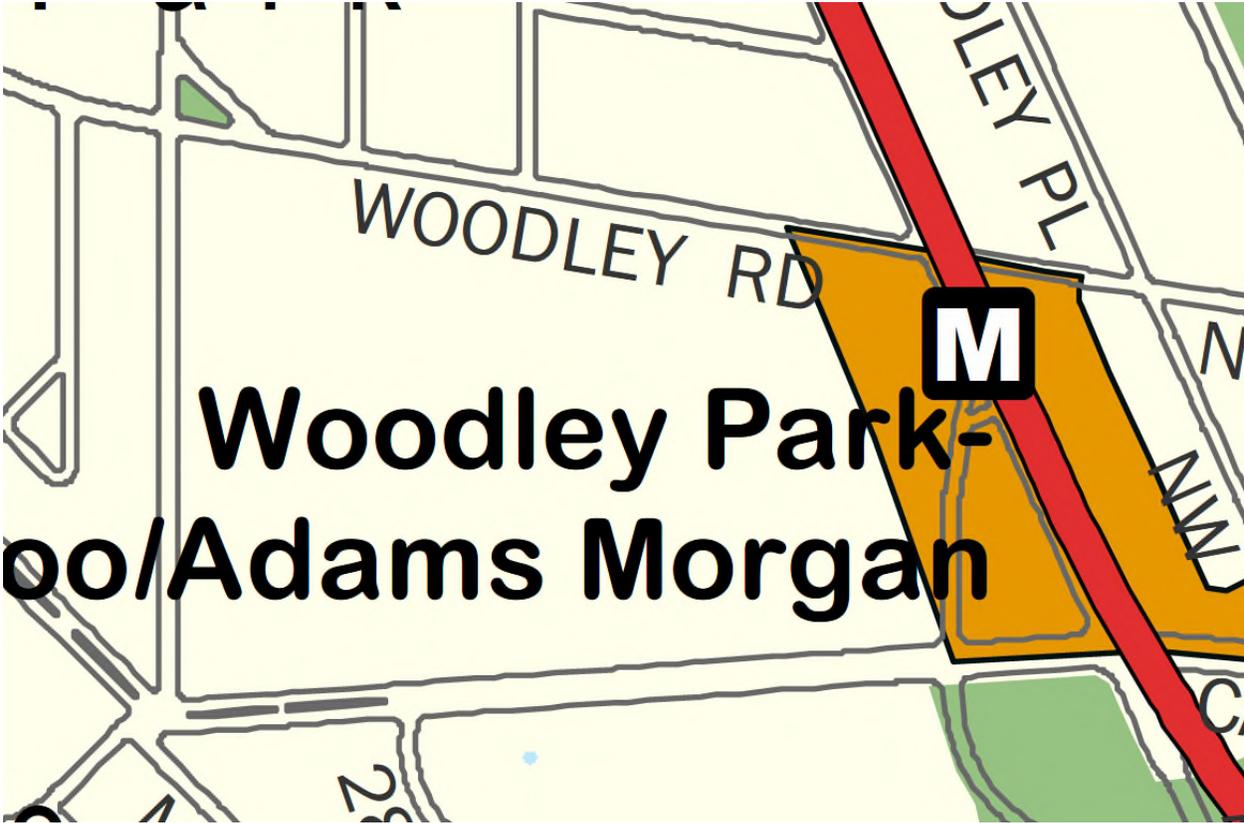


# FUTURE LAND USE MAP



-  Low Density Residential
-  Moderate Density Residential
-  Medium Density Residential
-  High Density Residential
-  Low Density Commercial
-  Moderate Density Commercial
-  Medium Density Commercial
-  High Density Commercial
-  Production, Distribution, and Repair
-  Federal
-  Local Public Facilities
-  Institutional
-  Parks, Recreation, and Open Space
-  Mixed Land Use
-  WATER

GENERALIZED POLICY MAP



-  Neighborhood Conservation Areas
  -  Neighborhood Enhancement Areas
  -  Land Use Change Areas
  -  Land Use Change Areas (Federal)
- Commercial/ Mixed Use Areas*
-  Main Street Mixed Use Corridors
  -  Neighborhood Commercial Centers
  -  Enhanced/New Neighborhood Centers
  -  Multi-Neighborhood Centers
  -  Enhanced/New Multi-Neighborhood Centers
  -  Regional Centers
  -  Central Employment Area

# WARDMAN PARK WASHINGTON, DC

CONSOLIDATED PUD APPLICATION  
JUNE 23, 2016



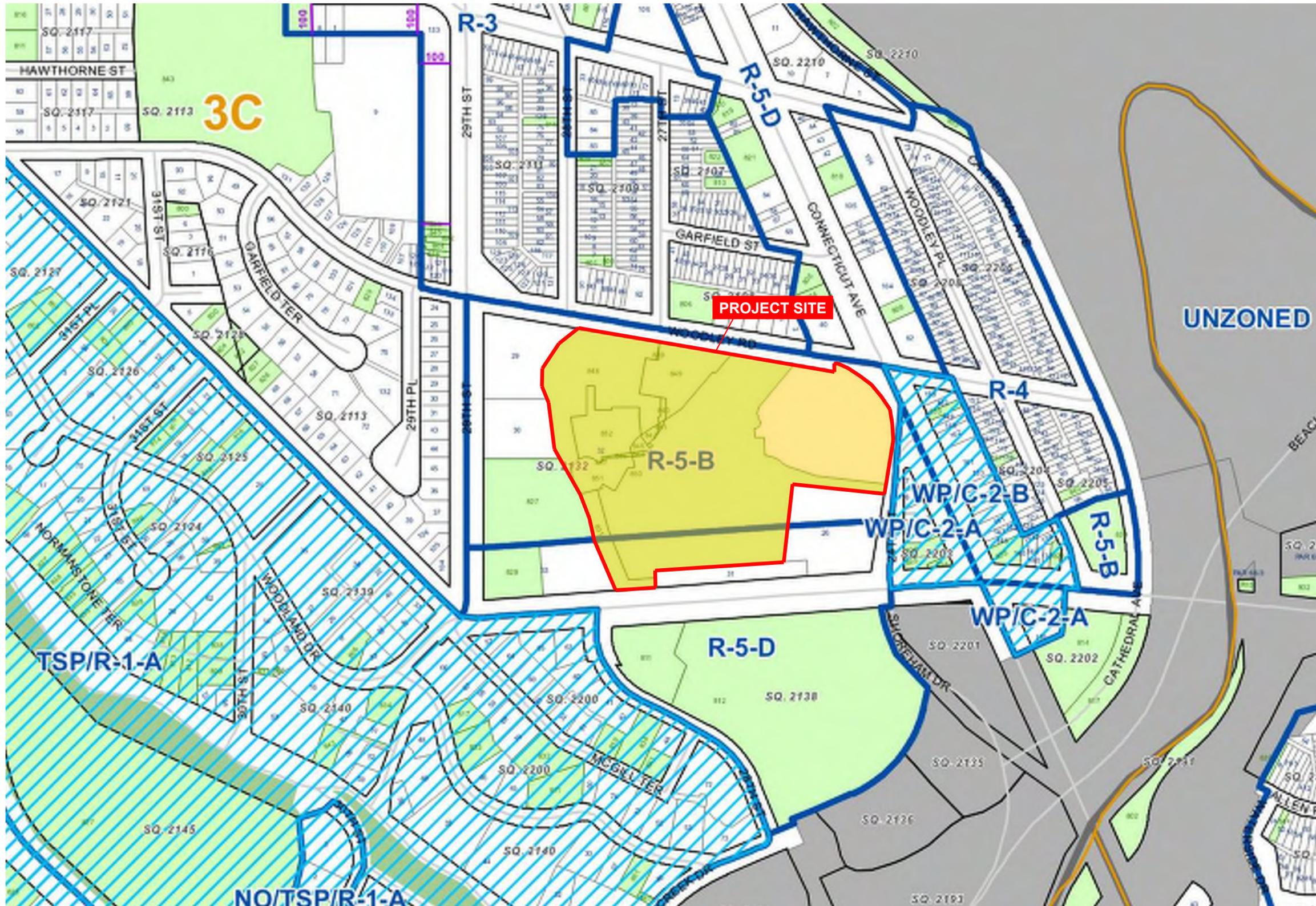
# SHEET INDEX

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A.01 SHEET INDEX  
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A.03 ZONING MAP  
A.04 ZONING DATA & TABULATIONS  
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L.03 OPEN SPACE COMPARISON  
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L.06 8TH FLOOR PLAN  
L.07 LANDSCAPE ENLARGEMENT PLAN  
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L.09 SECTION B: GARAGE ENTRY  
L.10 SECTION C: THE WOODLEY ENTRY  
L.11 SECTION D: SUNKEN TERRACE 1  
L.12 SECTION E: TERRACE LANDING  
L.13 SECTION F: SUNKEN TERRACE 2  
L.14 LANDSCAPE ENLARGEMENT PLAN  
L.15 SECTION G: ENTRY GARDEN  
L.16 SECTION H: DROP-OFF

CIV0001 COVER SHEET  
CIV0110 EXISTING CONDITIONS PLAN  
CIV0120 EROSION AND SEDIMENT CONTROL PLAN  
CIV0140 SITE PLAN  
CIV0150 UTILITY PLAN  
CIV0160 GRADING PLAN  
CIV0510 EROSION AND SEDIMENT CONTROL NOTES  
CIV0520 EROSION AND SEDIMENT CONTROL DETAILS  
CIV0710 STORMWATER MANAGEMENT PLAN

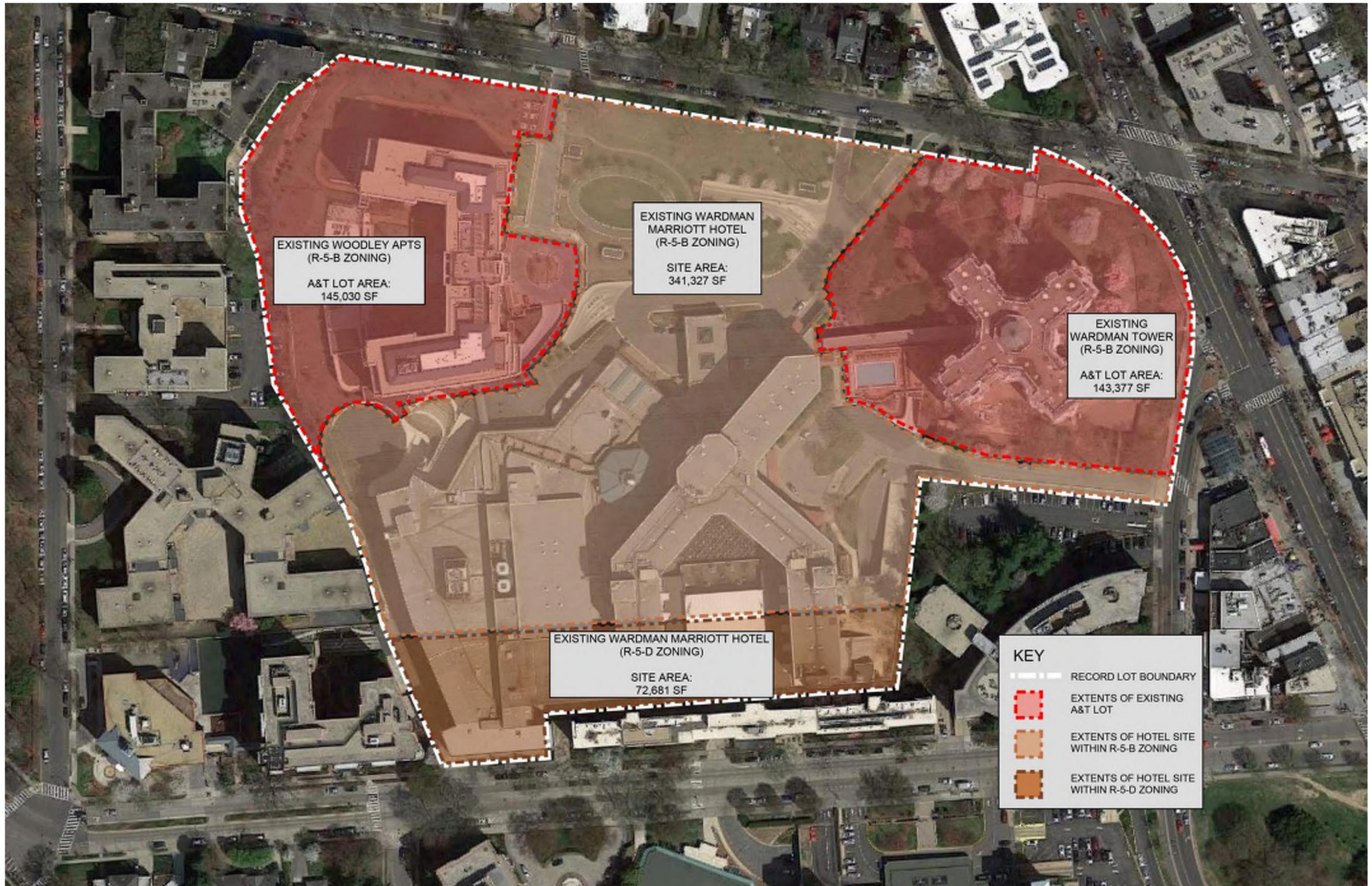


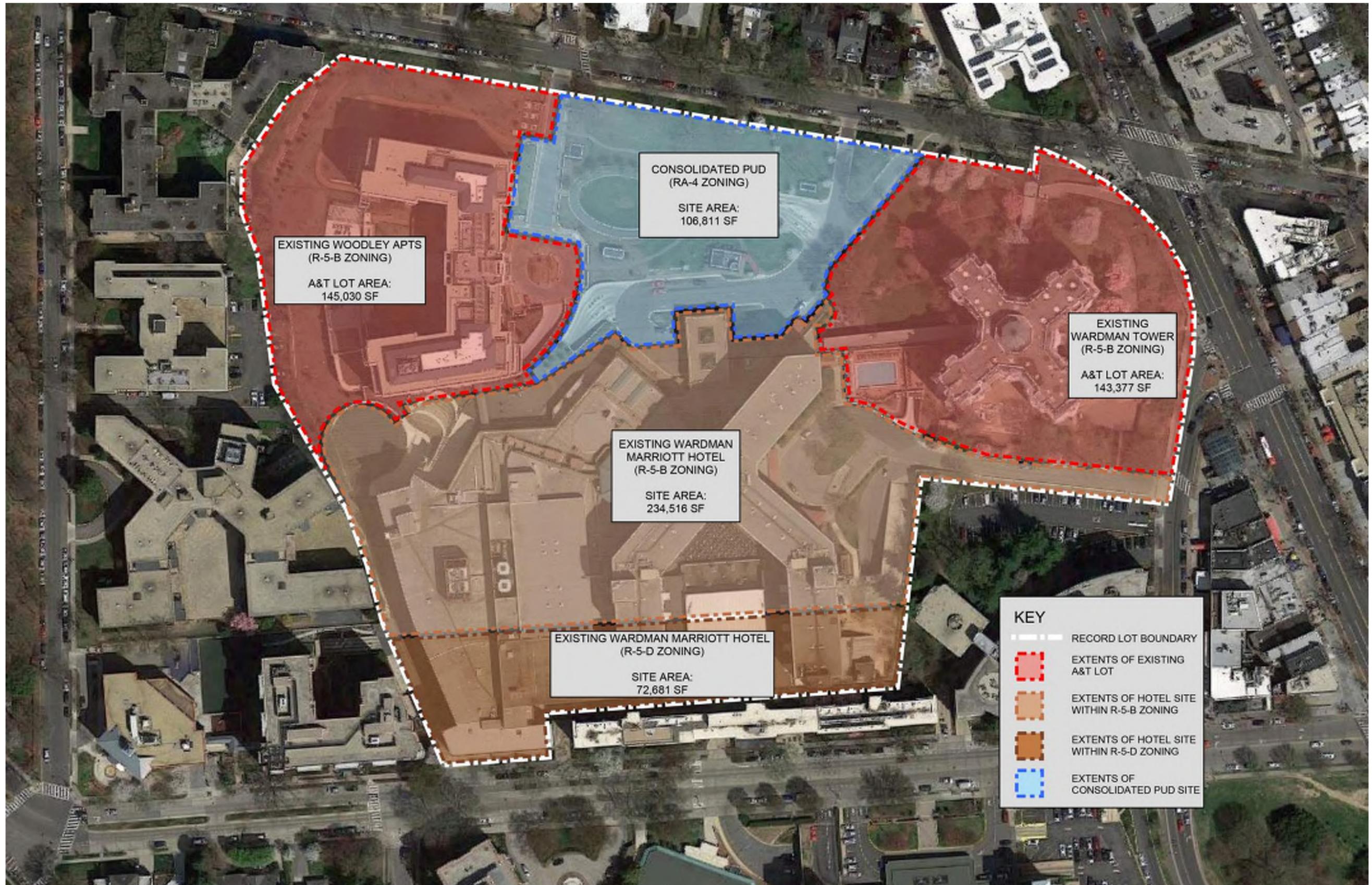


	NEW A&T LOT		REMAINDER OF PARCEL								TOTAL		
	RESIDENTIAL BUILDING		WARDMAN MARRIOTT (EXISTING)		WARDMAN TOWER (EXISTING)		WOODLEY (EXISTING)		TOTAL		ALLOWED/REQUIRED	PROVIDED	
	ALLOWED/REQUIRED	PROVIDED	ALLOWED/REQUIRED	PROVIDED	ALLOWED/REQUIRED	PROVIDED	ALLOWED/REQUIRED	PROVIDED	ALLOWED/REQUIRED	PROVIDED			
<b>USE</b>		Residential		Hotel		Residential		Residential		Hotel / Res.		Residential	
<b>CURRENT ZONING</b>		R-5-B		R-5-B/R-5-D		R-5-B		R-5-B		R-5-B/R-5-D		R-5-B/R-5-D	
<b>PROPOSED ZONING</b>		RA-4		NA		NA		NA		NA		NA	
<b>SITE AREA</b>													
ACRES		2.45		7.05		3.29		3.33		13.67		16.12	
SQUARE FEET		106,811		307,197		143,377		145,030		595,604		702,415	
<b>BUILDING FOOTPRINT (SF)</b>	80,108	28,834		196,690		26,222		37,759		260,671		369,613	
<b>LOT OCCUPANCY</b>	75.00%	27.00%		28.00%		3.73%		5.38%		43.77%	75.00%	52.62%	Subtitle F, 304.1
<b>GROSS FLOOR AREA (SF)</b>	538,327	235,101		943,834		177,854		283,214	1,212,458	1,404,902	1,750,785	1,640,003	
<b>FAR</b>	5.04 *	2.20							2.04 **	2.36	2.49 **	2.33	Subtitle F, 302.1
<b>PENTHOUSE</b>													
HEIGHT	20'-0"	20'-0"	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 303.2
AREA	42,724	11,873	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 1503.1
FAR	0.4	0.11	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 1503.1
SETBACK	20'-0"	20'-0" MIN.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 1502.1
<b>YARD SETBACKS</b>													
FRONT	NA	55'-8"	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle B, 304.4
REAR	30'-0"	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 305.1
SIDE	4'-0" ***	22'-6" MIN.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 306.1
<b>OPEN COURTS</b>													
WIDTH	30'-0"	42'-6"	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 202.1
<b>CLOSED COURTS</b>													
WIDTH	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 202.1
AREA (SF)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle F, 202.1
<b>BUILDING HEIGHT</b>	90'-0"	90'-0"	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle X, 303.7
<b>PARKING STALLS</b>	20 †	160	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 701.5
<b>LOADING</b>													
LOADING BERTH	1	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 901.1
LOADING PLATFORM	1	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 901.1
SERVICE LOADING SPACE	1	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 901.1
<b>BICYCLE PARKING STALLS</b>													
LONG-TERM	40	40	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 802.1
SHORT-TERM	6	6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Subtitle C, 802.1

NOTES

- \* Includes 20% Bonus for Inclusionary Zoning per Subtitle C, 1002.3 and compounded by an additional 20% per Subtitle X, 303.3 and 303.4
- \*\* Blended FAR based on mixed zoning
- \*\*\* If provided; otherwise not required
- † 50% reduction per Subtitle C, 702.1







LOOKING WEST  
FROM WOODLEY ROAD **01**  
A.05



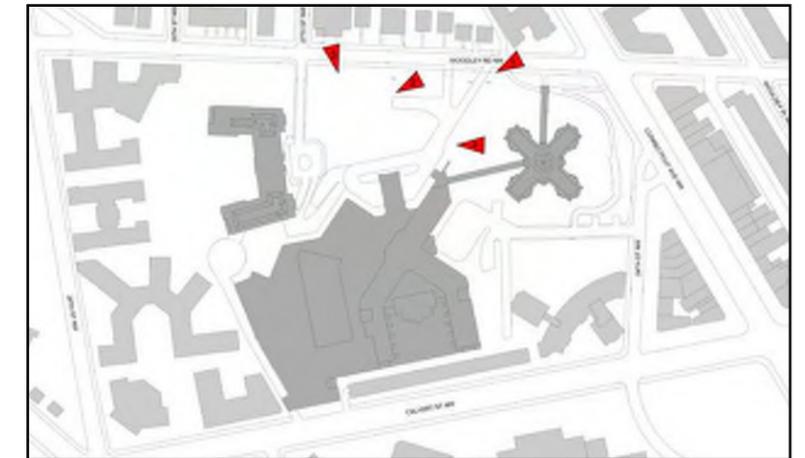
LOOKING SOUTHWEST  
ON SITE **02**  
A.05



LOOKING SOUTH  
FROM WOODLEY ROAD **03**  
A.05



LOOKING WEST  
ON SITE **04**  
A.05





AIDEN MONTESSORI SCHOOL 01  
A.06



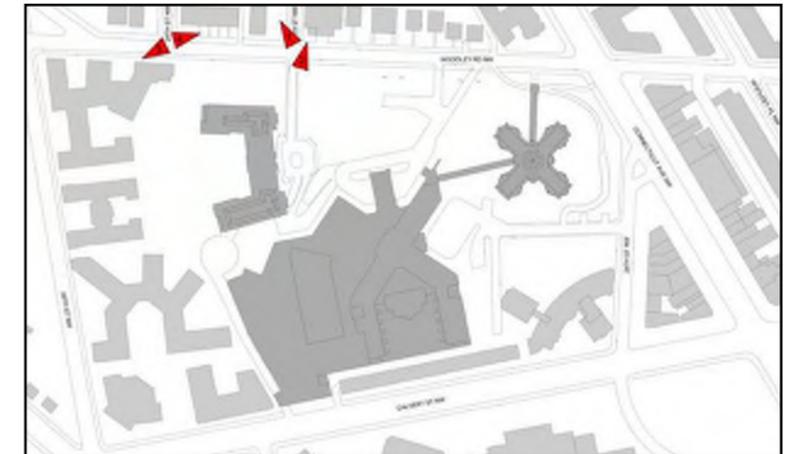
ST THOMAS APOSTLE CHURCH 02  
A.06



2800 WOODLEY ROAD NW 03  
A.06



TOWNHOUSES ON WOODLEY RD NW 04  
A.06





**A.09**

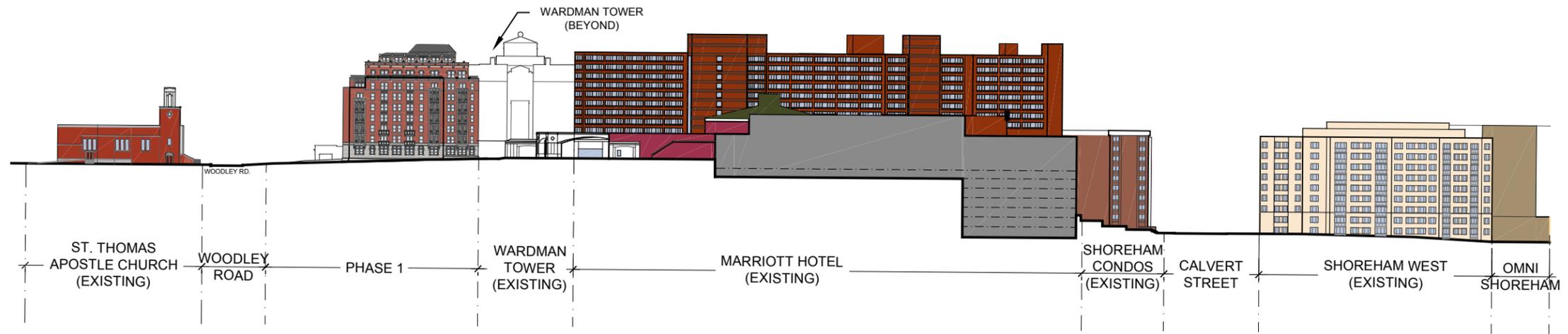
**PERSPECTIVE**

23 JUNE 2016

**WARDMAN PARK  
CONSOLIDATED PUD SUBMISSION**

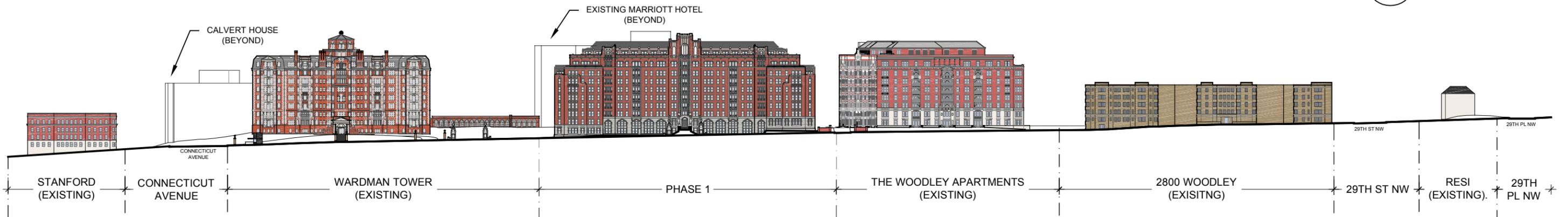
DESIGN ARCHITECT: DAVID M SCHWARZ ARCHITECTS  
MASTER PLANNER: GENSLER  
LANDSCAPE ARCH: LEMON BROOKE  
CIVIL ENGINEER: BOWMAN CONSULTING  
TRAFFIC CONSULTANT: GOROVE/SLADE ASSOCIATES  
LAND USE ATTORNEY: GOULSTON & STORRS





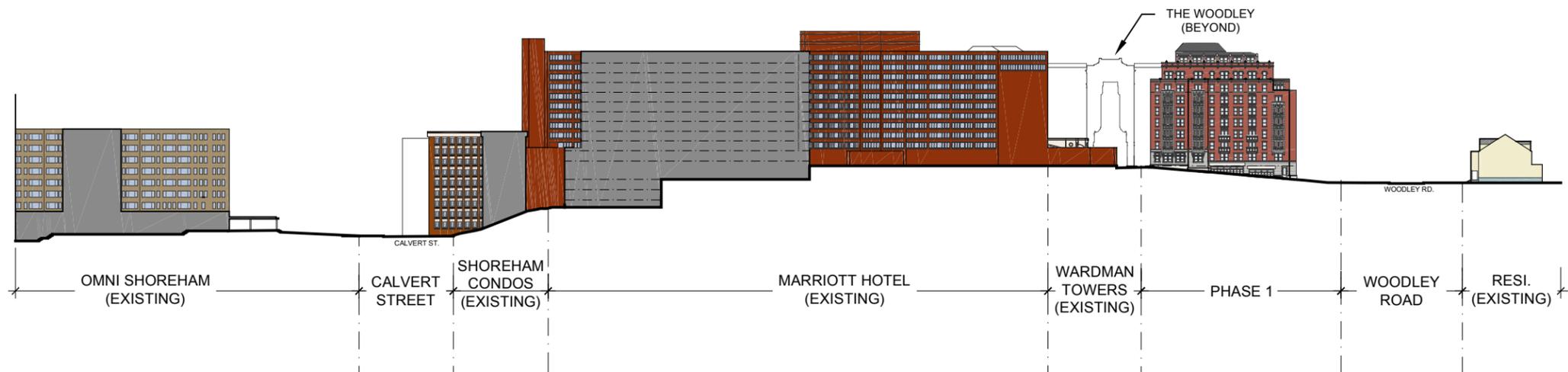
**SITE ELEVATION: WEST**

03  
A.09



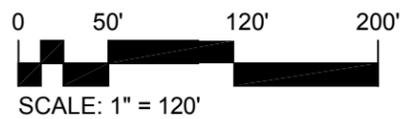
**SITE ELEVATION: NORTH**

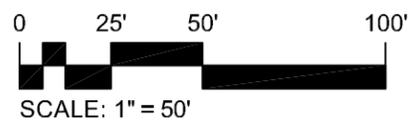
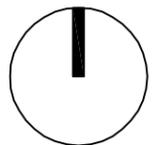
02  
A.09



**SITE ELEVATION: EAST**

01  
A.09





**A.11**

**EXISTING SITE PLAN**

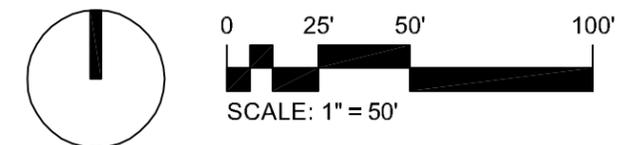
23 JUNE 2016

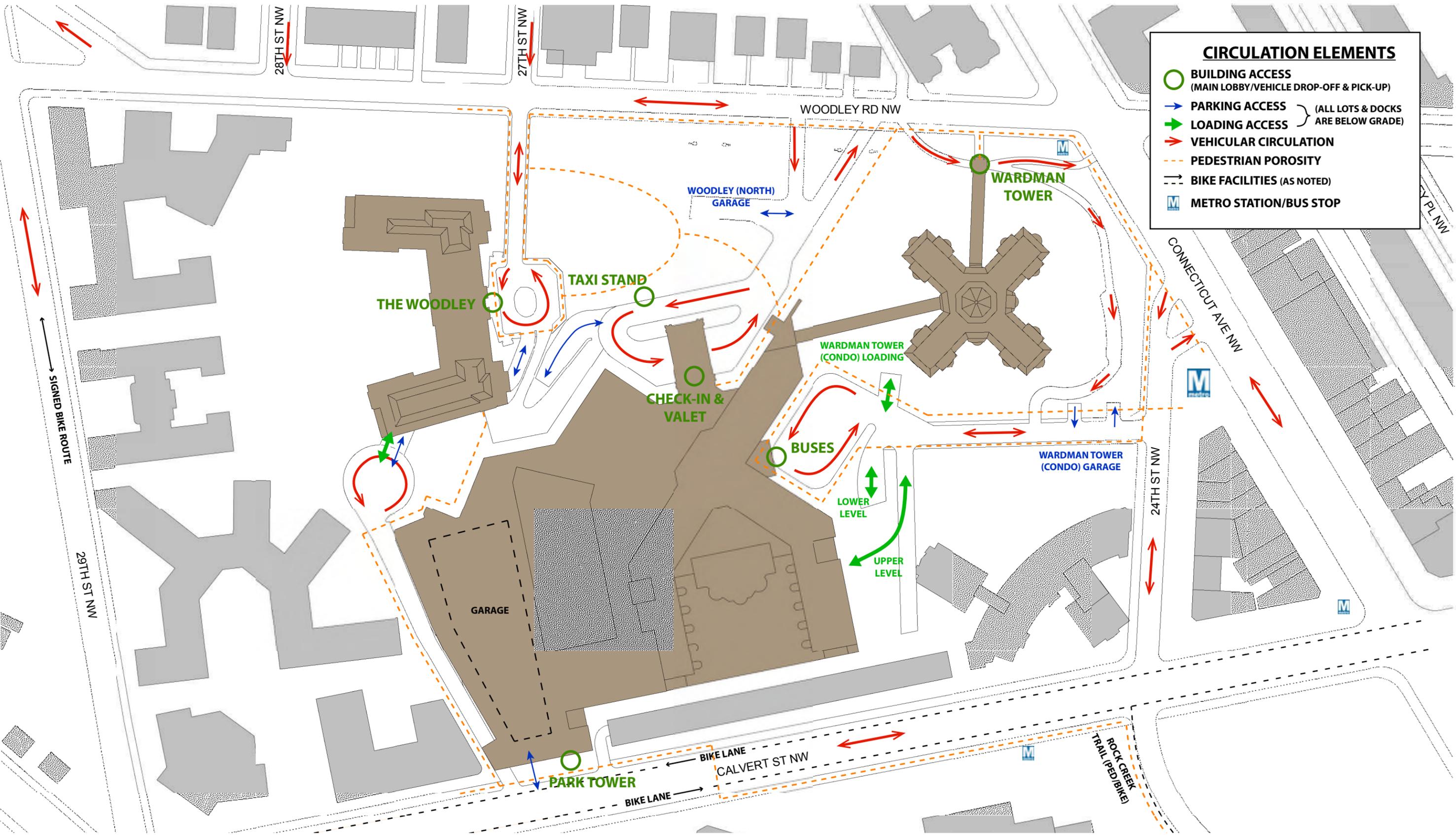
**WARDMAN PARK  
CONSOLIDATED PUD SUBMISSION**

DESIGN ARCHITECT: DAVID M SCHWARZ ARCHITECTS  
 MASTER PLANNER: GENSLER  
 LANDSCAPE ARCH: LEMON BROOKE  
 CIVIL ENGINEER: BOWMAN CONSULTING  
 TRAFFIC CONSULTANT: GOROVE/SLADE ASSOCIATES  
 LAND USE ATTORNEY: GOULSTON & STORRS



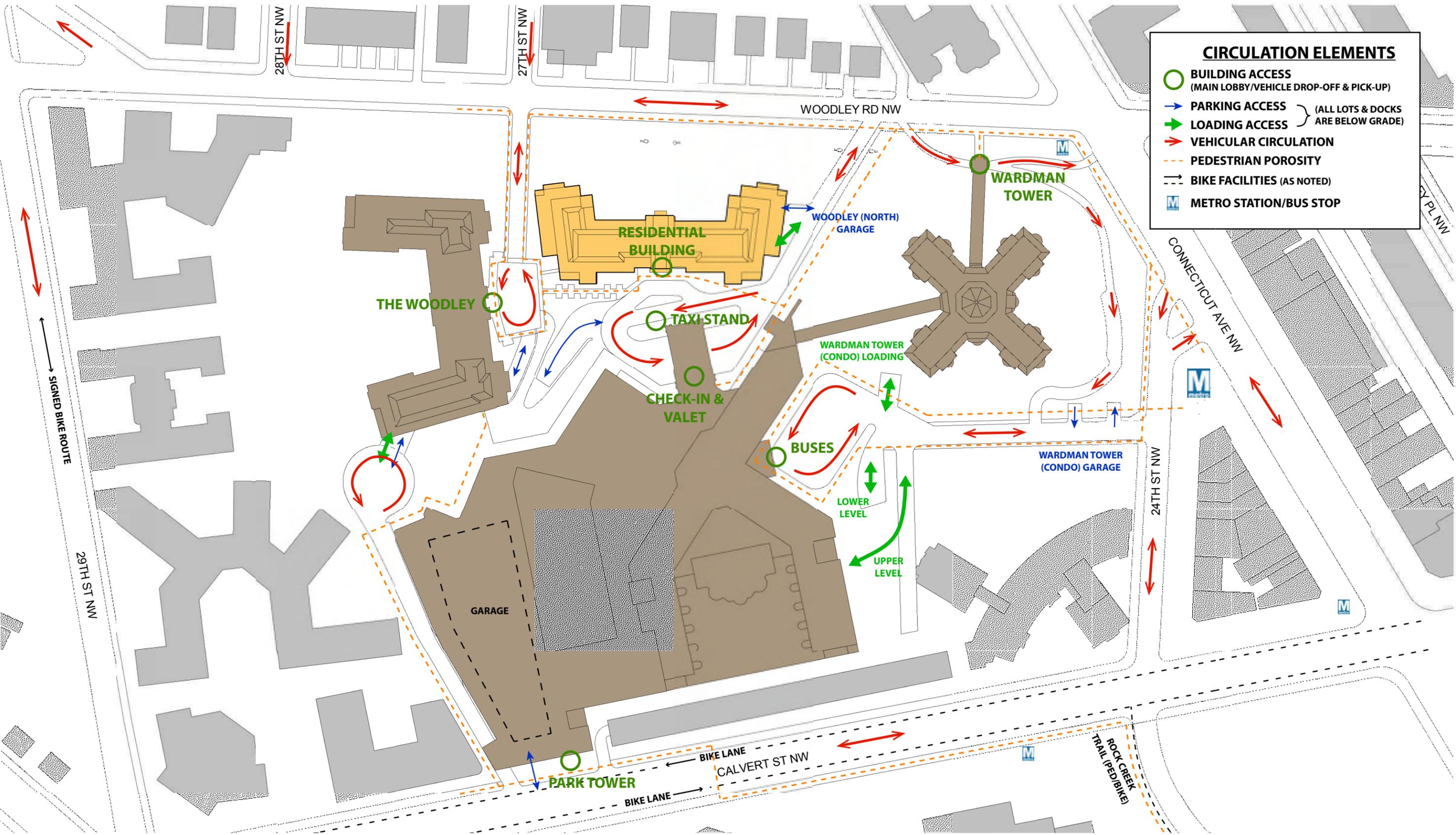
THE JBG COMPANIES





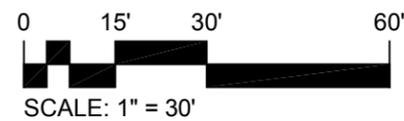
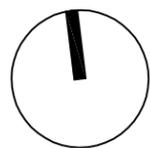
**CIRCULATION ELEMENTS**

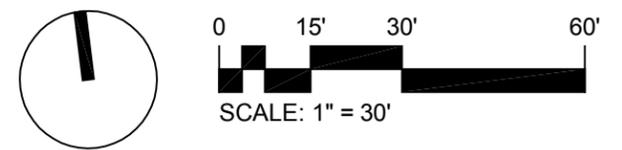
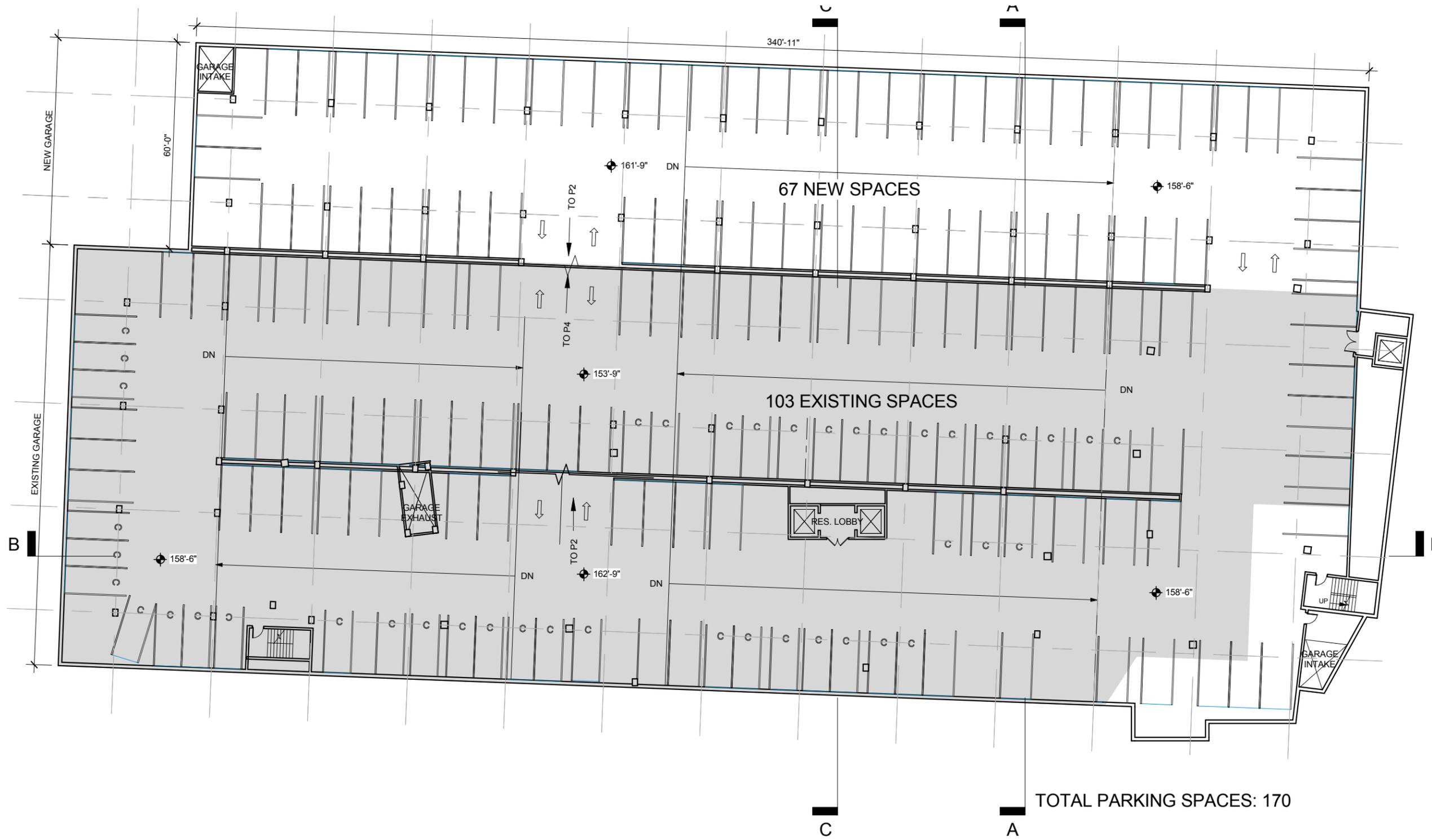
- **BUILDING ACCESS**  
(MAIN LOBBY/VEHICLE DROP-OFF & PICK-UP)
- ↔ **PARKING ACCESS**
- ↔ **LOADING ACCESS** (ALL LOTS & DOCKS ARE BELOW GRADE)
- ↔ **VEHICULAR CIRCULATION**
- - - **PEDESTRIAN POROSITY**
- - - **BIKE FACILITIES (AS NOTED)**
- M **METRO STATION/BUS STOP**

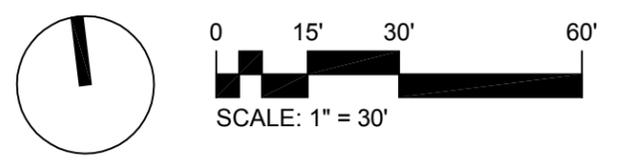
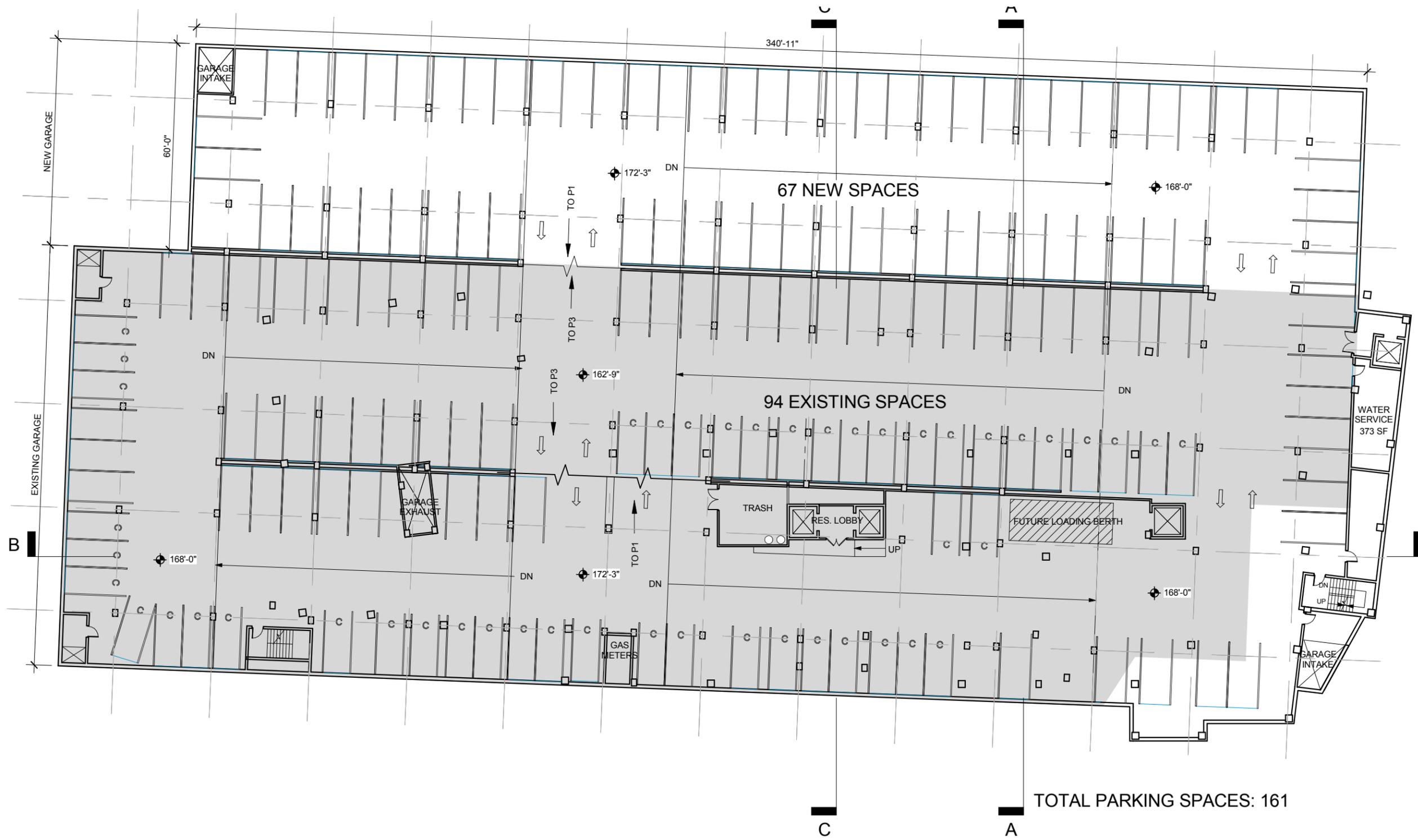


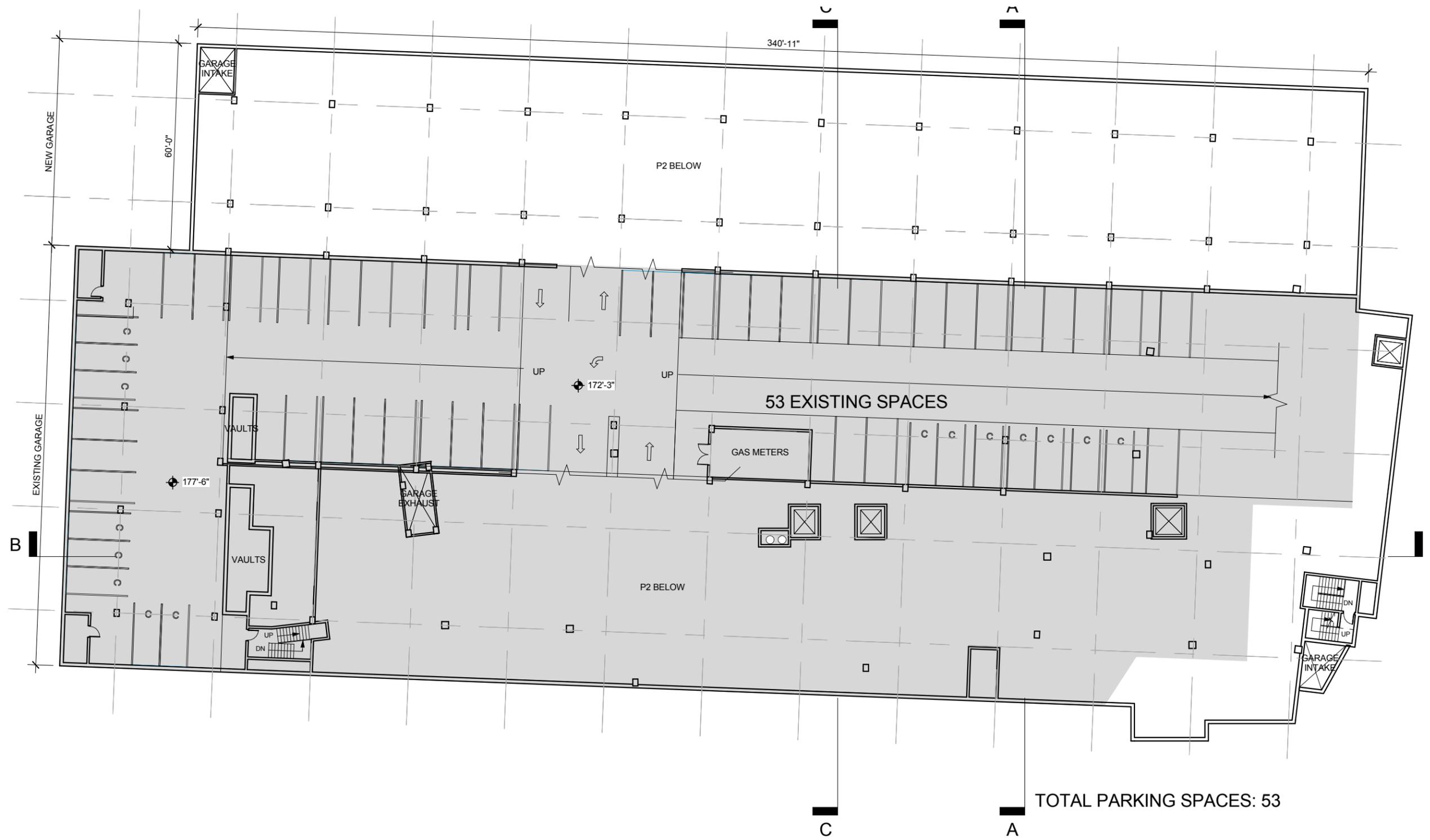


TOTAL PARKING SPACES: 63

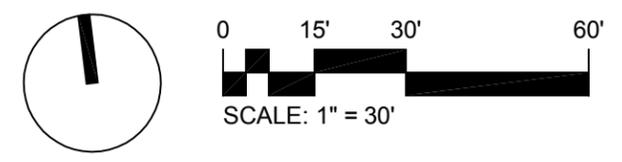


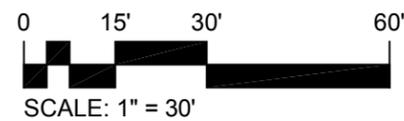
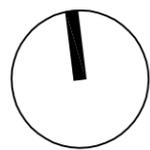
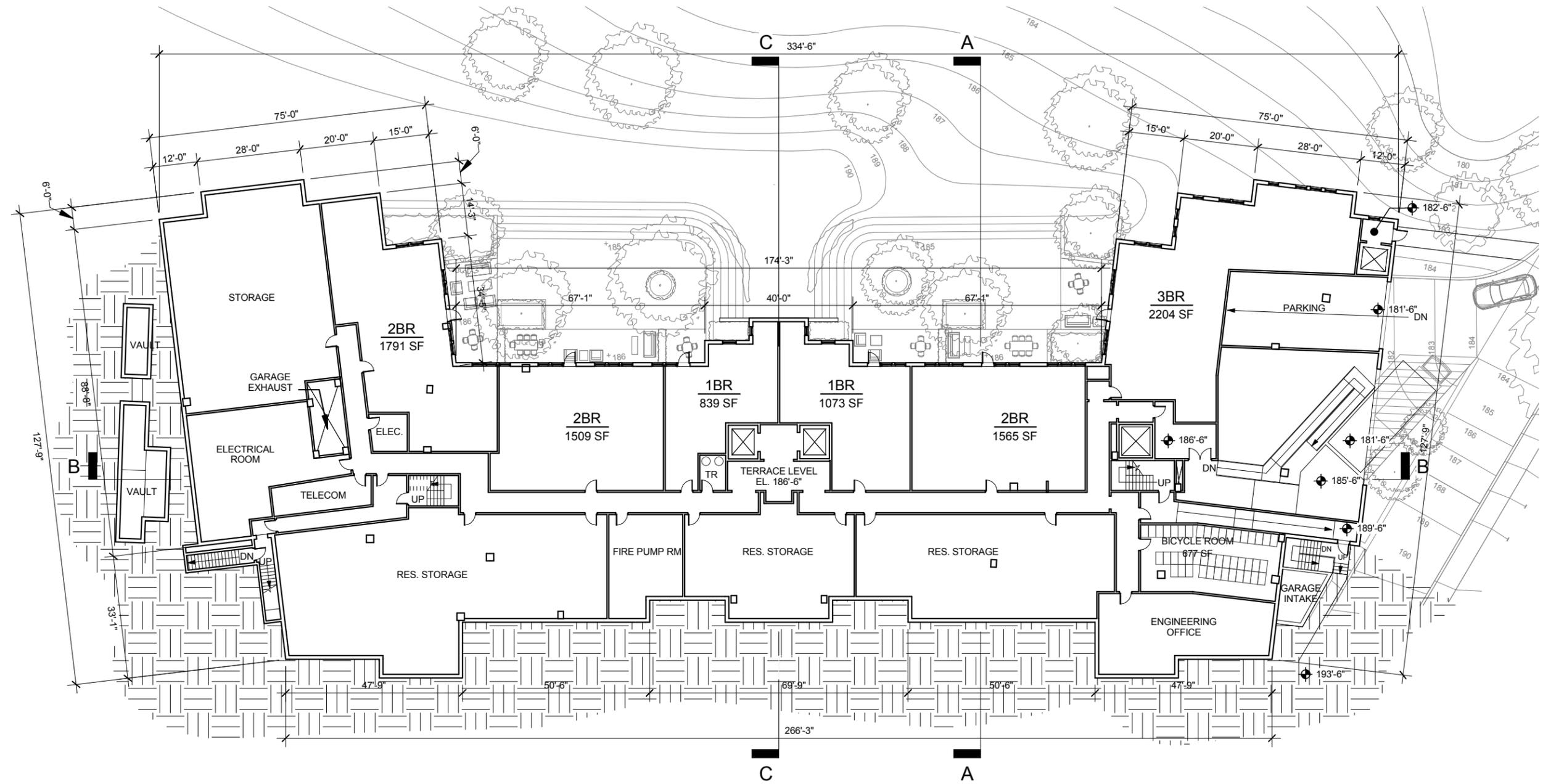






TOTAL PARKING SPACES: 53



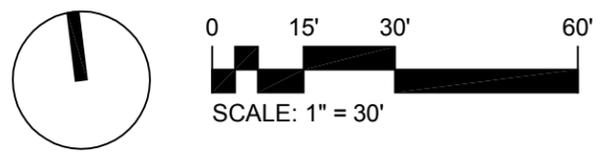
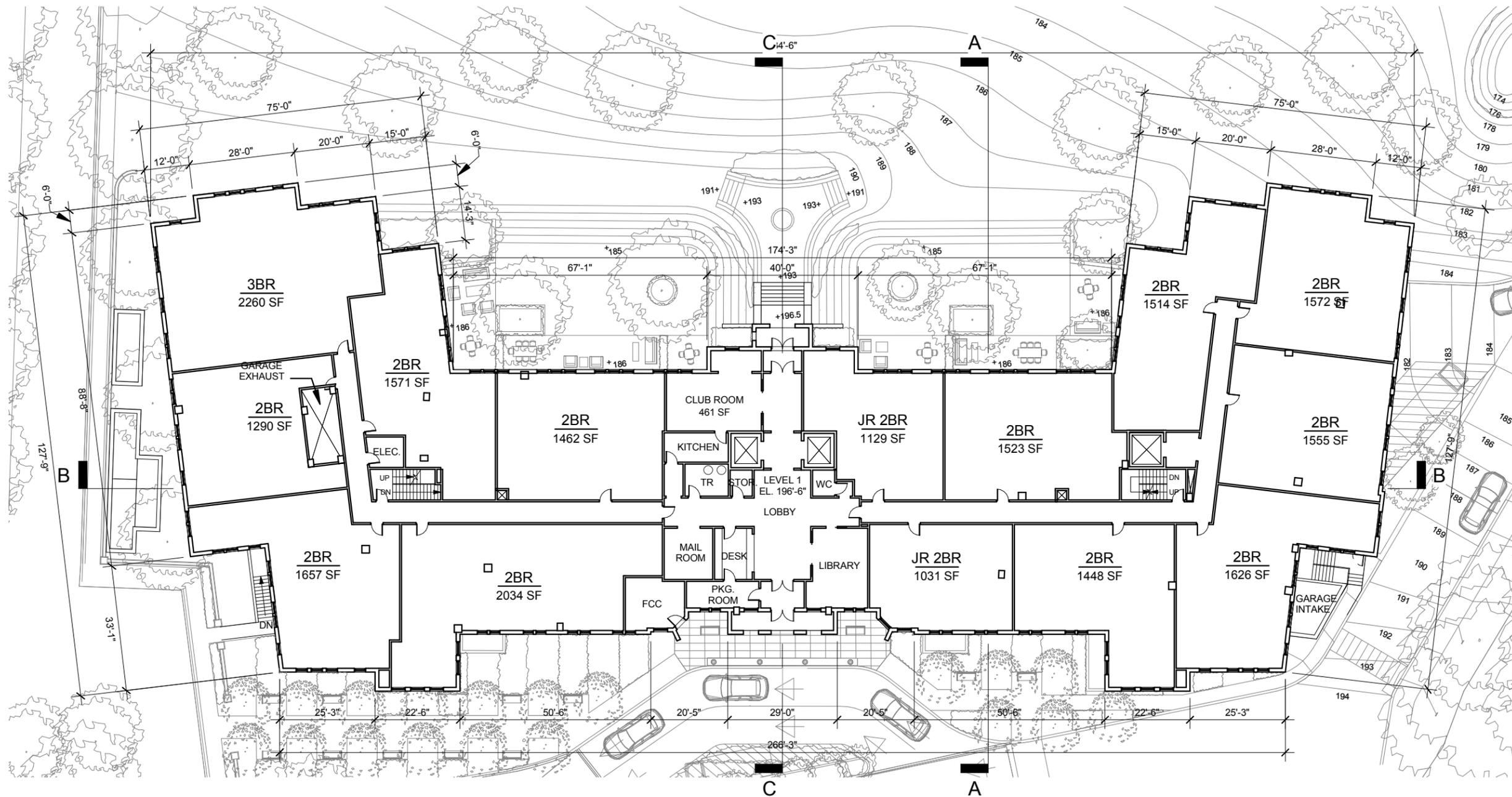


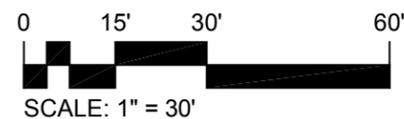
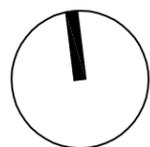
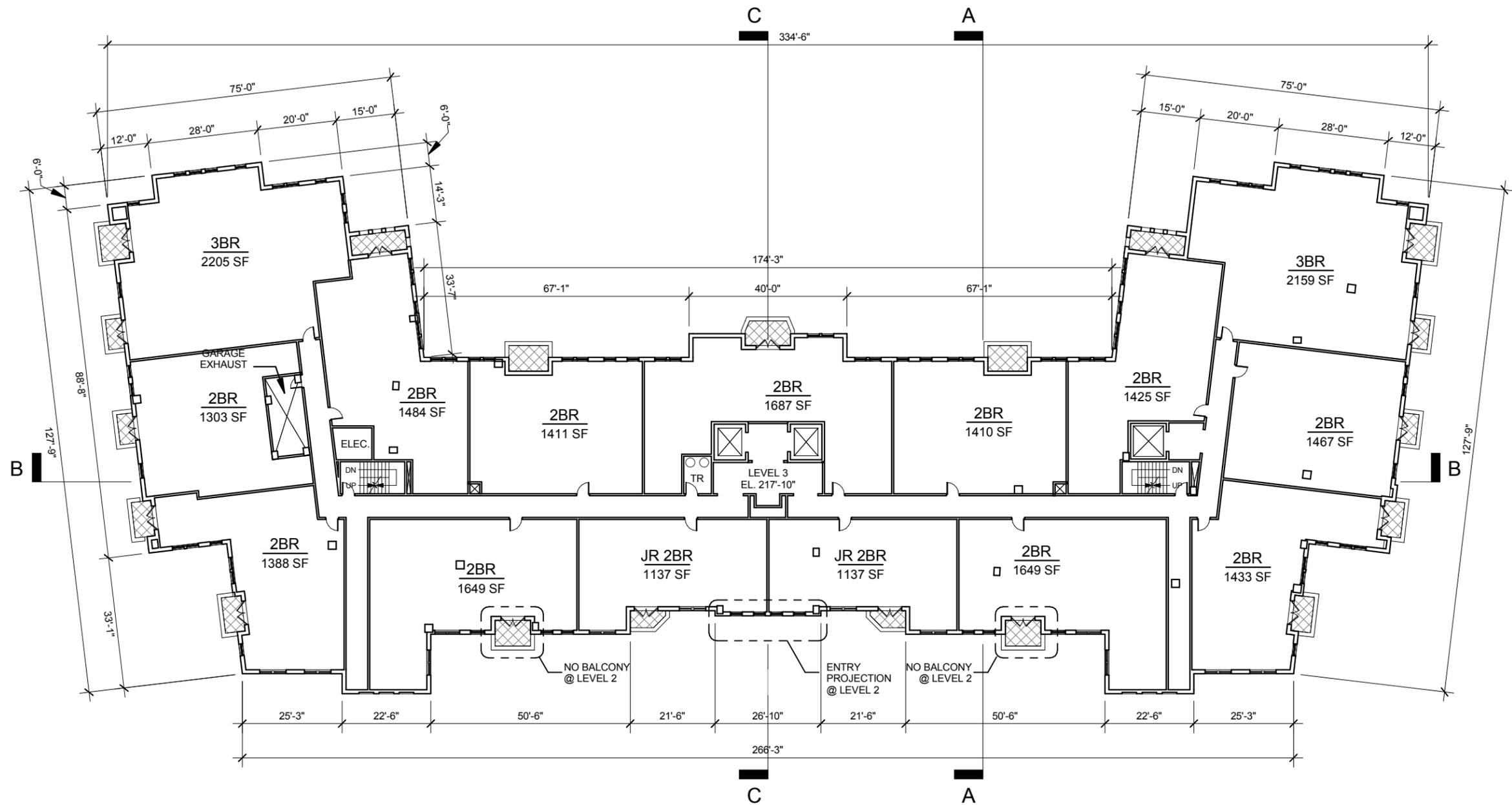
**A.19 TERRACE LEVEL PLAN**  
23 JUNE 2016

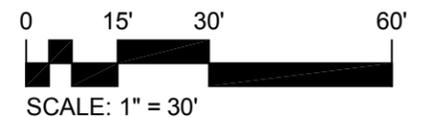
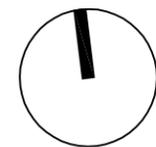
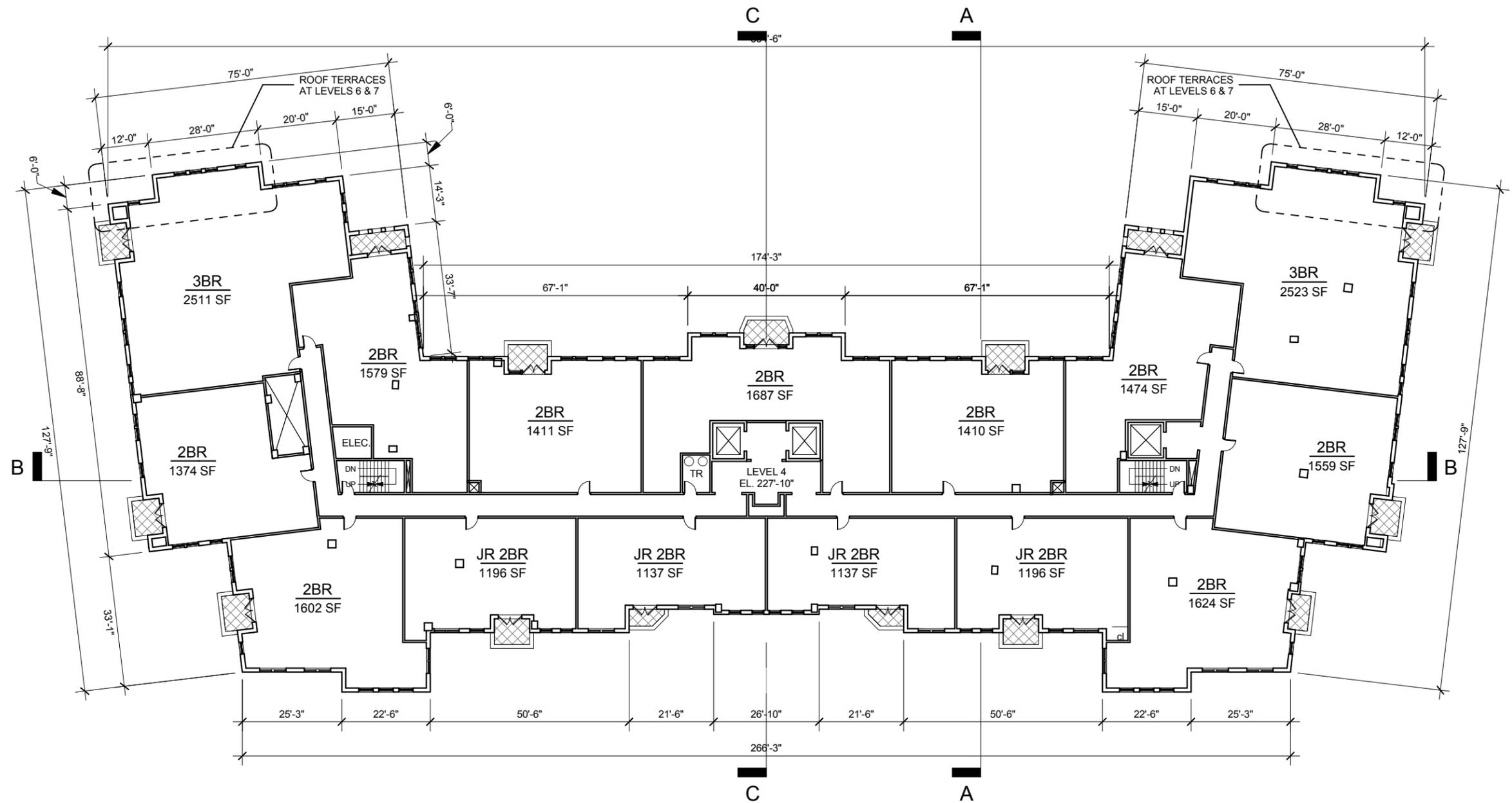
**WARDMAN PARK  
CONSOLIDATED PUD SUBMISSION**

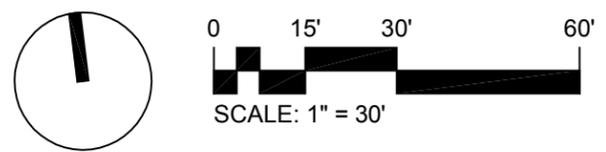
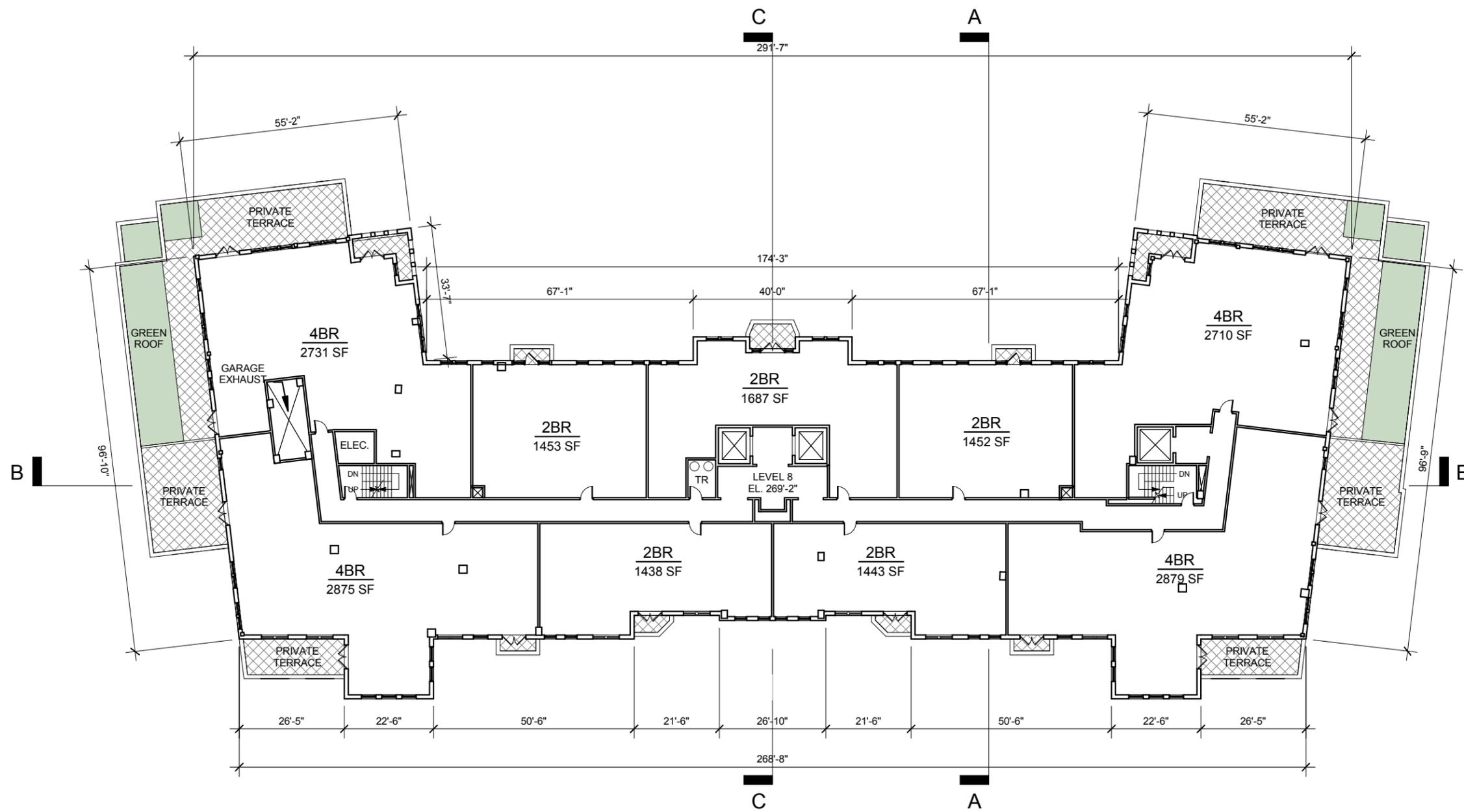
DESIGN ARCHITECT: DAVID M SCHWARZ ARCHITECTS  
 MASTER PLANNER: GENSLER  
 LANDSCAPE ARCH: LEMON BROOKE  
 CIVIL ENGINEER: BOWMAN CONSULTING  
 TRAFFIC CONSULTANT: GOROVE/SLADE ASSOCIATES  
 LAND USE ATTORNEY: GOULSTON & STORRS

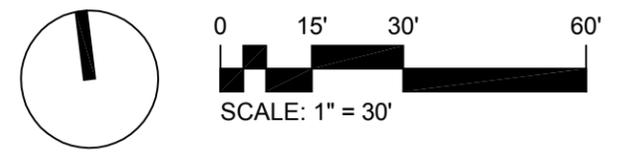
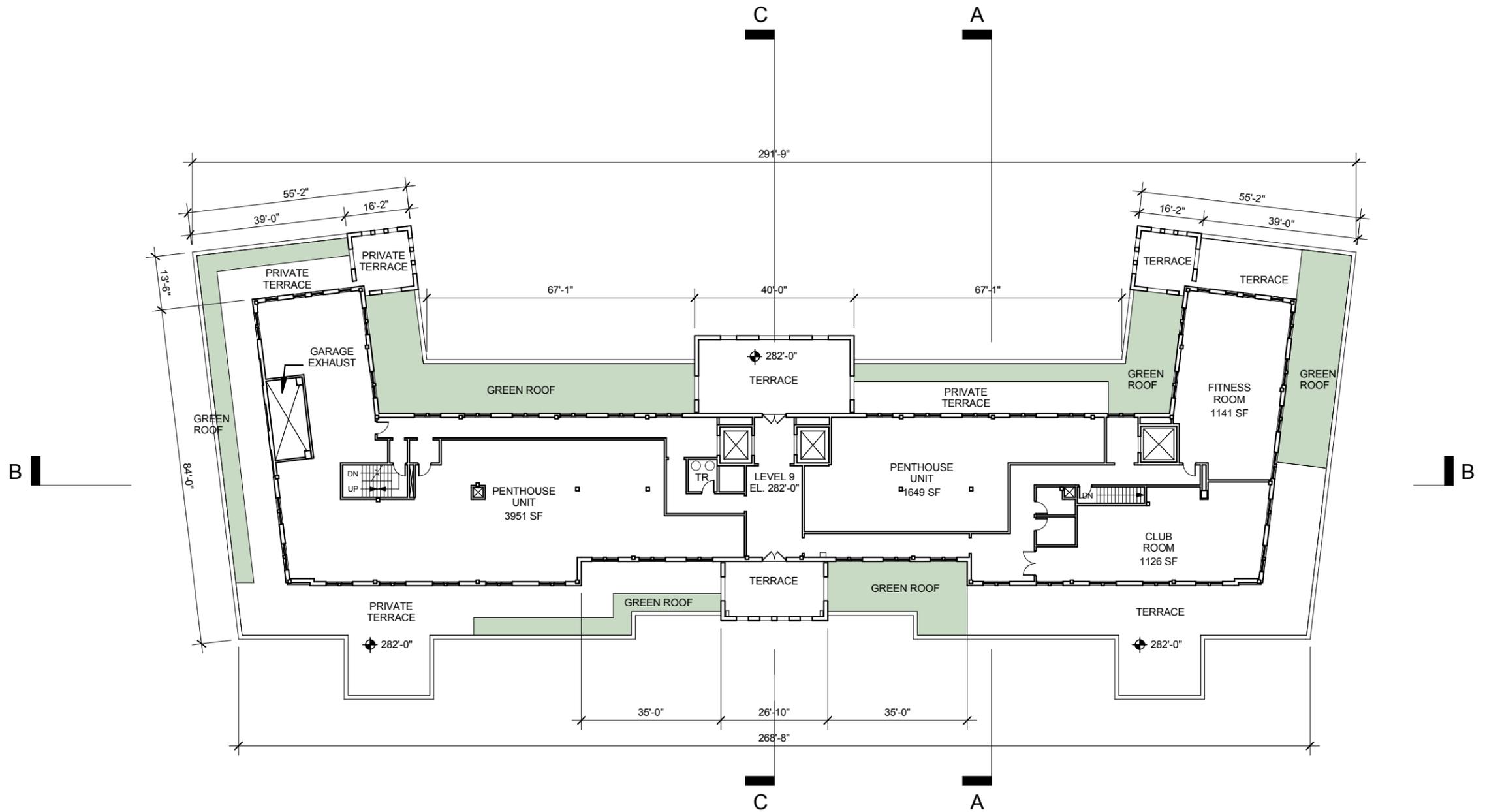


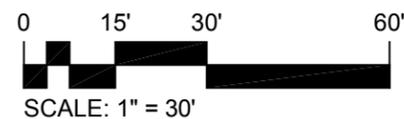
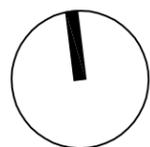
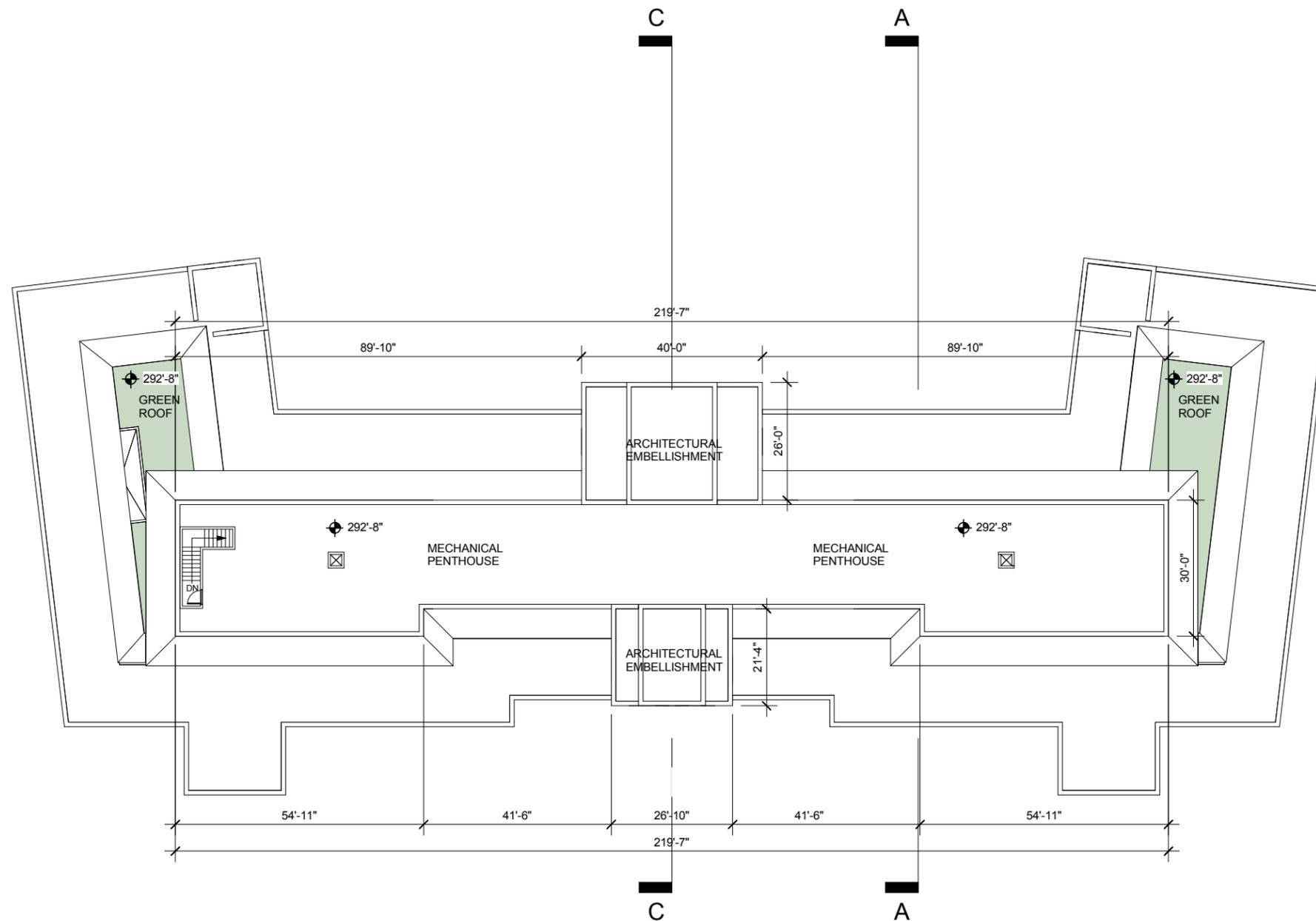










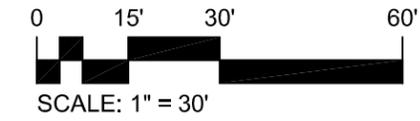
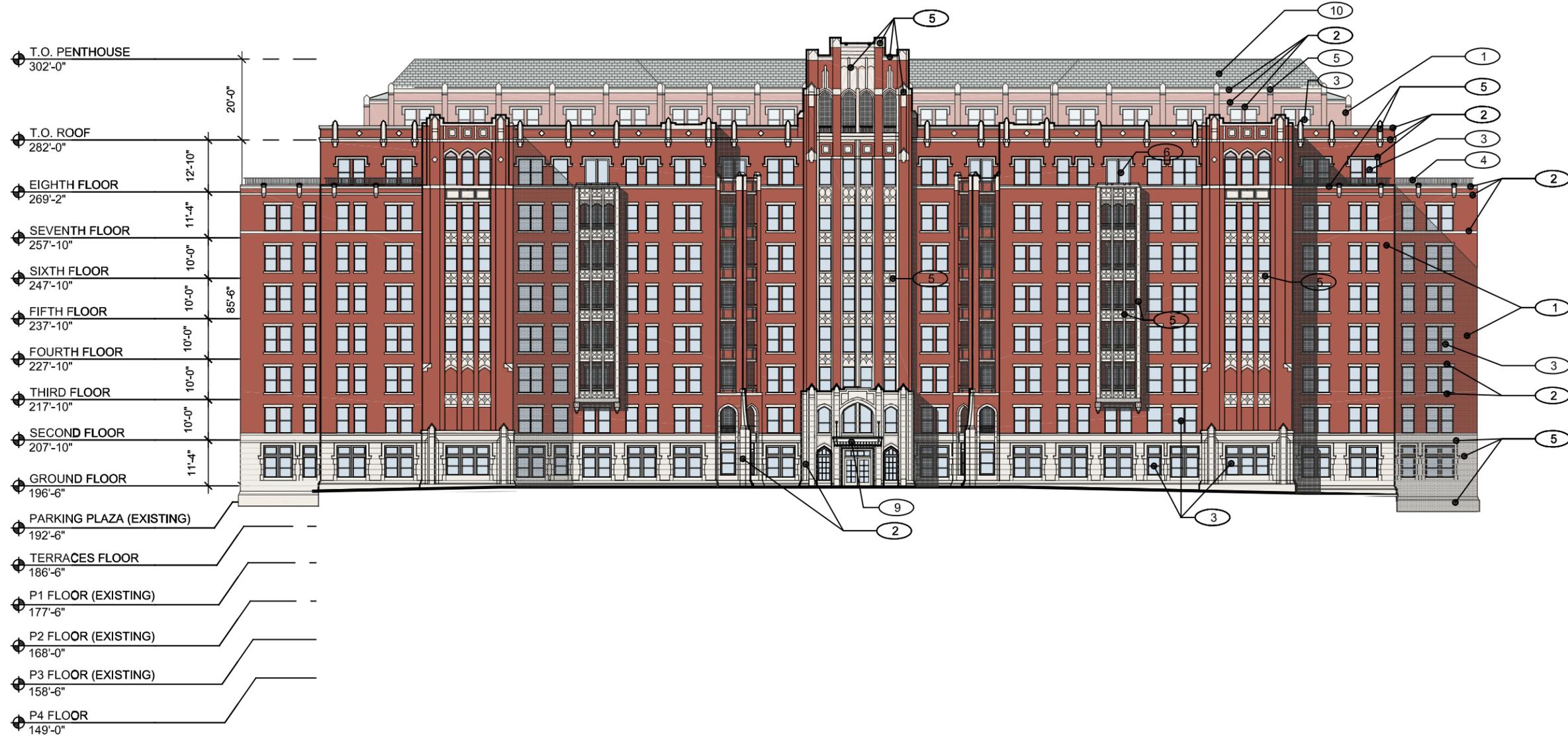


MATERIAL LEGEND	
1:	BRICK
2:	STONE OR CAST STONE
3:	ALUMINUM DOUBLE-HUNG WINDOW
4:	METAL RAILING
5:	CAST STONE OR ARCHITECTURAL PRECAST
6:	ALUMINUM DOOR
7:	METAL SLIDING LOADING DOCK DOOR
8:	OPERABLE OVERHEAD GARAGE DOOR
9:	METAL CANOPY
10:	FAUX SLATE ROOF SHINGLES

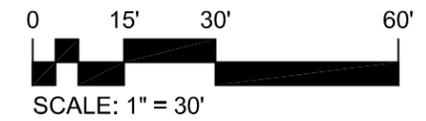
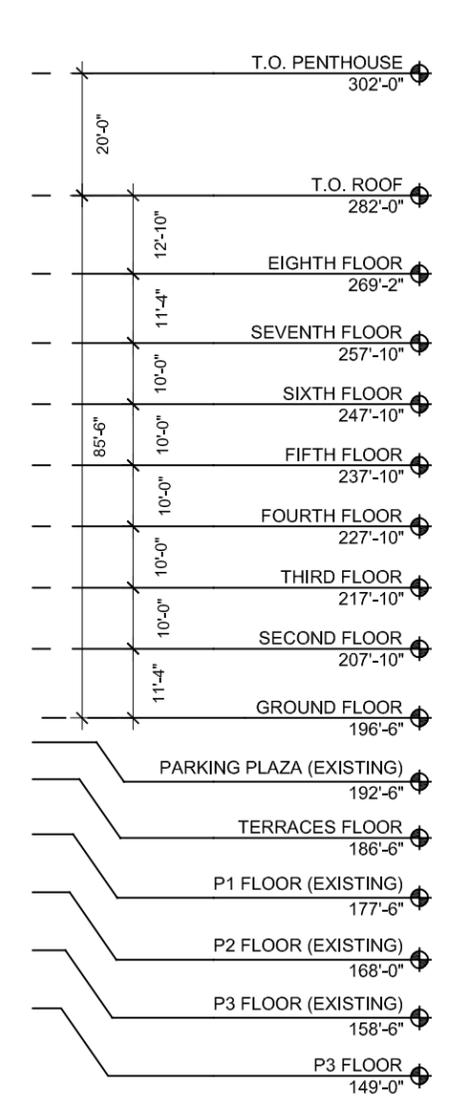
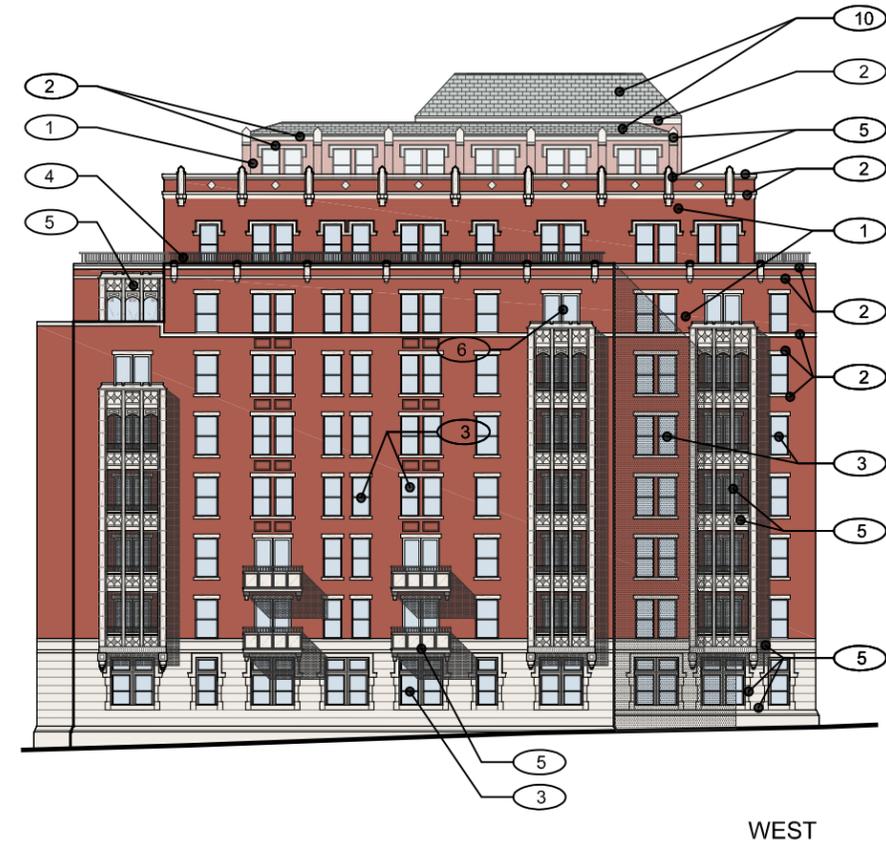
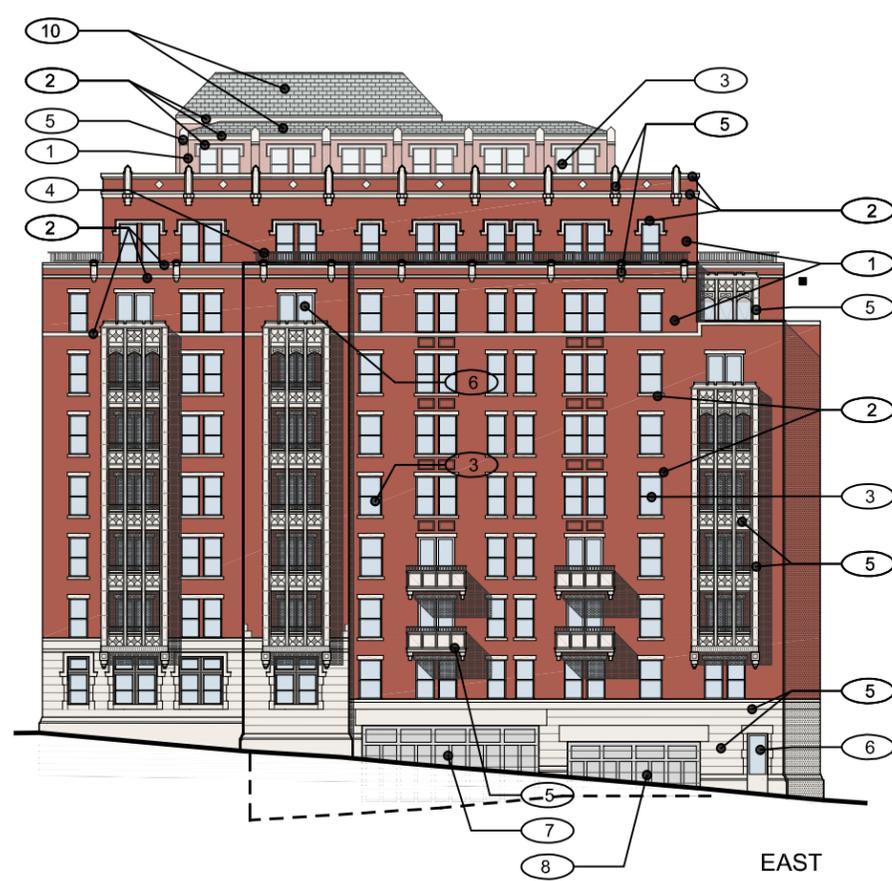


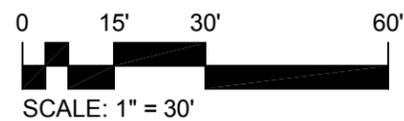
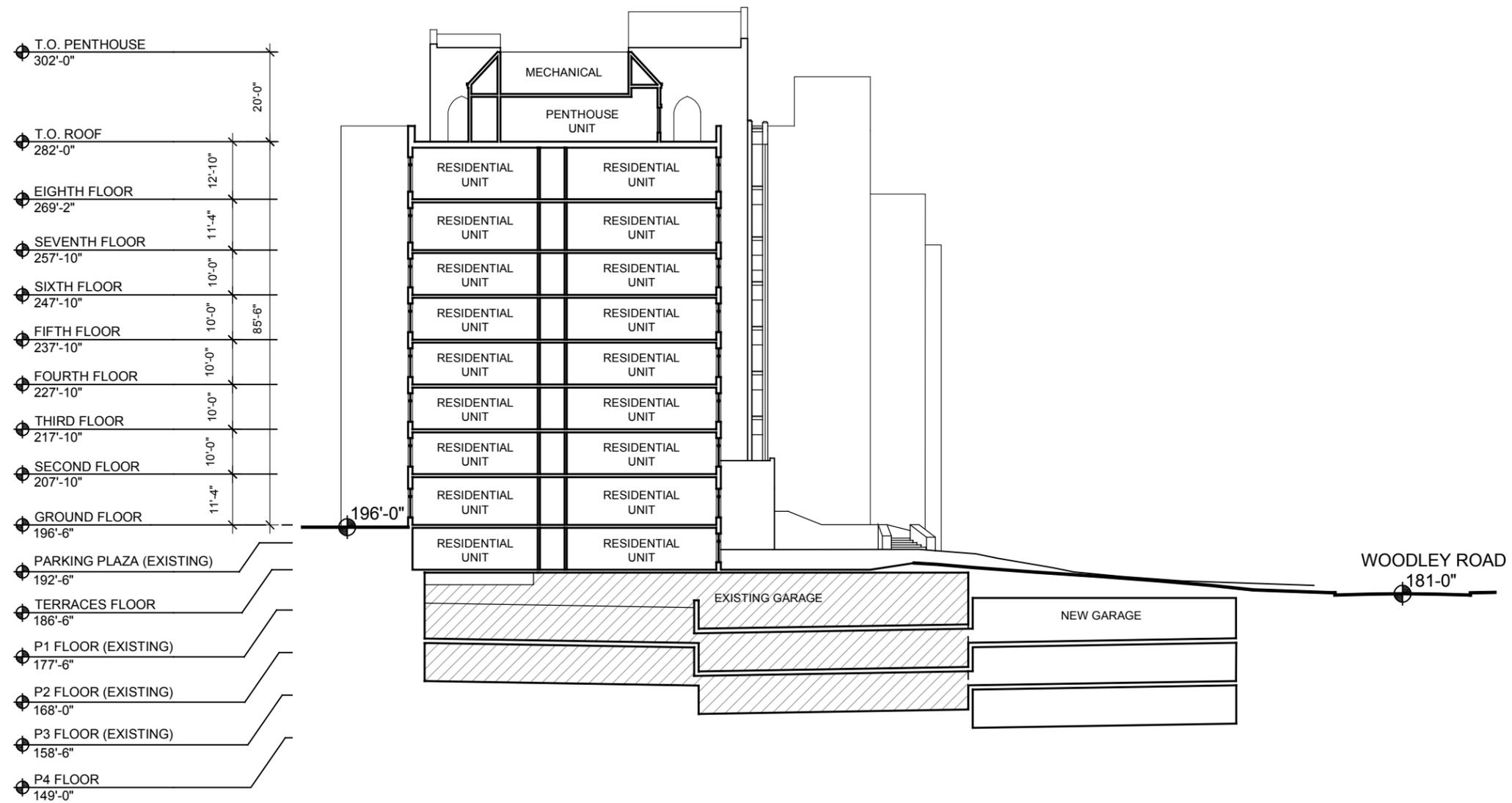
**MATERIAL LEGEND**

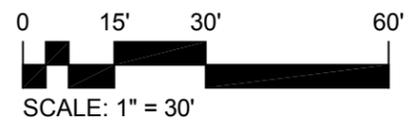
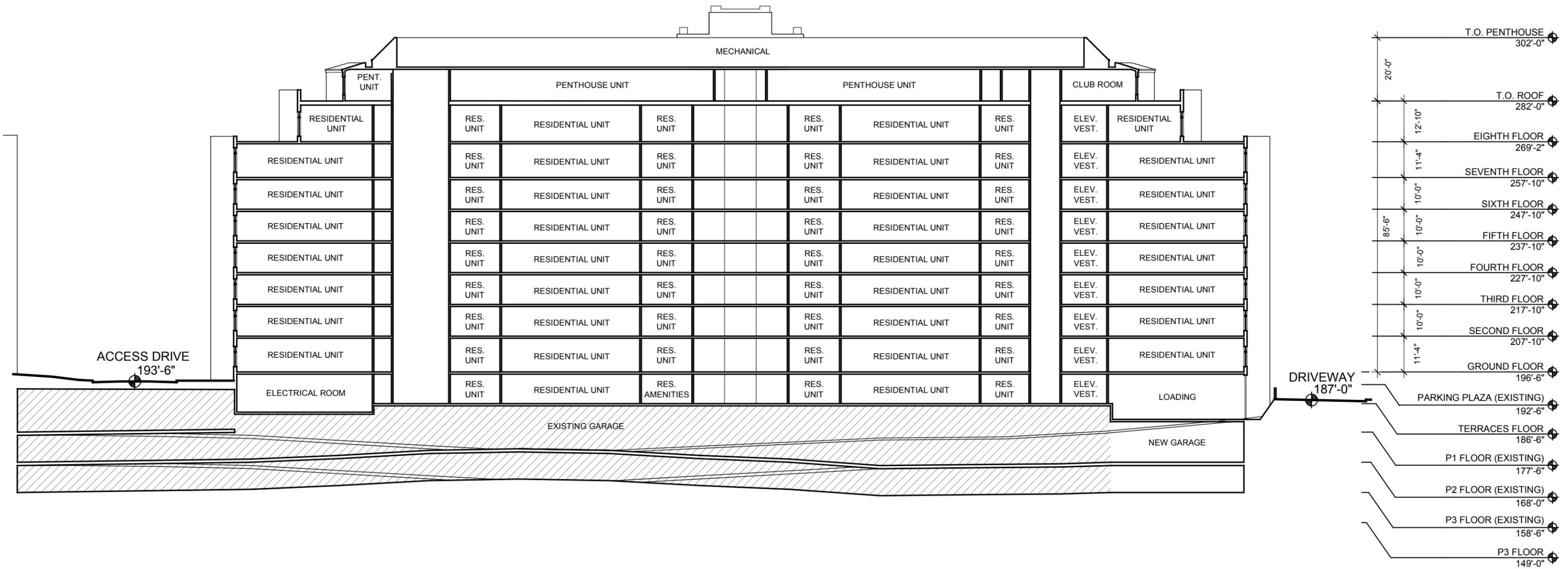
- 1: BRICK
- 2: STONE OR CAST STONE
- 3: ALUMINUM DOUBLE-HUNG WINDOW
- 4: METAL RAILING
- 5: CAST STONE OR ARCHITECTURAL PRECAST
- 6: ALUMINUM DOOR
- 7: METAL SLIDING LOADING DOCK DOOR
- 8: OPERABLE OVERHEAD GARAGE DOOR
- 9: METAL CANOPY
- 10: FAUX SLATE ROOF SHINGLES

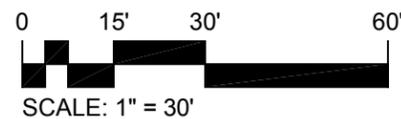
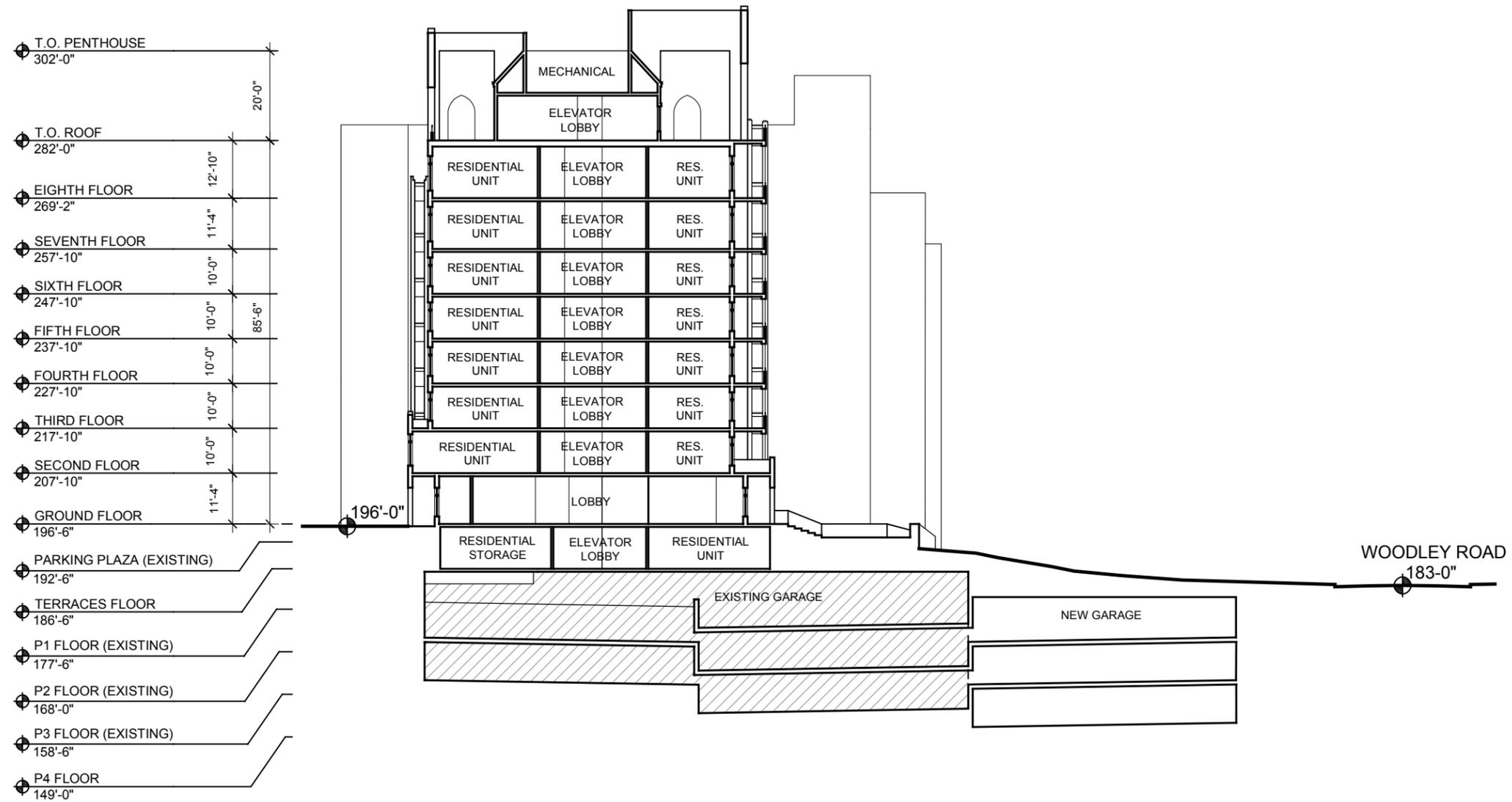


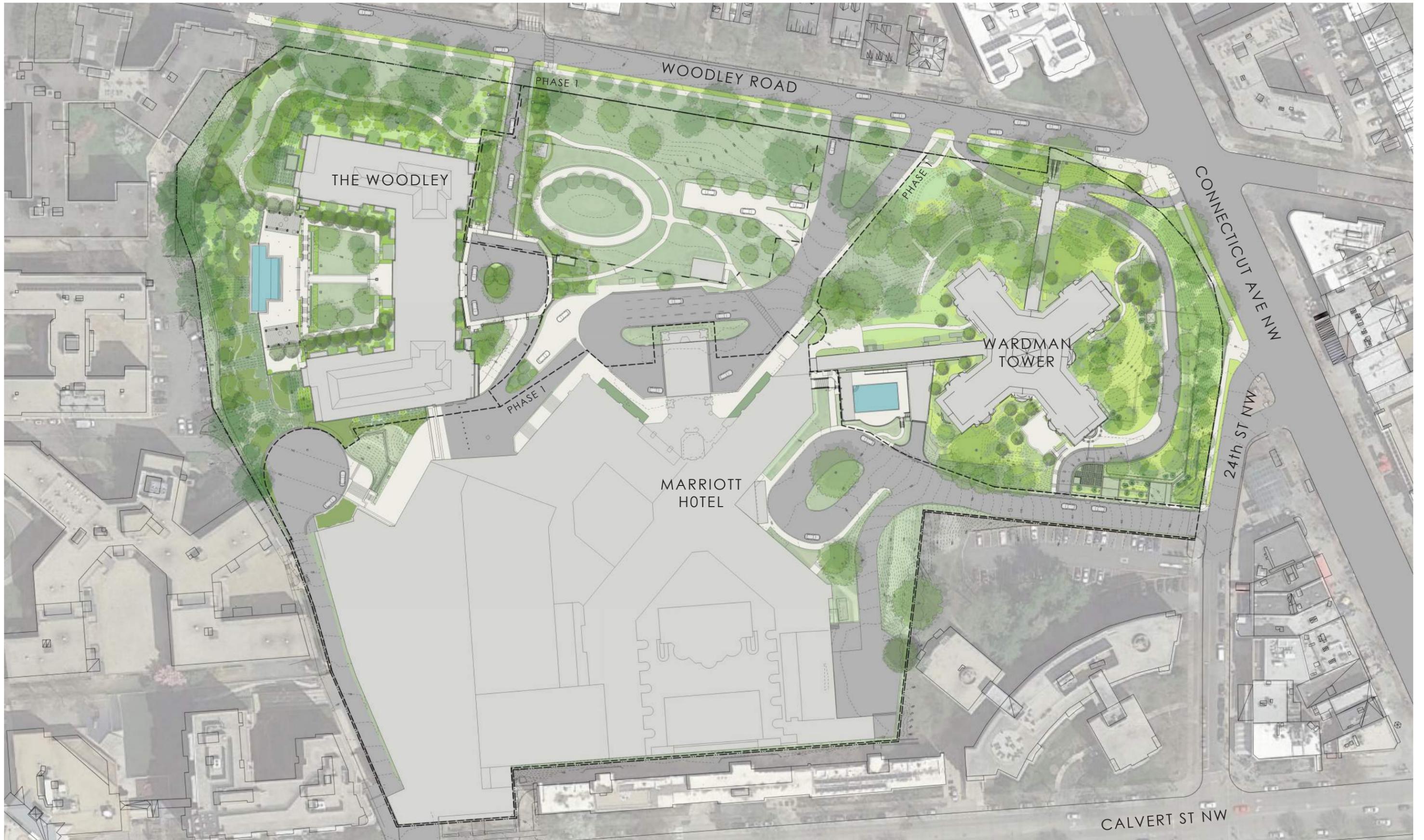
MATERIAL LEGEND	
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2:	STONE OR CAST STONE
3:	ALUMINUM DOUBLE-HUNG WINDOW
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10:	FAUX SLATE ROOF SHINGLES

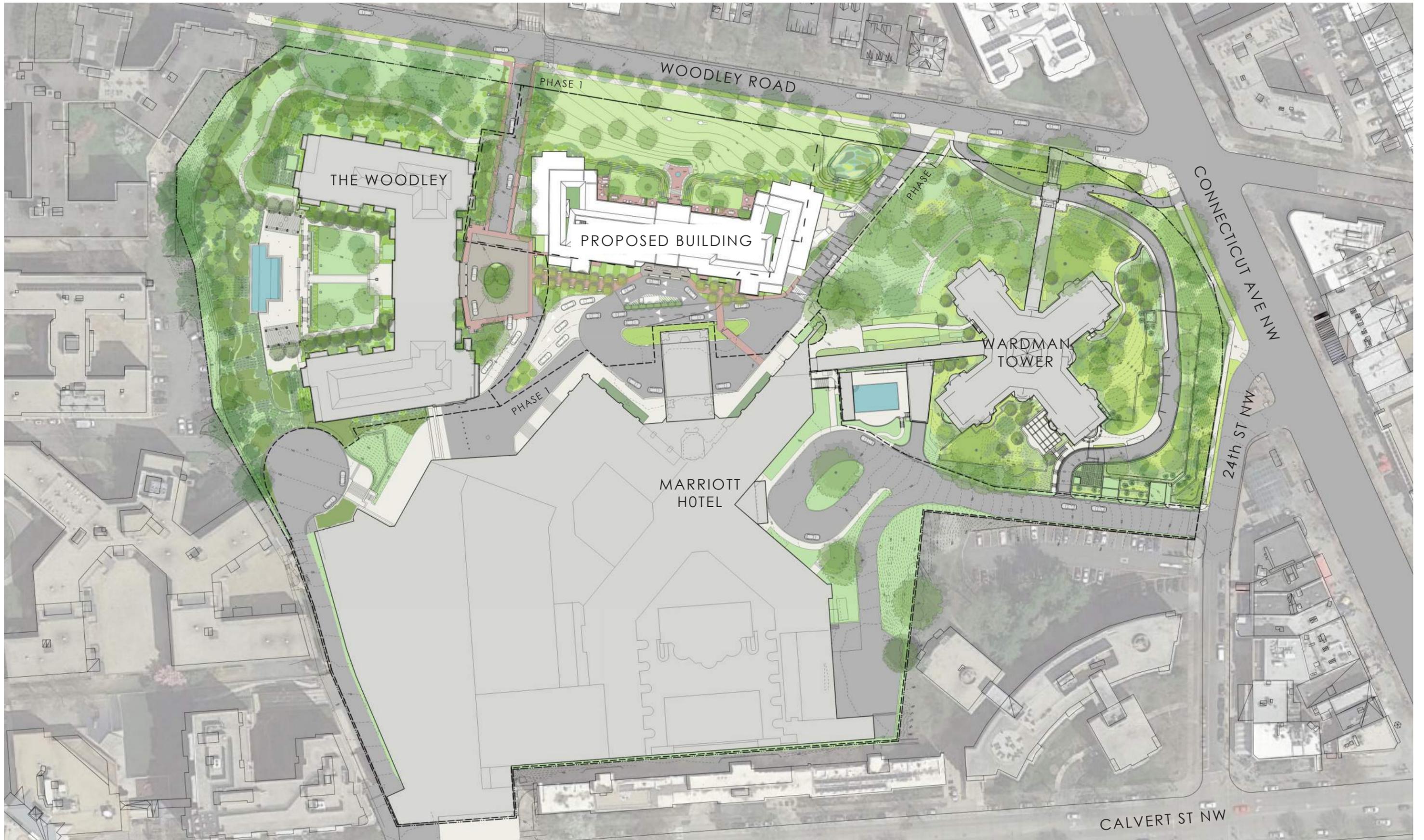


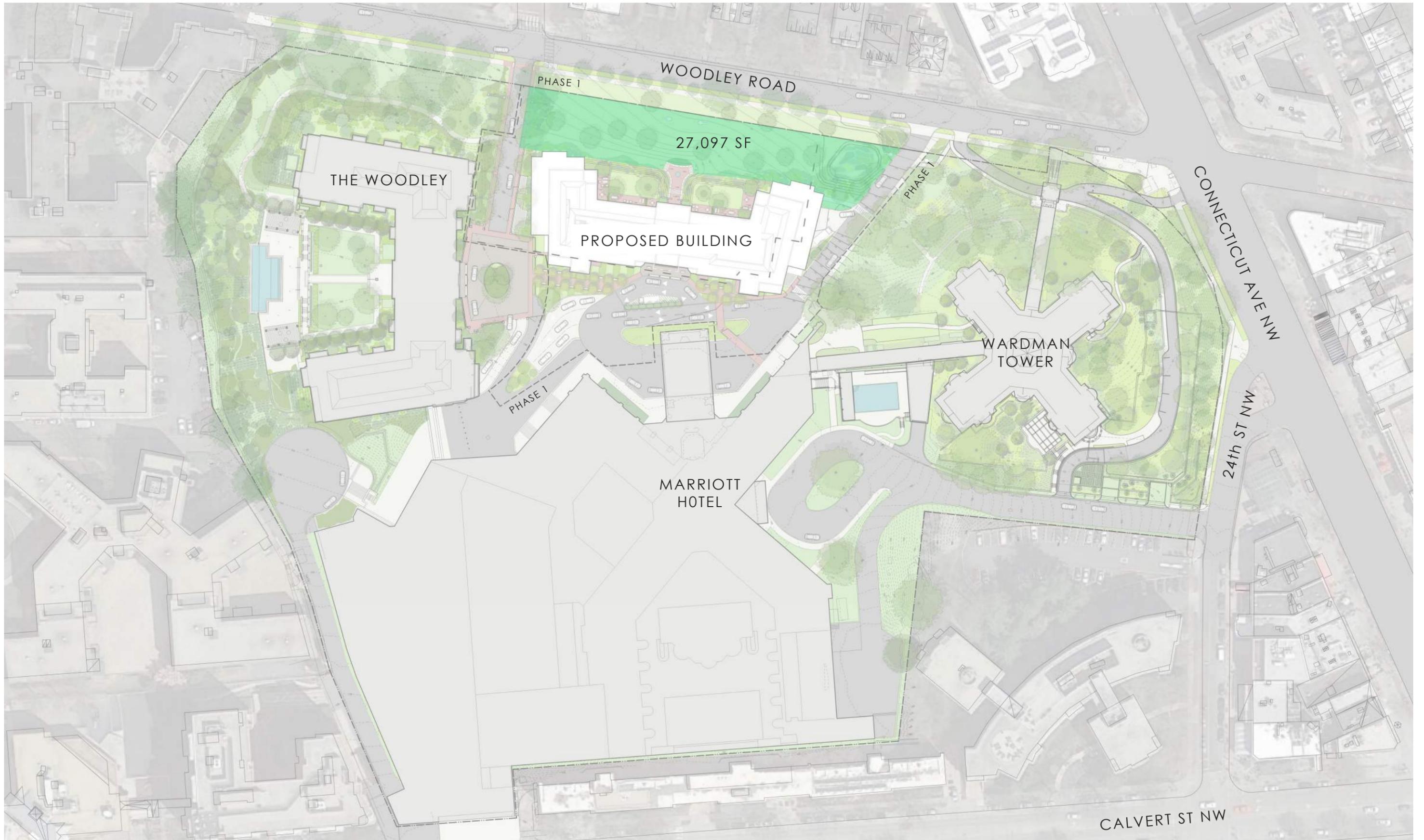












① GREEN ROOF



- ① GREEN ROOF
- ② PRIVATE TERRACE
- ③ COMMUNITY TERRACE

- ④ CLUB ROOM TERRACE
- ⑤ FITNESS ROOM TERRACE

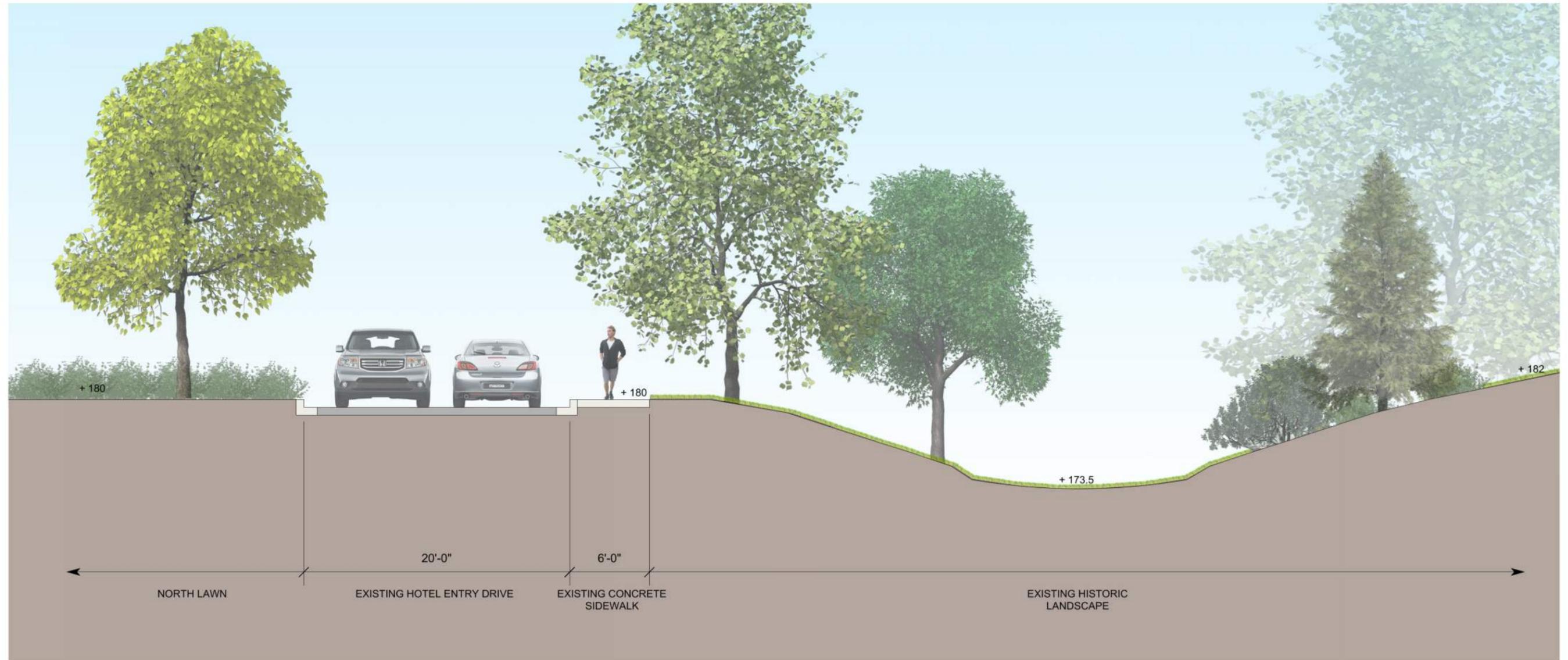


- ① GREEN ROOF
- ② PRIVATE TERRACE



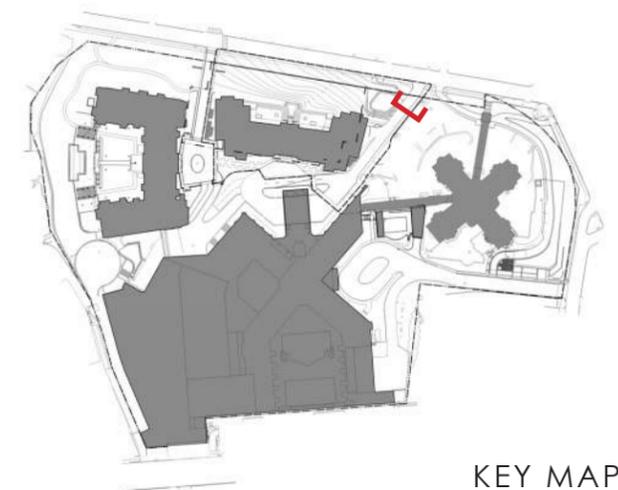
- ① NORTH LAWN
- ② EXISTING TREES ON NORTH LAWN
- ③ ENTRY TERRACE & WATER FEATURE - BRICK PAVING WITH STONE WALLS, STEPS, AND METAL RAILING
- ④ PRIVATE PATIOS - BRICK PAVING WITH LOW STONE WALLS
- ⑤ PRIVATE GARDEN - DECIDUOUS TREES, LAWN & NATIVE SHRUB PLANTING
- ⑥ NEW GARDEN PLANTING - NATIVE SHRUBS & GROUNDCOVERS
- ⑦ EXISTING ACCESS DRIVE WITH BRICK SIDEWALKS & STONE CURBS
- ⑧ GARAGE ENTRY & LOADING ZONE - CONCRETE
- ⑨ HISTORIC COLUMNS - EXISTING LOCATION
- ⑩ HISTORIC COLUMNS - RELOCATED
- ⑪ EXISTING STREET TREES
- ⑫ NEW DECIDUOUS TREES
- ⑬ EXISTING HOTEL ENTRY DRIVE
- ⑭ LANDSCAPE WALLS TO MATCH WOODLEY WALLS
- ⑮ BIORETENTION
- ⑯ EXISTING HISTORIC LANDSCAPE



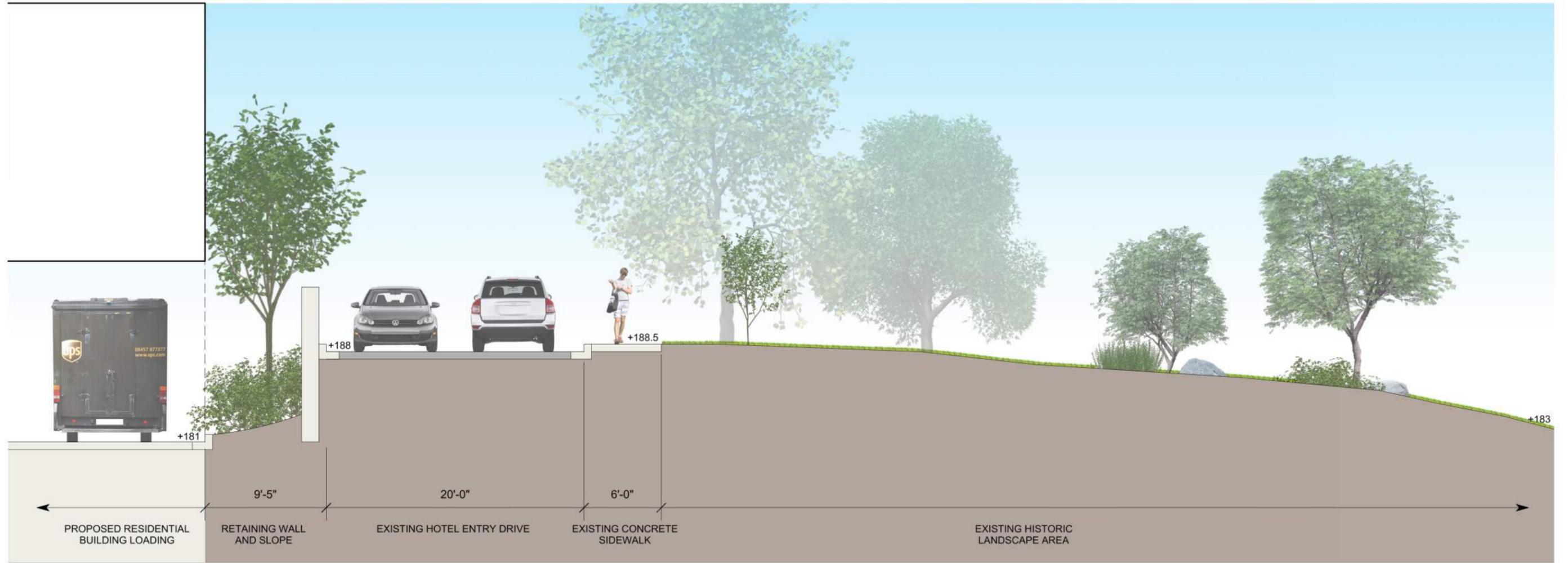


SECTION A

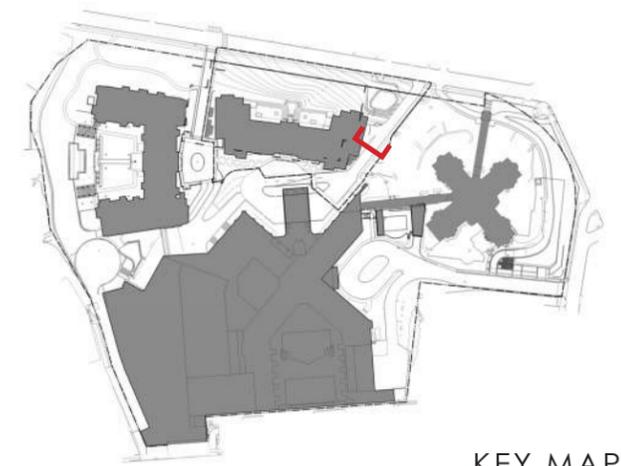
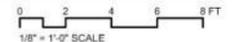
0 2 4 6 8 FT  
1/8" = 1'-0" SCALE



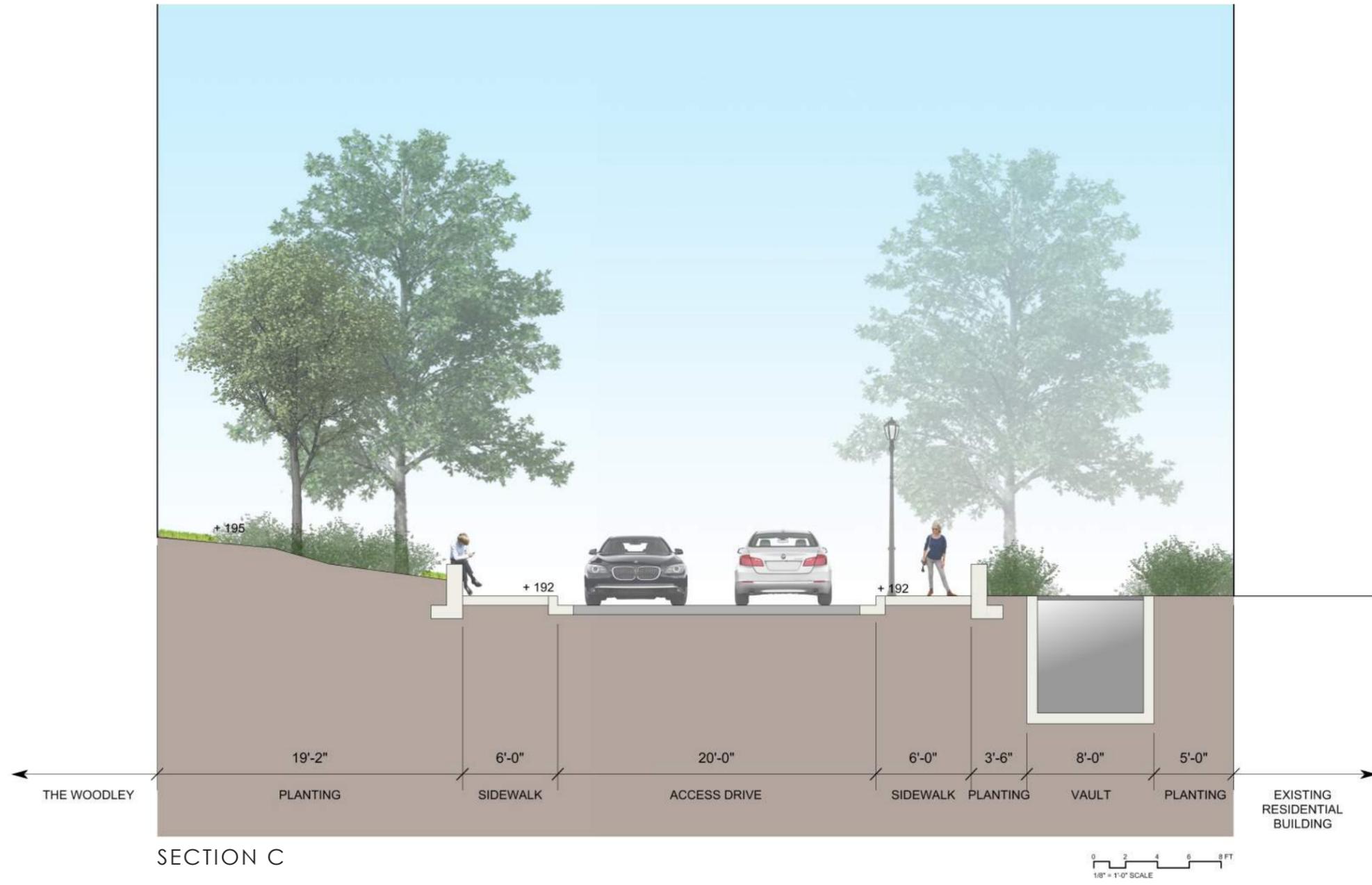
KEY MAP



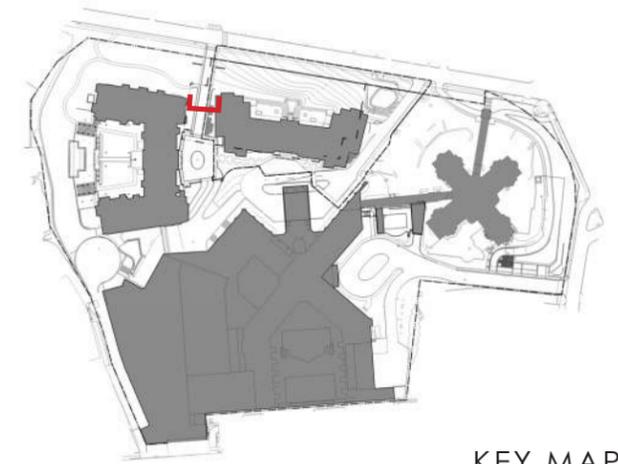
SECTION B



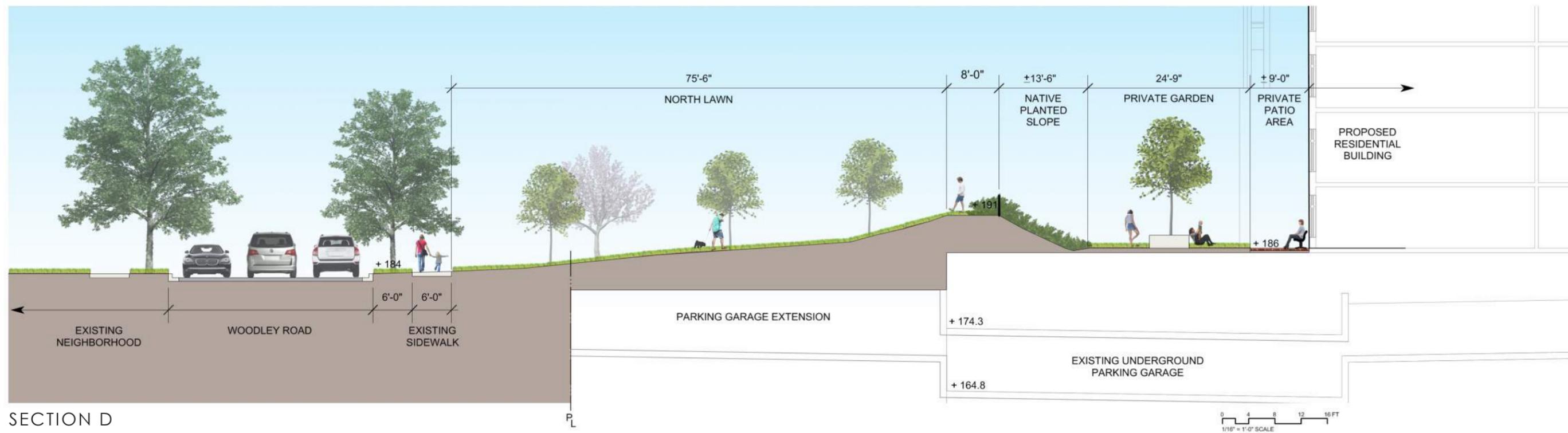
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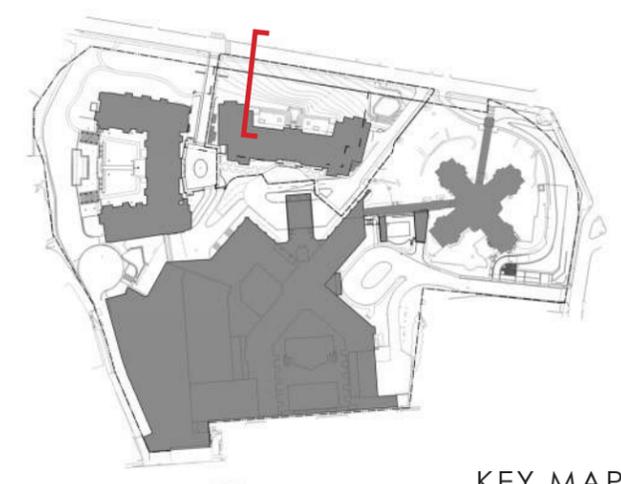
SECTION C



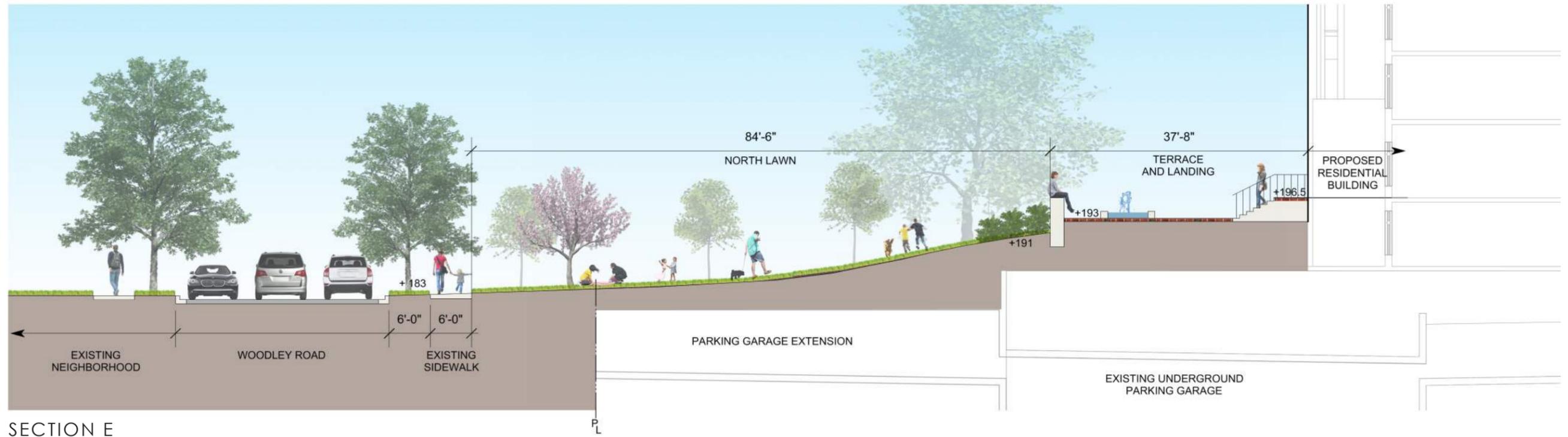
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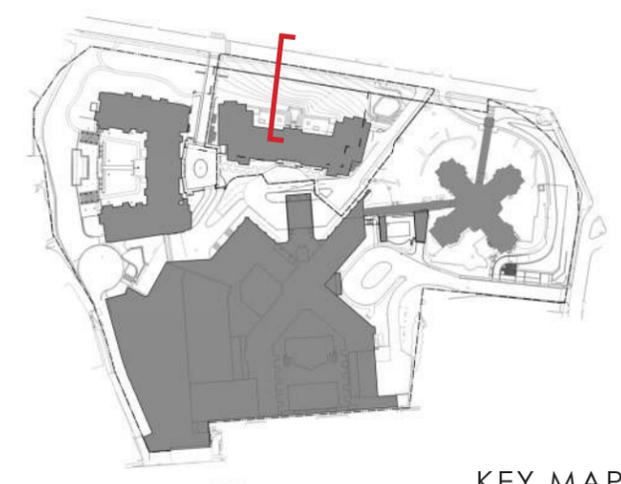
SECTION D



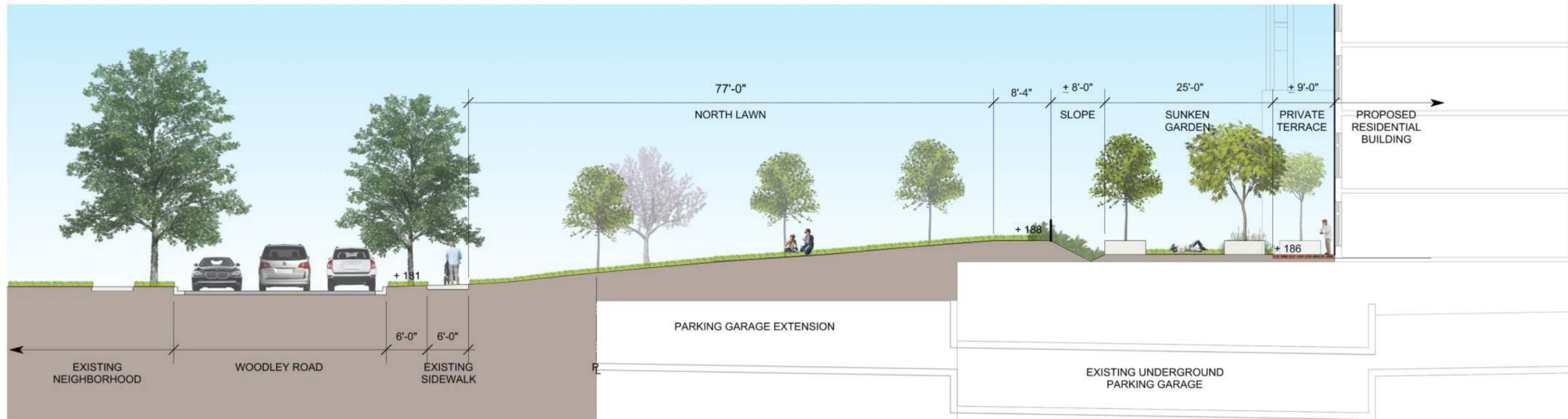
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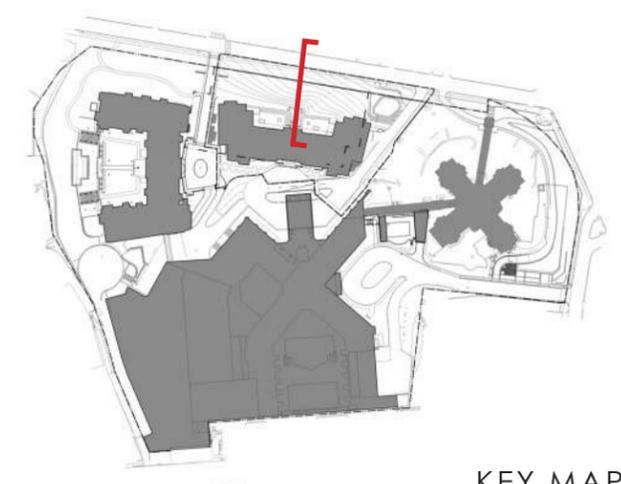
SECTION E



KEY MAP



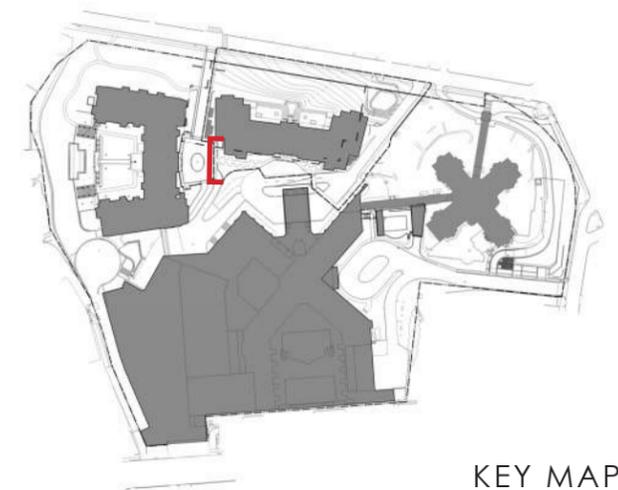
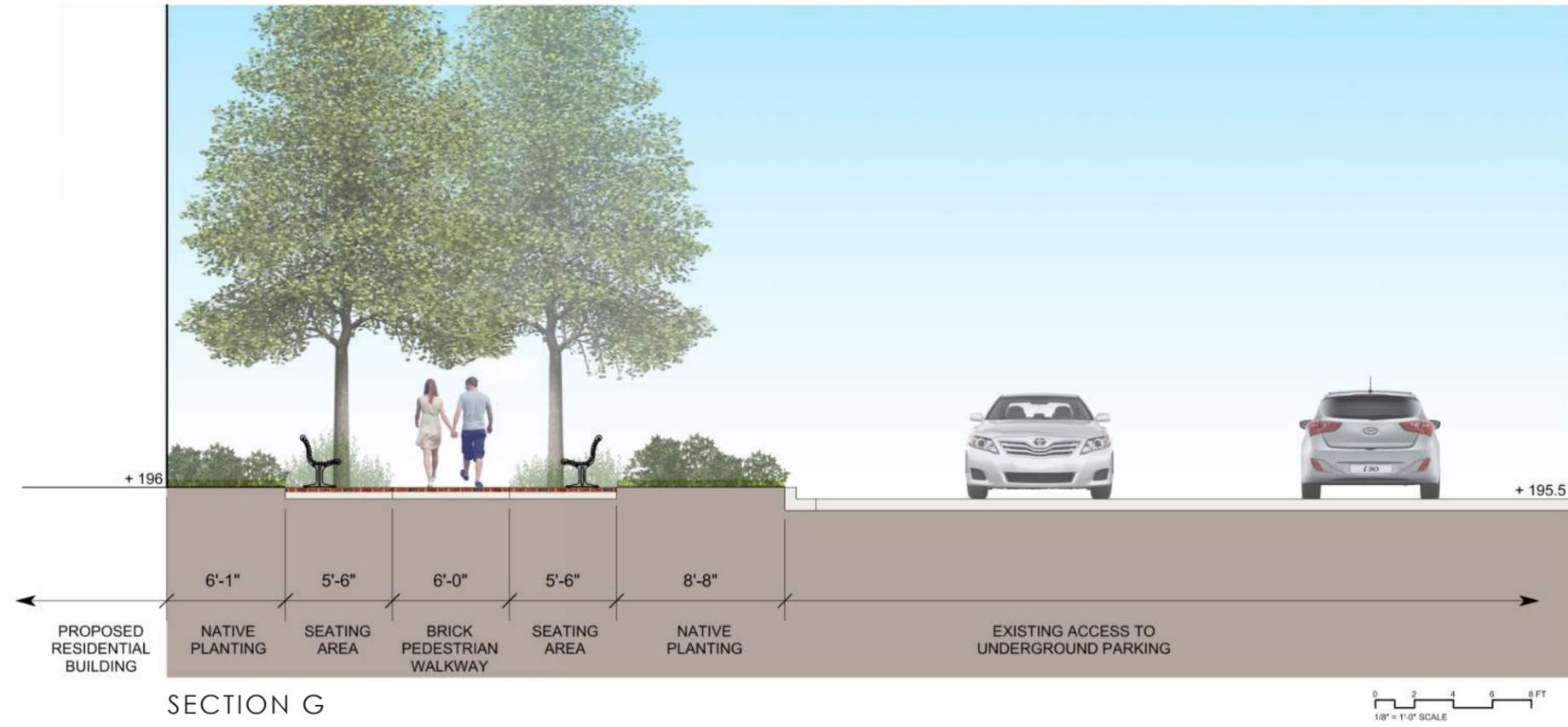
SECTION F

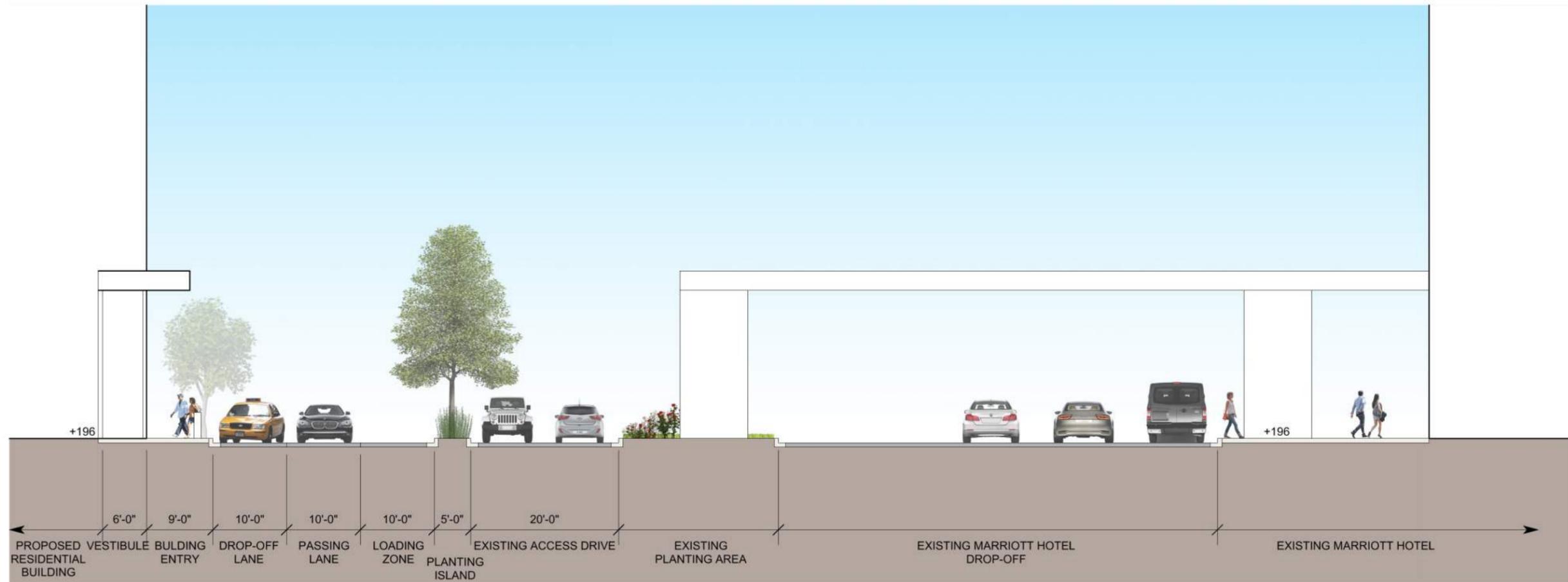


KEY MAP

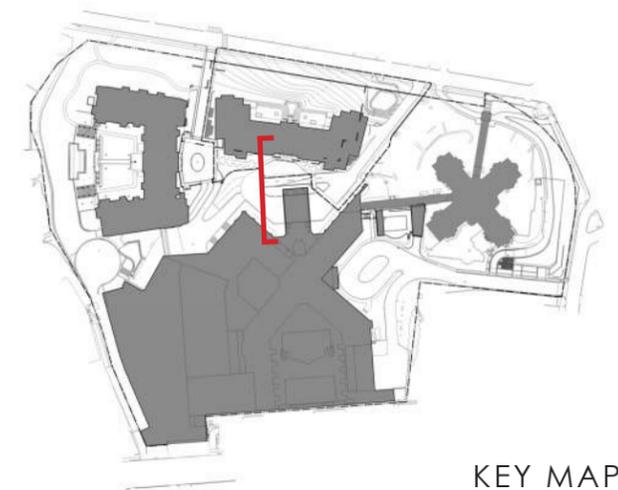
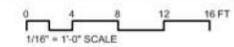


- ① EXISTING ACCESS DRIVE
- ② EXISTING DROP-OFF
- ③ EXISTING SERVICE & LOADING ZONE
- ④ GARAGE ACCESS STAIRS
- ⑤ BUILDING VAULTS
- ⑥ GARAGE INTAKE VENT
- ⑦ PROPOSED VEHICULAR DROP-OFF - CONCRETE UNIT PAVERS
- ⑧ ENTRY SITTING GARDEN - BRICK PAVING, METAL BENCHES, BIORETENTION PLANTING, NATIVE PLANTING & FLOWERING TREES
- ⑨ PROPOSED CROSSWALK - BRICK PAVING
- ⑩ EXISTING GARAGE ENTRY
- ⑪ PROPOSED SERVICE ENTRY
- ⑫ LANDSCAPE WALLS TO MATCH THE WOODLEY
- ⑬ BUILDING ENTRY - STONE PAVING, METAL BENCHES & METAL BOLLARDS





SECTION H



KEY MAP

**DEMOLITION NOTES:**

- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR SHUTOFF, CAPPING AND CONTINUATION OF UTILITY SERVICES AS REQUIRED.
- CONTRACTOR SHALL REMOVE AND TRANSPORT ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM ALL DEMOLITION OPERATIONS TO A LEGAL DISPOSAL OFF SITE.
- REMOVAL OF ASPHALT AND CONCRETE PAVEMENT SHALL INCLUDE THE REMOVAL OF ALL SURFACE, BASE AND SUBBASE MATERIALS.
- EXISTING CONDITIONS SHOWN HEREON WERE TAKEN FROM A SURVEY PREPARED BY AMT LLC, ENTITLED, "TOPOGRAPHIC SURVEY, MARRIOTT WARDMAN PARK HOTEL, LOT 32 SQUARE 2132 DC50 BOOK 167 PAGE 164, DISTRICT OF COLUMBIA", DATED 10/05/05, AND FROM AVAILABLE UTILITY COMPANY RECORDS.
- ALL UNDERGROUND UTILITY LOCATIONS, INCLUDING WATER, STORM DRAINAGE, SANITARY SEWER, ELECTRICAL, TELEPHONE AND GAS WERE TAKEN FROM AVAILABLE RECORDS AND FIELD VERIFIED WHERE POSSIBLE. THE LOCATION OF ALL UTILITIES SHOWN ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY AND DETERMINE THE EXACT LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO COMMENCING WORK. REPORT ANY DISCREPANCY TO THE ENGINEER, MARKING LOCATIONS OF EXISTING UTILITIES, CONTACT "MISS UTILITY" AT (800) 257-7777, 48-HOURS PRIOR TO ANY EXCAVATION.
- THE CONTRACTOR MUST HAND-DIG TEST PITS AT ALL UTILITY CROSSINGS TO DETERMINE THE EXACT LOCATION AND DEPTH OF ALL UTILITIES AS WELL IN DEMOLITION WORK AND PRIOR TO ORDERING PIPE MATERIALS AND STRUCTURE. UTILITIES FOUND DURING DEMOLITION OR CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY UTILITY FINDINGS WHICH DEVIATE FROM THE CONDITIONS SHOWN.
- ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE INSTALLED BEFORE THE START OF ANY EXCAVATION AND/OR DEMOLITION AS PER DISTRICT OF COLUMBIA EROSION AND CONTROL HANDBOOK. IF ANY ON-SITE INSPECTION REVEALS FURTHER EROSION CONTROL MEASURES ARE NECESSARY, THE SAME SHALL BE PROVIDED, REFER TO SHEETS CIV0120, CIV0121 AND CIV0122 SEDIMENTATION AND EROSION CONTROL PLANS, NOTES, AND DETAILS.
- SEE SEDIMENTATION AND EROSION CONTROL PLAN FOR ALL EXISTING TREES TO REMAIN AND BE PROTECTED.
- NOTE PROXIMITY OF ADJACENT STRUCTURES AND UTILITY LINES AND MAINTAIN CONTINUED SERVICE DURING CONSTRUCTION. COORDINATE WITH RESPECTIVE UTILITY COMPANIES AND ENGINEER SHOULD RELOCATION OF SERVICE BE REQUIRED.
- EXISTING UTILITIES (STRUCTURES AND LINES) NOT REQUIRED FOR FUTURE SERVICE TO BE REMOVED TO FACILITATE CONSTRUCTION. UTILITIES TO BE CAPPED AS PER UTILITY PURVEYOR'S STANDARDS AND SPECIFICATIONS. COORDINATE REQUIREMENTS WITH UTILITY PURVEYOR'S.
- REMOVAL OF ALL WALLS/RETAINING WALLS AND FENCES SHALL INCLUDE THE REMOVAL OF THEIR FOUNDATION UNLESS OTHERWISE INDICATED ON THESE DRAWINGS.
- ALL EXISTING DC STREETLIGHT POLES THAT ARE BEING PERMANENTLY REMOVED MUST BE RETURNED IN GOOD CONDITION TO THE DISTRICT OF COLUMBIA WAREHOUSE AT 1735 15TH STREET NE OFF WEST VIRGINIA AVENUE CONTACT NUMBER (202) 576-5258.
- EXISTING WATER AND SEWER SERVICES NOT REQUIRED FOR FUTURE USE TO BE REMOVED TO EXTENT NECESSARY TO FACILITATE NEW CONSTRUCTION. REMAINDER OF SERVICE TO BE CAPPED AT MAIN AND EXISTING VALVES AND TEES TO BE REMOVED PER DC/WATER STANDARDS SPECIFICATIONS. COORDINATE REQUIREMENTS WITH DC WATER UTILITY INSPECTOR AT (202) 787-4299. PAVEMENT TO BE REMOVED PER DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
- CONTRACTOR TO BE RESPONSIBLE FOR LAYOUT, EXTENT AND DESIGN OF SHEETING, SHORING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES, SHORING, BRACING AND UNDERPINNING SHALL BE DESIGNED BY A STRUCTURAL ENGINEER, LICENSED IN THE DISTRICT OF COLUMBIA, HIRED BY THE CONTRACTOR AS NECESSARY TO ENSURE SUPPORT OF SURROUNDING STRUCTURES AND UTILITIES.
- CONTRACTOR TO RELOCATE PARKING METERS IF REQUIRED AND AS DIRECTED BY D.C. BUREAU OF PARKING. COORDINATE REQUIREMENT WITH LARRY BROWN OF PARKING SERVICES AT (202) 671-2291.
- NOTIFY DC WATER AT (202) 787-4299 48 HOURS PRIOR TO START OF CONSTRUCTION.
- UNLESS OTHERWISE SHOWN ON THESE DRAWINGS, EXISTING PAVEMENT ON WOODLEY ROAD N.W. TO REMAIN. PROVIDE PRE-CONSTRUCTION VIDEO OF EXISTING PAVEMENT ON WOODLEY ROAD N.W. EXISTING PAVEMENT THAT IS DISTURBED OR DAMAGED DURING CONSTRUCTION, SHALL BE REPLACED PER DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS AT NO ADDITIONAL COST.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES VERIFY INVERT ELEVATION OF EXISTING UTILITIES. NOTIFY ENGINEER OF ANY DISCREPANCIES WITH INFORMATION SHOWN PRIOR TO ORDERING ANY STRUCTURES.
- CONTACT "MISS UTILITY" AT (800) 257-7777 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION-PUBLIC SPACE MAINTENANCE ADMINISTRATION 48 HOURS PRIOR TO START OF CONSTRUCTION AT (202) 645-6030 OR (202) 645-6031.
- ALL PROPOSED UTILITY WORK TO BE PERFORMED UNDER THE INSPECTION OF DC WATER.
- USE MANHOLE ENTRY SEALS WHERE REQUIRED.
- CONTRACTOR TO PROVIDE A PRE AND POST TV VIDEO SEWER ON EXISTING SEWER AROUND THE SITE PER DC WATER STANDARDS AND SPECIFICATIONS.

**DC WATER STANDARD CONSTRUCTION NOTES:**

- CONTACT: NOTIFY THE FOLLOWING DC WATER DEPARTMENTS PRIOR TO THE COMMENCEMENT OF UTILITY CONSTRUCTION:
  - CONSTRUCTION INSPECTION SECTION AT (202) 787-4024 AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF UTILITY CONSTRUCTION TO SCHEDULE PRE-CONSTRUCTION MEETING.
  - WATER SERVICES AT (202) 612-3400 OR 3460 AT LEAST ONE WEEK PRIOR TO THE COMMENCEMENT OF UTILITY CONSTRUCTION.
  - SEWER SERVICES AT (202) 264-3824 OR 3829 AT LEAST ONE WEEK PRIOR TO THE COMMENCEMENT OF UTILITY CONSTRUCTION.
- STANDARDS: ALL CONSTRUCTION, MATERIALS, AND APPURTENANCES SHALL COMPLY WITH THE LATEST EDITIONS OF THE DC WATER PROJECT DESIGN MANUAL, STANDARD DETAILS & DESIGN GUIDELINES, AND SPECIFICATIONS.
- LEAD SERVICE REPLACEMENT: IF THIS PROJECT INCLUDES THE REPLACEMENT OF A WATER MAIN THAT HAS EXISTING LEAD WATER SERVICE LATERALS, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE DC WATER CONSTRUCTION INSPECTION SECTION AT (202) 787-4024 AT LEAST 90 DAYS PRIOR TO CONSTRUCTION TO ALLOW ADEQUATE TIME TO INITIATE STANDARD LEAD SERVICE REPLACEMENT PROTOCOL. LATERAL REPLACEMENT INCLUDES THE FULL LENGTH OF PIPE IN PUBLIC SPACE.
- OWNER RESPONSIBILITY: THE OWNER IS RESPONSIBLE FOR ALL WORK AND COSTS ASSOCIATED WITH EXCAVATION, INSTALLATION, AND RESTORATION OF PUBLIC SPACE TO PERFORM A WATER/SEWER CONNECTION/ABANDONMENT. ONCE THE CONTRACTOR HAS OBTAINED A PUBLIC SPACE PERMIT HE/SHE MUST THEN CONTACT DC WATER PRIOR TO PERFORMING THE EXCAVATION TO INSTALL/INSPECT THE UTILITY WORK. THE OWNER SHALL BE HELD RESPONSIBLE FOR ALL DAMAGES TO EXISTING STRUCTURES AND UTILITIES CAUSED BY CONSTRUCTION ACTIVITY.
- DC WATER RESPONSIBILITY: DC WATER IS RESPONSIBLE FOR INSTALLATION OF SMALL WATER SERVICE TAPS (2" DIAMETER AND LESS) TO THE PUBLIC MAIN. SMALL WATER SERVICE TAP REMOVALS FROM THE PUBLIC MAIN, FURNISHING & INSTALLING THE METER IN PUBLIC SPACE, AND INSPECTION OF WORK PERFORMED ON THE PUBLIC SYSTEMS.
- MISS UTILITY: CONTACT MISS UTILITY AT (800) 257-7777 48 HOURS BEFORE ANY DIGGING.
- PLAN SET: A SET OF SIGNED & SEALED AND DC WATER STAMPED PLANS SHALL BE KEPT AT ALL TIMES AT THE JOB SITE ON WHICH ALL CHANGES OR VARIATIONS IN THE WORK, INCLUDING ALL EXISTING UTILITIES, ARE TO BE RECORDED AND/OR CORRECTED DAILY.
- ABANDONMENTS: THE OWNER MUST PHYSICALLY DISCONNECT EXISTING WATER, SEWER, AND STORM LATERALS THAT ARE ARE TO BE ABANDONED AT THEIR CONNECTION TO THE PUBLIC MAIN.
- UNMETERED WATER: THERE SHALL BE NO UNMETERED CONNECTIONS TO THE CITY'S WATER SYSTEM, INCLUDING CONNECTIONS BYPASSING METERS FOR TESTING ON-SITE PLUMBING OR FOR OBTAINING CONSTRUCTION WATER.
- PRESSURE TESTING AGAINST VALVES: PRESSURE TESTING AGAINST VALVES WILL NOT BE ALLOWED.
- WATER METER INSTALLATION: TO SCHEDULE THE INSTALLATION OF A DOMESTIC WATER-METER CONTACT PERMIT OPERATIONS AT (202) 646-8600. DC WATER WILL FURNISH AND INSTALL THE METER AFTER THE CONNECTION TO THE MAIN HAS BEEN MADE AND THE METER PIT/VAULT HAS BEEN INSTALLED.
- CROSS CONTAMINATION CONTROL: ASSE 1048 CERTIFIED BACKFLOW PREVENTION ARE REQUIRED ON ALL FIRE SERVICES AND ARE TO BE LOCATED INSIDE THE BUILDING (UNLESS AN EXTERNAL LOCATION IS NECESSARY OR REQUIRED BY DC WATER) WHERE IT IS SUPPLIED, OWNED, OPERATED, AND MAINTAINED BY THE OWNER. DC WATER DOES NOT FURNISH NOR INSTALL FIRE DOUBLE CHECK DETECTOR FIRE PROTECTION BACKFLOW PREVENTION ASSEMBLIES.
- UTILITY SERVICE DISRUPTIONS: PHASE ALL UTILITY WORK TO MAINTAIN UTILITY SERVICES TO THE SURROUNDING AREA DURING ALL PHASES OF CONSTRUCTION. LIMIT REQUIRED UTILITY SHUT-DOWNS IN NUMBER AND DURATION. COORDINATE THESE SHUT DOWNS WITH DC WATER CONSTRUCTION INSPECTION STAFF.
- WATER VALVE OPERATION: THE CONTRACTOR IS REQUIRED TO COORDINATE WITH DC WATER FOR ALL NECESSARY WATER MAIN SHUT DOWNS WITH ADEQUATE ADVANCED NOTICE. ONLY DC WATER EMPLOYEES MAY SHUT DOWN A PUBLIC WATER MAIN. A CERTIFIED PLUMBER IS ONLY AUTHORIZED TO TURN OFF VALVES INSIDE METER PITS.
- WATER GATE VALVE LOCATION: LOCATE GATE VALVES FOR DOMESTIC AND FIRE SERVICES AS CLOSE TO THE PUBLIC WATER MAIN TEE AS POSSIBLE. HOWEVER, IF NECESSARY ADJUSTMENTS ARE REQUIRED DUE TO CONFLICTS, COORDINATE WITH A DC WATER INSPECTOR.
- MATERIAL: THE CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHOP CUTS TO THE APPROPRIATE DC WATER OFFICE FOR APPROVAL OR OBTAINING A DC WATER APPROVAL STAMP FOR ALL WORK IN PUBLIC SPACE IN ADVANCE OF INSTALLATION. ONLY APPROVED MATERIALS MAY BE USED.
- TEMPORARY CONDITIONS MINIMUM COVER: A NOMINAL FOUR FEET OF COVER IS REQUIRED FOR ALL WATER MAINS AT FINAL GRADE. COVER OF LESS THAN FOUR FEET REQUIRES DC WATER APPROVAL.
- AS-BUILT: DEVELOPERS, CONTRACTORS AND/OR PLUMBERS MUST SUBMIT FINAL CONSTRUCTION AS-BUILT INFORMATION TO THE APPROPRIATE DC WATER INSPECTOR(S) FOR REVIEW AND APPROVAL. UPON COMPLETION OF INSTALLATION OF NEW SERVICES OR ABANDONMENT OF EXISTING SERVICES, WHEN THE FINAL AS-BUILT IS APPROVED THE DEPOSIT WILL BE RETURNED TO THE APPLICANT. SEE DC WATER AS-BUILT REQUIREMENTS FOR ADDITIONAL INFORMATION.
- CONFLICTS: THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF PROPOSED UTILITIES. A MINIMUM OF ONE FOOT VERTICAL AND FIVE FEET HORIZONTAL CLEARANCE FROM OTHER UTILITIES SHALL BE MAINTAINED FROM ANY UTILITIES AND PUBLIC WATER AND SEWER MAINS.
- FIRE HYDRANT USE: THE USE OF A FIRE HYDRANT AS A WATER SOURCE IS PROHIBITED UNLESS A PERMIT HAS BEEN OBTAINED FROM DC WATER FOR USE OF A SPECIFIC HYDRANT(S). DAILY OR EXTENDED USE PERMITS CAN BE OBTAINED FROM DC WATER PERMIT OPERATIONS DEPARTMENT (202) 646-8600.
- FIRE HYDRANT STATUS: THE CONTRACTOR SHALL NOTIFY FEMS AT (202) 277-1889, PRIOR TO TAKING ANY FIRE HYDRANT OUT OF SERVICE OR RENDERING ANY HYDRANT INACCESSIBLE FOR ANY REASON. FEMS IS ALSO TO BE PROVIDED WITH THE LOCATION OF ANY NEW INSTALLATION OF PRIVATE FIRE HYDRANTS.
- DC WATER SAFETY OFFICE: THE DC WATER SAFETY OFFICE CAN BE CONTACTED AT (202) 787-4350.
- SEWER BACKWATER PREVENTION: THE PLUMBING SYSTEM MUST BE IN COMPLIANCE WITH SECTION 715 OF THE 2006 INTERNATIONAL PLUMBING CODE WHICH STATES A BACKWATER VALVE IS REQUIRED FOR ALL PLUMBING FIXTURES BELOW THE ELEVATION OF THE MANHOLE COVER OF THE NEXT UPSTREAM MANHOLE IN THE PUBLIC SEWER.

**SITE NOTES:**

- WHERE NEW WORK MEETS EXISTING, NOTE FIELD LOCATION AND ELEVATIONS OF EXISTING FEATURES BEFORE BEGINNING CONSTRUCTION AND REPORT ANY DISCREPANCY TO THE ARCHITECT OR ENGINEER.
- VERIFY LOCATION OF EXISTING UTILITIES BEFORE PROCEEDING WITH WORK. NOTIFY OWNER'S REPRESENTATIVE, DC WATER (202-787-4299) AND "MISS UTILITY" ((800-257-7777) 48 HOURS BEFORE PROCEEDING WITH ANY EXCAVATIONS. HAND DIG TEST PITS AT ALL UTILITY CROSSINGS AND DETERMINE EXACT CLEARANCE OF ALL PROPOSED INSTALLATIONS WELL IN ADVANCE OF CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS WITH PLAN ELEVATIONS.
- WORK AND MATERIALS IN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE APPLICABLE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS. ON-SITE WORK AND MATERIALS CODE.
- ELEVATIONS SHOWN HEREON ARE BASED ON D.C. DATUM.
- DIMENSIONS ARE TO FACE OF WALL AND CURB, EDGE OF WALK AND PAVEMENT, CENTERLINE OF COLUMN, PIPE AND UTILITY STRUCTURE. UNLESS OTHERWISE NOTED.
- FRAMES AND COVERS OF EXISTING STRUCTURES TO BE ADJUSTED TO MATCH NEW FINISHED GRADES.
- OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OR ENGINEER IMMEDIATELY OF ANY INFORMATION CONCERNING FOUND UTILITY, NOT SHOWN ON PLANS.
- EXISTING SURFACE CONDITIONS DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO MATCH EXISTING CONDITIONS. CONTRACTOR TO COORDINATE EXTENT WITH ARCHITECT OR ENGINEER.
- TEST PITS ARE REQUIRED AT ALL LOCATIONS (WHERE PROPOSED UTILITIES CROSS EXISTING UTILITIES. INVESTIGATIONS) TO IDENTIFY HORIZONTAL LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES. THE ENGINEER IS TO BE NOTIFIED OF THIS INFORMATION.
- IF A 1" MINIMUM VERTICAL CLEARANCE CAN NOT BE MAINTAINED AT UTILITY CROSSING, THE CONTRACTOR IS TO NOTIFY THE ENGINEER BEFORE PROCEEDING WITH WORK.
- TRANSITION CURB, GUTTER, PAVING AND SIDEWALK TO MEET EXISTING IN LINE AND ON GRADE OR AS DIRECTED BY ENGINEER.
- ALL DEBRIS AND EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN APPROVED OFF-SITE LOCATION.
- ALL ON-SITE WATER LINES TO HAVE A MINIMUM COVER OF 4'-0". WATER FITTINGS SHALL BE PROPERLY TIED AND ANCHORED, PER DC WATER STANDARDS AND SPECIFICATIONS.
- WHERE PORTIONS OF EXISTING BITUMINOUS OR CONCRETE PAVING ARE TO BE REMOVED, THE EXISTING PAVEMENT SHALL BE SAW-CUT.
- REMOVE FRAMES AND COVERS OF SEWER MANHOLE/NEETS AND/OR WATER MAIN VALVE CASTINGS TO BE ABANDONED AND FILL TO GRADE.
- ALL CURB SPOT SHOTS ARE TOP OF CURB, UNLESS OTHERWISE NOTED. 17. NOTIFY WASHINGTON GAS AT (202) 750-4205, 48 HOURS PRIOR TO ANY EXCAVATION IN THE VICINITY OF ANY TRANSMISSION MAIN. FOR FURTHER INFORMATION OR PROBLEMS, CONTACT MR. CHUCK WHITEY AT WASHINGTON GAS AT (703) 750-4205.
- PROVIDE A MINIMUM OF 5 FEET HORIZONTAL AND 1 FOOT VERTICAL CLEARANCE BETWEEN 12" DIAMETER AND SMALLER DISTRIBUTION EXISTING GAS FACILITIES AND PROPOSED FACILITIES.
- PROVIDE A MINIMUM OF 5 FEET HORIZONTAL AND 2 FEET VERTICAL CLEARANCE BETWEEN 16" DIAMETER OR GREATER TRANSMISSION GAS FACILITIES AND PROPOSED FACILITIES.
- ALL PROPOSED WORK TO BE CONSTRUCTED IN ACCORDANCE WITH LATEST STANDARDS AND SPECIFICATIONS OF THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION AND WATER AND SEWER AUTHORITY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING SIDEWALK, CURB AND GUTTER TO REMAIN OR TO REPLACE SIDEWALK, CURB AND GUTTER DAMAGED DURING CONSTRUCTION.
- EXISTING FULL DEPTH PAVEMENT SECTION, CURB AND GUTTER TO BE REMOVED AND REPLACED TO EXTENT NECESSARY TO FACILITATE CONSTRUCTION OF NEW UTILITIES. MATERIALS TO COMPLY WITH DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

**UTILITY CONTACTS:**

SEWER/WATER:  
DC WATER - (202) 787-4299

5000 OVERLOOK AVE. SW  
5TH FLOOR  
WASHINGTON, DC 20032

ELECTRICITY:  
PEPCO  
FRED JOHNSON (202) 872-2833  
701 9TH STREET NW, ROOM 6005  
WASHINGTON, DC 20068

GAS:  
WASHINGTON GAS CO.  
VANN JONES (703) 750-5983  
6801 INDUSTRIAL ROAD  
SPRINGFIELD, VA 22151

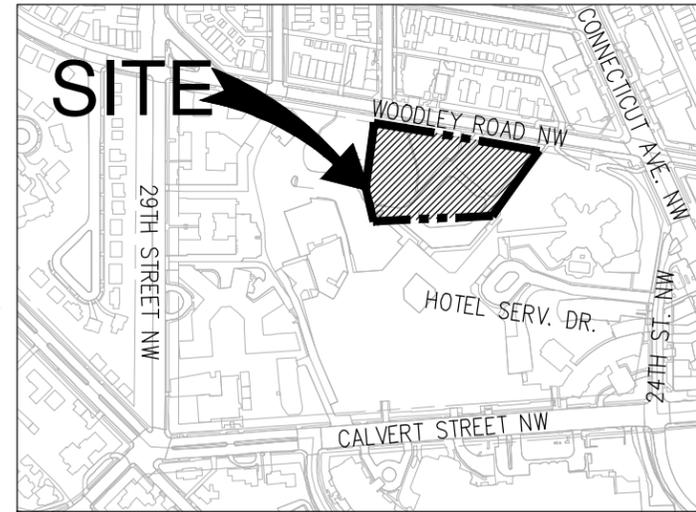
COMMUNICATIONS:  
VERIZON COMMUNICATIONS  
DIVINA YANCEY (301) 282-7736  
FDC-1  
13101 COLUMBIA PIKE  
CONDUIT GROUP - LOWER LEVEL  
SILVER SPRING, MD 20904

**ABBREVIATIONS:**

APPROX	APPROXIMATE
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWMA	AMERICAN WATER WORKS ASSOCIATION
CB	EDGE OF CURB
BF	BASEMENT FLOOR
BLDG	BUILDING
BM	BENCHMARK
BOV	LOW OFF VALVE
BRL	BUILDING RESTRICTION LINE
BW	BOTTOM OF WALL
C&G	CURB AND GUTTER
CB	CATCH BASIN
CC	CONCRETE CURB
CIP	CAST IRON PIPE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
DIP	DUCTILE IRON PIPE
DI	DROP INLET
DOM	DOMESTIC
EBL	EAST BOUND LANE
EG	EDGE OF GUTTER
EL	ELEVATION
ELEC	ELECTRIC
ELEV	ELEVATION
ENT	ENTRANCE
EP	EDGE OF PAVEMENT
EQUIP	EQUIPMENT
ESMT	EASEMENT
EW	END WALL
EX	EXISTING
FC	FACE OF CURB
FD	FLOOR DRAIN
FF	FIRST FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
G	GAS
GR	GUARD RAIL OR GRATE INLET
HC	HANDICAP
HP	HIGH POINT
HR	HAND RAIL
INV	INVERT
IP	IRON PIPE
IPS	IRON PIPE SET
LP	LOW POINT
MH	MANHOLE
O/H	OVERHEAD
PCC	PORTLAND CEMENT CONCRETE
PROP	PROPOSED
PWMT	PAVEMENT
SAW	SANITARY
SEWER	SEWER
STD	STANDARD
SW	SIDEWALK
T/C	TOP OF CURB
TEL	TELEPHONE
TP	TEST PIT OR TREE PROTECTION
TW	TOP OF WALL OR TAILWATER
UP	UTILITY POLE
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
UGT	UNDERGROUND TELEPHONE
UGC	UNDERGROUND CABLE
UD	UNDERDRAIN
WL	WATER LINE
WM	WATER METER

**LEGEND**

	INDEX CONTOUR		PROPOSED 350
	INTERMEDIATE CONTOUR		PROPOSED 352
	EDGE OF PAVEMENT		NEW E.P.
	CURB AND GUTTER		TRANSITION
	PROPOSED HEADER CURB		PROPERTY LINE
	LOT LINE		RIGHT-OF-WAY
	EASEMENT		WATER LINE
	WATER VALVE		WATER REDUCER
	WATER METER		SANITARY SEWER
	STORM SEWER		CABLE TV
	ELECTRIC SERVICE-UNDERGROUND		ELECTRIC SERVICE-OVERHEAD
	OVERHEAD TELEPHONE		TELEPHONE SERVICE
	GAS LINE		SPOT ELEVATION
	UTILITY POLE		GUY POLE
	TRANSFORMER		SIGN
	SANITARY SEWER IDENTIFIER		STORM DRAIN IDENTIFIER
	FIRE HYDRANT		STREET LIGHT
	TEST PIT LOCATION RECOMMENDED/REQUIRED		HANDICAP RAMP
	TREE		CONCRETE SIDEWALK



VICINITY MAP  
SCALE: 1" = 500'

**2660 WOODLEY RD. NW**  
**SQUARE 2132; LOTS 830 & 832**  
**WASHINGTON, DC**

**PROJECT NARRATIVE:**

THE PROJECT CONSISTS OF THE DEVELOPMENT OF A RESIDENTIAL BUILDING AND ASSOCIATED IMPROVEMENTS AT 2660 WOODLEY RD NW. THE SITE WILL BE SERVICED BY NEW WATER, FIRE PROTECTION, STORM DRAIN, AND SANITARY SEWER SERVICES. THE SITE WILL BE ACCESSIBLE FROM WOODLEY ROAD NW.

**CIVIL ENGINEER**

BOWMAN CONSULTING GROUP DC PC  
888 17TH STREET NW, SUITE 202  
WASHINGTON, D.C. 20006  
(202) 750-2474  
ATTN: MATTHEW C. SENENMAN, P.E.

**CIVIL DRAWING LIST - PUD:**

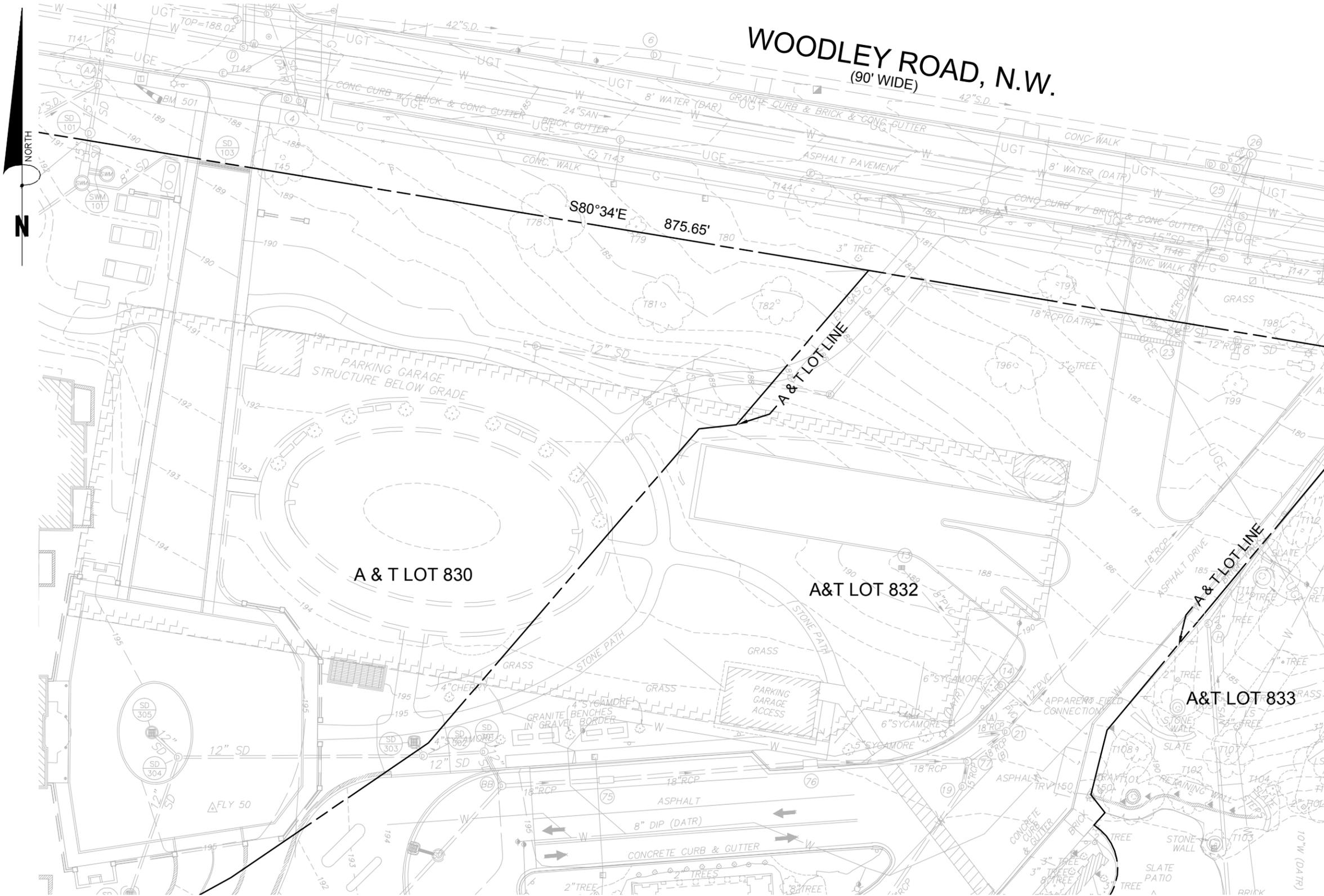
CIV0001	COVER SHEET
CIV0110	EXISTING CONDITIONS
CIV0120	EROSION AND SEDIMENT CONTROL PLAN
CIV0140	SITE PLAN
CIV0150	UTILITY PLAN
CIV0160	GRADING PLAN
CIV0510	EROSION AND SEDIMENT CONTROL NOTES
CIV0520	EROSION AND SEDIMENT CONTROL DETAILS
CIV0710	STORMWATER MANAGEMENT PLAN



DESIGN ARCHITECT: DAVID M. SCHWARZ ARCHITECTS  
MASTER PLANNER: GENSLER  
LANDSCAPE ARCH: LEMON BROOKE  
CIVIL ENGINEER: BOWMAN CONSULTING  
TRAFFIC CONSULTANT: GOROVE/SLADE ASSOCIATES  
LAND USE ATTORNEY: GOULSTON & STORRS

**WARDMAN PARK**  
**CONSOLIDATED PUD SUBMISSION**

**COVER SHEET CIV0001**



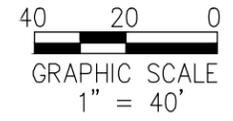
**WOODLEY ROAD, N.W.**  
(90' WIDE)

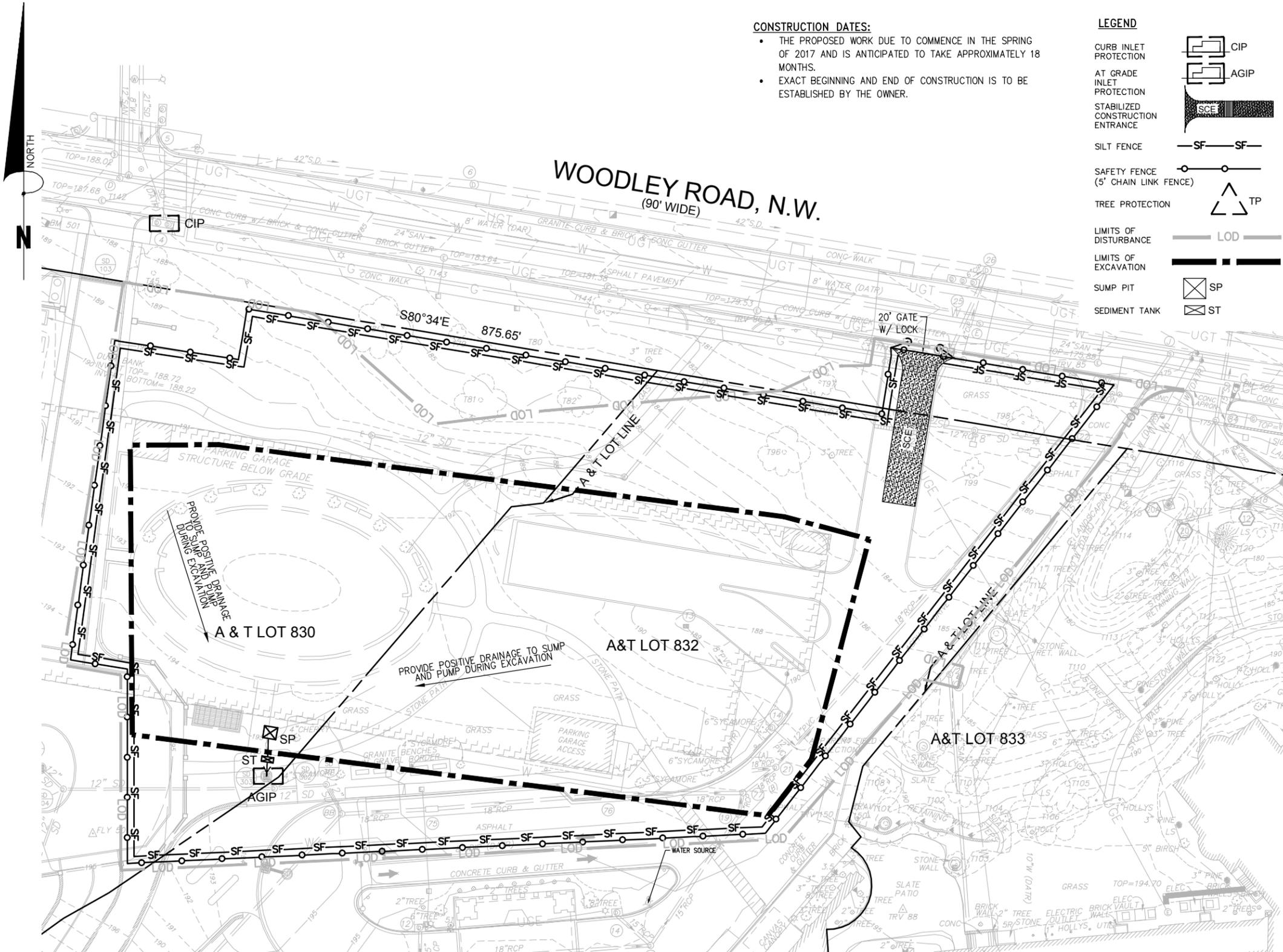
S80°34'E 875.65'

**A & T LOT 830**

**A&T LOT 832**

**A&T LOT 833**





- CONSTRUCTION DATES:**
- THE PROPOSED WORK DUE TO COMMENCE IN THE SPRING OF 2017 AND IS ANTICIPATED TO TAKE APPROXIMATELY 18 MONTHS.
  - EXACT BEGINNING AND END OF CONSTRUCTION IS TO BE ESTABLISHED BY THE OWNER.

**LEGEND**

CURB INLET PROTECTION		CIP
AT GRADE INLET PROTECTION		AGIP
STABILIZED CONSTRUCTION ENTRANCE		SCE
SILT FENCE		SF
SAFETY FENCE (5' CHAIN LINK FENCE)		
TREE PROTECTION		TP
LIMITS OF DISTURBANCE		LOD
LIMITS OF EXCAVATION		
SUMP PIT		SP
SEDIMENT TANK		ST

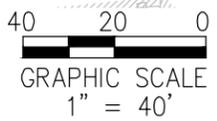
**SEDIMENT AND EROSION CONTROL NARRATIVE:**  
 INSTALL SEDIMENT AND EROSION CONTROL MEASURES INCLUDING SILT FENCE, INLET PROTECTION, TREE PROTECTION, AND STABILIZED CONSTRUCTION ENTRANCE AT SITE. FOLLOWED BY DISCONNECTION OF UTILITIES, CONCRETE ENTRANCE AND EXISTING CURB RAMPS. DURING DEMOLITION, DEBRIS WILL BE REMOVED FROM SITE BY TRUCK. CONTACT DC DEPARTMENT OF THE ENVIRONMENT, WATERSHED PROTECTION DIVISION AT 202-535-2250 TO SCHEDULE PRE-CONSTRUCTION MEETING.

**AREA OF DISTURBANCE:**  
 TOTAL SITE AREA: 106,871 SF (2.45 ACRES)  
 AREA TO BE DISTURBED: 87,535 SF (2.01 ACRES)

- CONSTRUCTION AND STABILIZATION SEQUENCE:**
1. CONTACT DC WATERSHED PROTECTION DIVISION AT 202-535-1364 TO SCHEDULE THE PRE-CONSTRUCTION MEETING PRIOR TO MOBILIZATION.
  2. INSTALL SEDIMENT AND EROSION CONTROL MEASURES AS NEEDED INCLUDING STABILIZED CONSTRUCTION ENTRANCE, WASH RACK, INLET PROTECTION, AND SILT FENCE AS INDICATED ON THIS SHEET. SEE SHEET CIV0520 FOR SEDIMENT AND EROSION CONTROL DETAILS.
  3. SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR PRIOR TO COMMENCING ANY OTHER LAND DISTURBING ACTIVITIES.
  4. DISCONNECT UTILITIES AND RAZE BUILDING TO SURFACE.
  5. AT THE COMPLETION OF THIS PHASE OF CONSTRUCTION, FOLLOWING SITE STABILIZATION AND UPON INSPECTOR'S APPROVAL, TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES CAN BE REMOVED.

- DUST CONTROL NOTES:**
1. THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
  2. THE CONTRACTOR MUST PROVIDE CLEAN WATER, FREE FROM SALT, OIL AND OTHER DELETERIOUS MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
  3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLY OF ACCESSING ALL WORK AREAS.
  4. THE CONTRACTOR SHALL IMPLEMENT STRICT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON SITE. THESE MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
  5. FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:
    - A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DISCHARGE PRESSURE GAUGE;
    - B. ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING, AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER;
    - C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (137.8 K PA) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
  6. FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITIONS AND/OR EXCAVATION, THE CONTRACTOR SHALL:
    - A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGES, HOSES, AND MIST NOZZLES;
    - B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE DISTURBED AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING;
    - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND SITE BOUNDARIES.

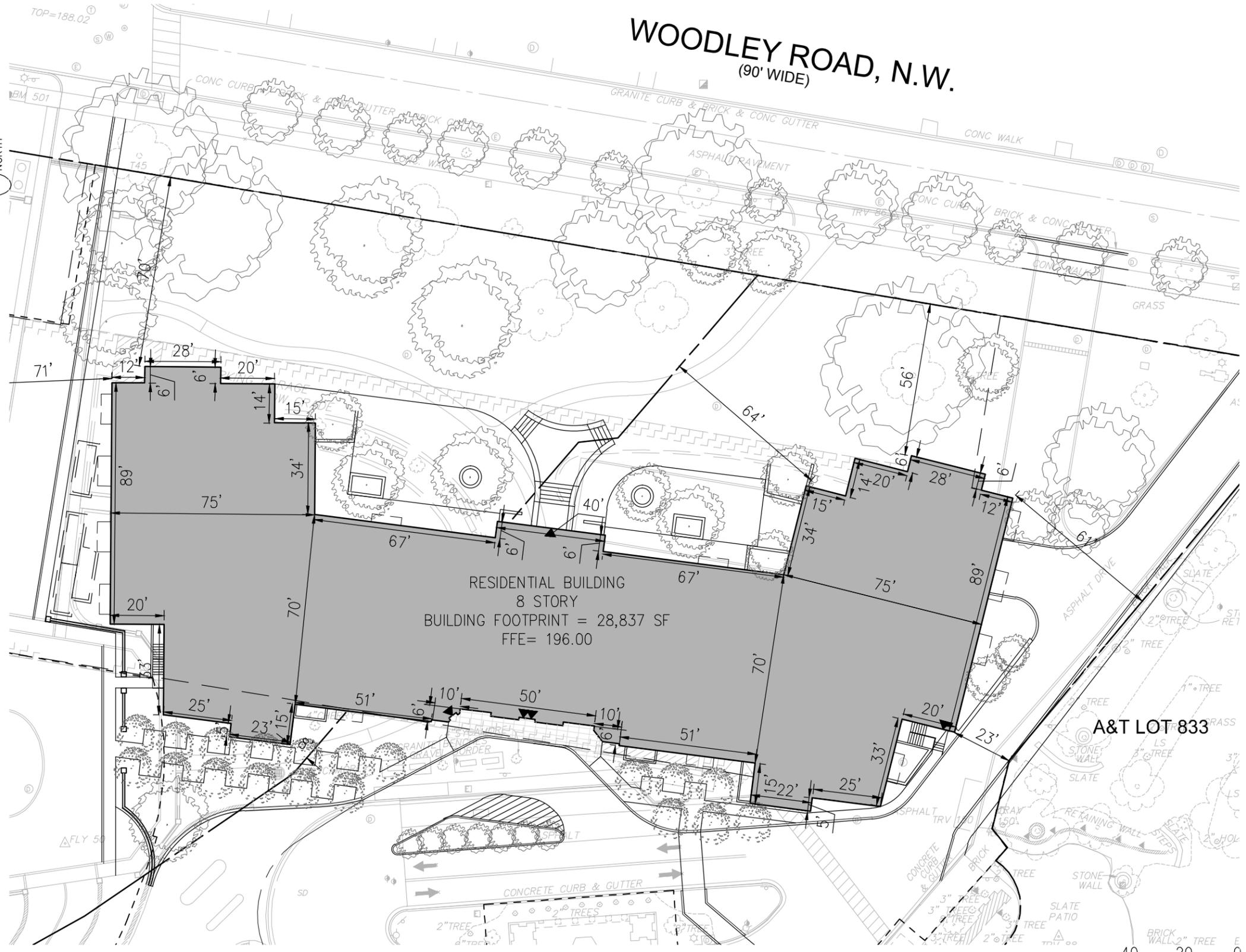
- SEDIMENT AND EROSION CONTROL NOTES:**
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF SHEETING AND SHORING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES. SHORING, BRACING, AND UNDERPINNING DESIGNED BY THE CONTRACTOR'S STRUCTURAL ENGINEER LICENSED IN THE DISTRICT OF COLUMBIA SHALL BE PROVIDED AS NECESSARY TO ENSURE THEIR SUPPORT.
  2. PROVIDE SILT FENCE AT THE PERIMETER OF DISTURBED AREA OR EXCAVATION TO REMAIN IN PLACE UNTIL SITE IS STABILIZED OR OTHERWISE APPROVED BY THE INSPECTOR.
  3. PROVIDE CONSTRUCTION FENCE AT THE PERIMETER OF DISTURBED AREA OR EXCAVATION TO REMAIN IN PLACE UNTIL SITE IS STABILIZED OR OTHERWISE APPROVED BY THE INSPECTOR.
  4. CONTRACTOR TO MAINTAIN ON-SITE STAMPED AND SIGNED, SEDIMENT AND EROSION CONTROL DRAWINGS APPROVED BY THE DEPARTMENT OF THE ENVIRONMENT, WATERSHED PROTECTION DIVISION.
  5. THE APPLICATION MUST NOTIFY THE DEPARTMENT OF THE ENVIRONMENT BY PHONE (202-535-2250) AT LEAST 24 HOURS PRIOR TO START OF GRADING ACTIVITY AND WITHIN TWO (2) WEEKS AFTER COMPLETION OF PROJECT TO REQUEST INSPECTION. IF THERE IS NEED TO MAKE CHANGES OR MODIFICATIONS IN THE APPROVED DESIGN, DEPARTMENT OF THE ENVIRONMENT MUST BE NOTIFIED IMMEDIATELY.



DESIGN ARCHITECT: DAVID M. SCHWARZ ARCHITECTS  
 MASTER PLANNER: GENSLER  
 LANDSCAPE ARCH: LEMON BROOKE  
 CIVIL ENGINEER: BOWMAN CONSULTING  
 TRAFFIC CONSULTANT: GOROVE/SLADE ASSOCIATES  
 LAND USE ATTORNEY: GOULSTON & STORRS

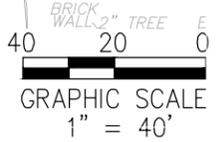
**WARDMAN PARK  
 CONSOLIDATED PUD SUBMISSION**

# WOODLEY ROAD, N.W. (90' WIDE)



RESIDENTIAL BUILDING  
8 STORY  
BUILDING FOOTPRINT = 28,837 SF  
FFE = 196.00

A&T LOT 833



# WOODLEY ROAD, N.W. (90' WIDE)



**WATER AND SEWER DEMAND:**

WATER:  
(170 GPD PER UNIT X 121 UNITS) = 20,570 GPD

SEWER:  
20,570 GPD = 0.03 CFS

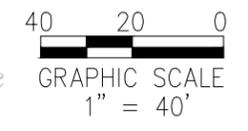
**NOTE:**

DEMANDS ARE BASED ON AVERAGE WASTEWATER FLOW FACTOR PER WSSC PIPELINE DESIGN MANUAL OF 2008.

RESIDENTIAL BUILDING  
8 STORY  
BUILDING FOOTPRINT = 28,837 SF  
FFE= 196.00

NEW RCP STORM SEWER  
INV OUT= 178.0±  
NEW FIRE SERVICE  
NEW DOMESTIC WATER  
NEW PVC SANITARY SEWER  
INV OUT= 178.0±

A&T LOT 833



DESIGN ARCHITECT: DAVID M. SCHWARZ ARCHITECTS  
 MASTER PLANNER: GENSLER  
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 LAND USE ATTORNEY: GOULSTON & STORRS

## WARDMAN PARK CONSOLIDATED PUD SUBMISSION

UTILITY PLAN

CIV0150

23 JUNE 2016

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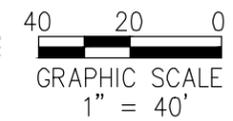
# WOODLEY ROAD, N.W. (90' WIDE)

## SPOT SHOT LEGEND

- XX<sup>FF</sup>+ FINISHED FLOOR SPOT
- XX<sup>G</sup>+ GROUND SPOT
- XX<sup>TC</sup>+ TOP OF CURB SPOT
- XX<sup>BC</sup>+ BOTTOM OF CURB SPOT
- XX<sup>TW</sup>+ TOP OF WALL SPOT
- XX<sup>BW</sup>+ BOTTOM OF WALL SPOT
- XX<sup>TS</sup>+ TOP OF STEPS SPOT
- XX<sup>BS</sup>+ BOTTOM OF STEPS SPOT
- XX<sup>ME</sup>+ MATCH EXISTING SPOT

RESIDENTIAL BUILDING  
8 STORY  
BUILDING FOOTPRINT = 28,837 SF  
FFE= 196.00

A&T LOT 833



#### **STANDARDS AND SPECIFICATIONS FOR DUST CONTROL:**

1. THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR MUST PROVIDE CLEAN WATER, FREE FROM SALT, OIL AND OTHER DELETERIOUS MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLY OF ACCESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL IMPLEMENT STRICT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON SITE. THESE MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
5. FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:
  - A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DISCHARGE PRESSURE GAUGE;
  - B. ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING, AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER;
  - C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (137.8 K PA) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
6. FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITIONS AND/OR EXCAVATION, THE CONTRACTOR SHALL:
  - A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGES, HOSES, AND MIST NOZZLES;
  - B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE DISTURBED AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING;
  - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND SITE BOUNDARIES.

#### **DISTRICT OF COLUMBIA STANDARD SEDIMENT CONTROL NOTES:**

1. ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE INSTALLED BEFORE THE START OF AN EXCAVATION AND/OR CONSTRUCTION AS PER STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL FOR THE DISTRICT OF COLUMBIA. IF AN ON-SITE INSPECTION REVEALS FURTHER EROSION CONTROL MEASURES ARE NECESSARY THE SAME SHALL BE PROVIDED.
2. ALL DEBRIS TO BE REMOVED FROM SITE.
3. ALLEY AND/OR STREETS SHALL BE SWEPT CLEAN AT ALL TIMES DURING EXCAVATION AND CONSTRUCTION.
4. ALL CATCH BASINS AND AREA DRAINS SHALL BE PROTECTED DURING EXCAVATION AND CONSTRUCTION.
5. IF ANY CATCH BASIN OR DRAIN BECOMES CLOGGED AS A RESULT OF EXCAVATION OR CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS CLEANING.
6. WHEN A SEDIMENT TRAP/SEDIMENT TANK HAS REACHED 67% CAPACITY, CLEAN OUT OF SAME IS REQUIRED.
7. ANY STOCKPILING, REGARDLESS OF LOCATION ON THE SITE, SHALL BE STABILIZED WITHIN 28 DAYS AFTER ESTABLISHMENT AND FOR THE DURATION OF THE PROJECT.

#### **37.0 STANDARDS AND SPECIFICATIONS FOR LAND GRADING:**

DEFINITION: RESHAPING OF THE EXISTING LAND SURFACE IN ACCORDANCE WITH A PLAN AS DETERMINED BY ENGINEERING SURVEY AND LAYOUT.

PURPOSE: THE PURPOSE OF LAND GRADING SPECIFICATIONS IS TO PROVIDE FOR EROSION CONTROL AND VEGETATIVE ESTABLISHMENT ON THOSE AREAS WHERE THE EXISTING LAND SURFACE IS TO BE RESHAPED BY GRADING ACCORDING TO A PLAN.

DESIGN CRITERIA: THE GRADING PLAN SHOULD BE BASED UPON THE INCORPORATION OF BUILDING DESIGNS AND STREET LAYOUTS THAT FIT AND UTILIZE EXISTING TOPOGRAPHY AND DESIRABLE NATURAL SURROUNDINGS TO AVOID EXTREME GRADE MODIFICATIONS. INFORMATION TO DETERMINE LIMITATIONS THAT MUST BE IMPOSED UPON THE GRADING OPERATION RELATED TO SLOPE STABILITY, EFFECT ON ADJACENT PROPERTIES, AND DRAINAGE PATTERNS, MEASURES FOR DRAINAGE AND WATER REMOVAL AND VEGETATIVE TREATMENT, ETC.

THE PLAN MUST SHOW EXISTING AND PROPOSED CONTOURS OF THE AREA(S) TO BE GRADED. THE PLAN SHALL ALSO INCLUDE PRACTICES FOR EROSION CONTROL, SLOPE STABILIZATION, SAFE DISPOSAL OF RUNOFF WATER AND DRAINAGE, SUCH AS WATERWAYS, LINED DITCHES, REVERSE SLOPE BENCHES (INCLUDE GRADE AND CROSS SECTION), GRADE STABILIZATION STRUCTURES, RETAINING WALLS, AND SURFACE AND SUBSURFACE DRAINS. THE PLAN SHALL ALSO INCLUDE PHASING OF THESE PRACTICES. THE FOLLOWING SHALL BE INCORPORATED INTO THE PLAN:

1. PROVISIONS SHALL BE MADE TO SAFELY CONDUCT SURFACE RUNOFF TO STORM DRAINS, PROTECTED OUTLETS OR TO STABLE WATER COURSES TO INSURE THAT SURFACE RUNOFF WILL NOT DAMAGE SLOPES OR OTHER GRADED AREAS.
2. CUT AND FILL SLOPES THAT ARE TO BE STABILIZED WITH GRASSES SHALL NOT BE STEEPER THAN 2:1. (WHERE THE SLOPE IS TO BE MOWED THE SLOPE SHOULD BE NO STEEPER THAN 3:1; 4:1 IS PREFERRED BECAUSE OF SAFETY FACTORS RELATED TO MOWING STEEP SLOPES.) SLOPES EXCEEDING 2:1 SHALL REQUIRE SPECIAL DESIGN AND STABILIZATION CONSIDERATIONS THAT SHALL BE ADEQUATELY SHOWN ON THE PLANS.
3. REVERSE BENCHES SHALL BE PROVIDED WHENEVER THE VERTICAL INTERVAL (HEIGHT) OF ANY 2:1 SLOPE EXCEEDS 20 FEET; FOR 3:1 SLOPE IT SHALL BE INCREASED TO 30 FEET AND FOR 4:1 TO 40 FEET. BENCHES SHALL BE LOCATED TO DIVIDE THE SLOPE FACE AS EQUALLY AS POSSIBLE AND SHALL CONVEY THE WATER TO A STABLE OUTLET. SOILS, SEEPS, ROCK OUTCROPS, ETC. , SHALL ALSO BE TAKEN INTO CONSIDERATION WHEN DESIGNING BENCHES.
  - A. BENCHES SHALL BE A MINIMUM OF SIX- FEET WIDE TO PROVIDE FOR EASE OF MAINTENANCE.
  - B. BENCHES SHALL BE DESIGNED WITH A REVERSE SLOPE OF 6:1 OR FLATTER TO THE TOE OF THE UPPER SLOPE AND WITH A MINIMUM OF ONE FOOT IN DEPTH. BENCH GRADIENT TO THE OUTLET SHALL BE BETWEEN 2 PERCENT AND 3 PERCENT, UNLESS ACCOMPANIED BY APPROPRIATE DESIGN AND COMPUTATIONS.
  - C. THE FLOW LENGTH WITHIN A BENCH SHALL NOT EXCEED 800' UNLESS ACCOMPANIED BY APPROPRIATE DESIGN AND COMPUTATIONS. FOR FLOW CHANNEL STABILIZATION, SEE TEMPORARY SWALE.

#### **37.0 STANDARDS AND SPECIFICATIONS FOR LAND GRADING:**

4. SURFACE WATER SHALL BE DIVERTED FROM THE FACE OF ALL CUT AND/OR FILL SLOPES BY THE USE OF EARTH DIKES, DITCHES AND SWALES OR CONVEYED DOWNSLOPE BY THE USE OF A DESIGNED STRUCTURE, EXCEPT WHERE:
  - A. THE FACE OF THE SLOPE IS OR SHALL BE STABILIZED AND THE FACE OF ALL GRADED SLOPES SHALL BE PROTECTED FROM SURFACE RUNOFF UNTIL THEY ARE STABILIZED.
  - B. THE FACE OF THE SLOPE SHALL NOT BE SUBJECT TO ANY CONCENTRATE FLOWS OF SURFACE WATER SUCH AS FROM NATURAL DRAINAGEWAYS, GRADED SWALES, DOWNSPOUTS, ETC.
  - C. THE FACE OF THE SLOPE WILL BE PROTECTED BY SPECIAL EROSION CONTROL MATERIALS, TO INCLUDE, BUT NOT LIMITED TO: APPROVED VEGETATIVE STABILIZATION PRACTICES (SEE SECTION G), RIP-RAP OR OTHER APPROVED STABILIZATION METHODS.
5. CUT SLOPES OCCURRING IN RIPABLE ROCK SHALL BE SERRATED AS SHOWN IN DETAIL 70, SERRATED SLOPES ON THE FOLLOWING DIAGRAM. THESE SERRATIONS SHALL BE MADE WITH CONVENTIONAL EQUIPMENT AS THE EXCAVATION IS MADE. EACH STEP OR SERRATION SHALL BE CONSTRUCTED ON THE CONTOUR AND WILL HAVE STEPS CUT AT NOMINAL TWO-FOOT INTERVALS WITH NOMINAL THREE-FOOT HORIZONTAL SHELVES. THESE STEPS WILL VARY DEPENDING ON THE SLOPE RATIO OR THE CUT SLOPE. THE NOMINAL SLOPE LINE IS 1:5:1. THESE STEPS WILL WEATHER AND ACT TO HOLD MOISTURE, LIME, FERTILIZER AND SEED THUS PRODUCING A MUCH QUICKER AND LONGER LIVED VEGETATIVE COVER AND BETTER SLOPE STABILIZATION. OVERLAND FLOW SHALL BE DIVERTED FROM THE TOP OF ALL SERRATED CUT SLOPES AND CARRIED TO A SUITABLE OUTLET.
6. SUBSURFACE DRAINAGE SHALL BE PROVIDED WHERE NECESSARY TO INTERCEPT SEEPAGE THAT WOULD OTHERWISE ADVERSELY AFFECT SLOPE STABILITY OR CREATE EXCESSIVELY WET SITE CONDITIONS.
7. SLOPES SHALL NOT BE CREATED SO CLOSE TO PROPERTY LINES AS TO ENDANGER ADJOINING PROPERTIES WITHOUT ADEQUATELY PROTECTING SUCH PROPERTIES AGAINST SEDIMENTATION, EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED DAMAGES.
8. FILL MATERIAL SHALL BE FREE OF SNOW, ICE, FROZEN MATERIALS, TRASH, BRICK, CLAY LUMPS, HAZARDOUS MATERIAL, BROKEN CONCRETE, TREE ROOTS, SOD, ASHES, CINDERS, GLASS, PLASTER, ORGANIC MATTER, BRUSH, LOGS, STUMPS, BUILDING DEBRIS AND ANY OTHER FOREIGN MATERIAL. IT SHOULD BE FREE OF STONES OVER TWO (2) INCHES IN DIAMETER WHERE COMPACTED BY HAND OR MECHANICAL TAMPERS OR OVER EIGHT (8) INCHES IN DIAMETER WHERE COMPACTED BY ROLLERS OR OTHER EQUIPMENT. FROZEN MATERIAL SHALL NOT BE PLACED IN THE FILL NOR SHALL THE FILL MATERIAL BE PLACED ON A FROZEN FOUNDATION.
9. STOCKPILES, BORROW AREAS AND SPOIL SHALL BE SHOWN ON THE PLANS AND SHALL BE SUBJECT TO THE PROVISIONS OF THIS STANDARD AND SPECIFICATIONS.
10. ALL DISTURBED AREAS SHALL BE STABILIZED STRUCTURALLY OR VEGETATIVELY IN COMPLIANCE WITH 42.0 STANDARDS AND SPECIFICATIONS FOR VEGETATIVE STABILIZATION.

#### **38.0 STANDARDS AND SPECIFICATIONS FOR TOPSOIL:**

DEFINITION: PLACEMENT OF TOPSOIL OVER A PREPARED SUBSOIL PRIOR TO ESTABLISHMENT OF PERMANENT VEGETATION

PURPOSE: TO PROVIDE A SUITABLE SOIL MEDIUM FOR VEGETATIVE GROWTH. SOILS OF CONCERN HAVE LOW MOISTURE CONTENT, LOW NUTRIENT LEVELS, LOW PH, MATERIALS TOXIC TO PLANTS, AND/OR UNACCEPTABLE SOIL GRADATION.

CONDITIONS WHERE PRACTICE APPLIES:

- i. THIS PRACTICE IS LIMITED TO AREAS HAVING 2:1 OR FLATTER SLOPES WHERE:
    - a. THE TEXTURE OF THE EXPOSED SUBSOIL/PARENT MATERIAL IS NOT ADEQUATE TO PRODUCE VEGETATIVE GROWTH.
    - b. THE SOIL MATERIAL IS SO SHALLOW THAT THE ROOTING ZONE IS NOT DEEP ENOUGH TO SUPPORT PLANTS OF FURNISH CONTINUING SUPPLIES OF MOISTURE AND PLANT NUTRIENTS.
    - c. THE ORIGINAL SOIL TO BE VEGETATED CONTAINS MATERIAL TOXIC TO PLANT GROWTH.
    - d. THE SOIL IS SO ACIDIC THAT TREATMENT WITH LIMESTONE IS NOT FEASIBLE.
  - ii. FOR THE PURPOSE OF THESE STANDARDS AND SPECIFICATIONS, AREAS HAVING SLOPES STEEPER THAN 2:1 REQUIRE SPECIAL CONSIDERATION AND DESIGN FOR ADEQUATE STABILIZATION. AREAS HAVING SLOPES STEEPER THAN 2:1 SHALL HAVE THE APPROPRIATE STABILIZATION SHOWN ON THE PLANS.
- CONSTRUCTION AND MATERIAL SPECIFICATIONS:
- i. TOPSOIL SALVAGED FROM THE EXISTING SITE MAY BE USED PROVIDED THAT IT MEETS THE STANDARDS AS SET FORTH IN THESE SPECIFICATIONS. TYPICALLY, THE DEPTH OF TOPSOIL TO BE SALVAGED FOR A GIVEN SOIL TYPE CAN BE FOUND IN THE REPRESENTATIVE SOIL PROFILE SECTION IN THE SOIL SURVEY PUBLISHED IN THE NRCS DISTRICT OF COLUMBIA SOIL SURVEY MANUAL.
  - ii. TOPSOIL SPECIFICATIONS – SOIL TO BE USED AS TOPSOIL MUST MEET THE FOLLOWING:
    - i. TOPSOIL SHALL BE A LOAM, SANDY LOAM, CLAY LOAM, SILT LOAM, SANDY CLAY LOAM, LOAMY SAND. OTHER SOILS MAY BE USED IF RECOMMENDED BY AN AGRONOMIST OR SOIL SCIENTIST AND APPROVED BY THE WATERSHED PROTECTION DIVISION. REGARDLESS, TOPSOIL SHALL NOT BE A MIXTURE OF CONTRASTING TEXTURED SUBSOILS AND SHALL CONTAIN LESS THAN 5% BY VOLUME OF CINDERS, STONES, SLAG, COARSE FRAGMENTS, GRAVEL, STICKS, ROOTS, TRASH, OR OTHER MATERIALS LARGER THAN 1 1/2 " IN DIAMETER.
    - ii. TOPSOIL MUST BE FREE OF PLANTS OR PLANT PARTS SUCH AS BERMUDA GRASS, QUACKGRASS, JOHNSONGRASS, NUTSEDGE, POISON IVY, THISTLE, OTHER POSIONOUS PLANTS OR OTHERS AS SPECIFIED.
    - iii. WHERE THE SUBSOIL IS EITHER HIGHLY ACIDIC OR COMPOSED OF HEAVY CLAYS, GROUND LIMESTONE SHALL BE SPREAD AT THE RATE OF 4-8 TONS/ACRE (200-400 POUNDS PER 1,000 SQUARE FEET) PRIOR TO THE PLACEMENT OF TOPSOIL. LIME SHALL BE DISTRIBUTED UNIFORMLY OVER DESIGNATED AREAS AND WORKED INTO THE SOIL IN CONJUNCTION WITH TILLAGE OPERATIONS AS DESCRIBED IN THE FOLLOWING PROCEDURES.

#### **38.0 STANDARDS AND SPECIFICATIONS FOR TOPSOIL, CONT.:**

- iii. FOR SITES HAVING DISTURBED AREAS UNDER 5 ACRES:
  - i. PLACE TOPSOIL (IF REQUIRED) AND APPLY SOIL AMENDMENTS AS SPECIFIED IN 42.0 VEGETATIVE STABILIZATION – SECTION I – VEGETATIVE STABILIZATION METHOD AND MATERIALS.
- iv. FOR SITES HAVING DISTURBED AREAS OVER 5 ACRES:
  - i. ON SOIL MEETING TOPSOIL SPECIFICATIONS, OBTAIN TEST RESULTS DICTATING FERTILIZER AND LIME AMENDMENTS REQUIRED TO BRING THE SOIL INTO COMPLIANCE WITH THE FOLLOWING:
    - a. PH FOR TOPSOIL SHALL BE BETWEEN 6.0 AND 7.5. IF THE TESTED SOIL DEMONSTRATES A PH OF LESS THAN 6.0, SUFFICIENT LIME SHALL BE PRESCRIBED TO RAISE THE PH TO 6.5 OR HIGHER.
    - b. ORGANIC CONTENT OF TOPSOIL SHALL BE NOT LESS THAN 1.5 PERCENT BY WEIGHT.
    - c. TOPSOIL HAVING SOLUBLE SALT CONTENT GREATER THAN 500 PARTS PER MILLION SHALL NOT BE USED.
    - d. NO SOD OR SEED SHALL BE PLACED ON SOIL WHICH HAS BEEN TREATED WITH SOIL STERILANTS OR CHEMICALS USED FOR WEED CONTROL UNTIL SUFFICIENT TIME HAS ELAPSED (14 DAYS MIN.) TO PERMIT DISSIPATION OF PHYTO-TOXIC MATERIALS.
  - ii. PLACE TOPSOIL (IF REQUIRED) AND APPLY SOIL AMENDMENTS AS SPECIFIED IN 42.0 VEGETATIVE STABILIZATION – SECTION I- VEGETATIVE STABILIZATION METHOD AND MATERIALS.
- v. TOPSOIL APPLICATION
  - i. WHEN TOPSOILING, MAINTAIN NEEDED EROSION AND SEDIMENT CONTROL PRACTICES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, EARTH DIKES, SLOPE SILT FENCE AND SEDIMENT TRAPS AND BASINS.
  - ii. GRADES ON THE AREAS TO BE TOPSOILED, WHICH HAVE BEEN PREVIOUSLY ESTABLISHED, SHALL BE MAINTAINED, ALBEIT 4" – 8" HIGHER IN ELEVATION.
  - iii. TOPSOIL SHALL BE UNIFORMLY DISTRIBUTED IN A 4" – 8" LAYER AND LIGHTLY COMPACTED TO A MINIMUM THICKNESS OF 4". SPREADING SHALL BE PERFORMED IN SUCH A MANNER THAT SODDING OR SEEDING CAN PROCEED WITH A MINIMUM OF ADDITIONAL SOIL PREPARATION AND TILLAGE. ANY IRREGULARITIES IN THE SURFACE RESULTING FROM TOPSOILING OR OTHER OPERATIONS SHALL CORRECTED IN ORDER TO PREVENT THE FORMATION OF DEPRESSIONS OR WATER POCKETS.
  - iv. TOPSOIL SHALL NOT BE PLACED WHILE THE TOPSOIL OR SUBSOIL IS IN A FROZEN OR MUDDY CONDITION, WHEN THE SUBSOIL IS EXCESSIVELY WET OR IN A CONDITION THAT MAY OTHERWISE BE DETRIMENTAL TO PROPER GRADING AND SEEDBED PREPARATION.
- vi. ALTERNATIVE FOR PERMANENT SEEDING – INSTEAD OF APPLYING THE FULL AMOUNTS OF LIME AND COMMERCIAL FERTILIZER, COMPOSTED SLUDGE AND AMENDMENTS MAY BE APPLIED AS SPECIFIED BELOW:
  - i. COMPOSTED SLUDGE MATERIAL FOR USE AS A SOIL CONDITIONER FOR SITES HAVING DISTURBED AREAS OVER 5 ACRES SHALL BE TESTED TO PRESCRIBE AMENDMENTS AND FOR SITES HAVING DISTURBED AREAS UNDER 5 ACRES SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
    - a. COMPOSTED SLUDGE SHALL BE SUPPLIED BY, OR ORIGINATE FROM, A PERSON OR PERSONS THAT ARE PERMITTED (AT THE TIME OF ACQUISITION OF THE COMPOST) BY EITHER THE STATE OF MARYLAND OR THE STATE OF VIRGINA.
    - b. COMPOSTED SLUDGE SHALL CONTAIN AT LEAST 1 PERCENT NITROGEN, 1.5 PERCENT PHOSPHORUS, AND 0.2 PERCENT POTASSIUM AND HAVE A PH OF 7.0 TO 8.0. IF COMPOST DOES NOT MEET THESE REQUIREMENTS, THE APPROPRIATE CONSTITUENTS MUST BE ADDED TO MEET THE REQUIREMENTS PRIOR TO USE.
    - c. COMPOSTED SLUDGE SHALL BE APPLIED AT A RATE OF 1 TON/1,000 SQUARE FEET.
    - ii. COMPOSTED SLUDGE SHALL BE AMENDED WITH A POTASSIUM FERTILIZER APPLIED AT THE RATE OF 4 LB/1,000 SQUARE FEET, AND 1/3 THE NORMAL LIME APPLICATION RATE.

REFERENCES: GUIDELINE SPECIFICATIONS, SOIL PREPARATION AND SODDING. MD- V A, PUB. #1, COOPERATIVE EXTENSION SERVICE, UNIVERSITY OF MARYLAND AND VIRGINIA POLYTECHNIC INSTITUTES. REVISED 1973.

#### **STANDARDS AND SPECIFICATIONS FOR VEHICLE WASH RACK:**

DEFINITION: AN ON-SITE AREA WHERE TIRES AND UNDER CARRIAGE OF A VEHICLE CAN BE WASHED.

PURPOSE: THE "VEHICLE WASH AREA" IS PROVIDED TO MINIMIZE THE QUANTITY OF SEDIMENT DEPOSITED ON PUBLIC SPACE BY VEHICLES LEAVING THE SITE.

CONDITIONS WHERE PRACTICE APPLIES: THE "VEHICLE WASH AREA" SHALL BE PROVIDED ON-SITE AND DRAINED ON-SITE. THE AREA MAY BE CONSTRUCTED OF RUBBLE, OR OTHER HARD POROUS MATERIAL. A WORKING WATER HOSE MUST BE LOCATED IN THE AREA DURING ALL CONSTRUCTION ACTIVITY.

- | 1. FABRIC PROPERTIES                | MINIMUM ACCEPTABLE VALUE | TEST METHOD                  |
|-------------------------------------|--------------------------|------------------------------|
| GRAB TENSILE STRENGTH (LBS)         | 90                       | ASTM D1682                   |
| ELONGATION AT FAILURE (%)           | 50                       | ASTM D1682                   |
| MULLEN BURST STRENGTH (PSI)         | 190                      | ASTM D3788                   |
| PUNCTURE STRENGTH (LBS)             | 50                       | ASTM D751                    |
| SLURRY FLOW RATE (GAL/MIN/SF)       | 0.3                      | MODIFIED VIRGINIA DOT VTM-51 |
| EQUIVALENT OPENING SIZE             | 40-80                    | US ST SIEVE CW-02215         |
| ULTRAVIOLET RADIATION STABILITY (%) | 90                       | ASTM G-26                    |
2. FENCE POST (FOR FABRICATION UNITS): THE LENGTH SHALL BE A MINIMUM OF 36 INCHES LONG. WOOD POSTS WILL BE OF SOUND QUALITY HARDWOOD WITH A MINIMUM CROSS SECTIONAL AREA OF 3.0 SQUARE INCHES. STEEL POSTS WILL BE STANDARD T AND U SECTION WEIGHING NOT LESS THAN 1.00 POUND PER LINEAR FOOT.
  3. WIRE FENCE (FOR FABRICATED UNITS): WIRE FENCING SHALL BE A MINIMUM OF 14 GAUGE 6" MESH OPENING, OR AS APPROVED.
  4. PREFABRICATED UNITS: ENVIRONFENCE OR APPROVED EQUIVALENT MAY BE USED IN LIEU OF THE ABOVE METHOD PROVIDING THE UNIT IS INSTALLED PER THE MANUFACTURER'S INSTRUCTIONS.



# WOODLEY ROAD, N.W. (90' WIDE)

### STORMWATER MANAGEMENT NARRATIVE:

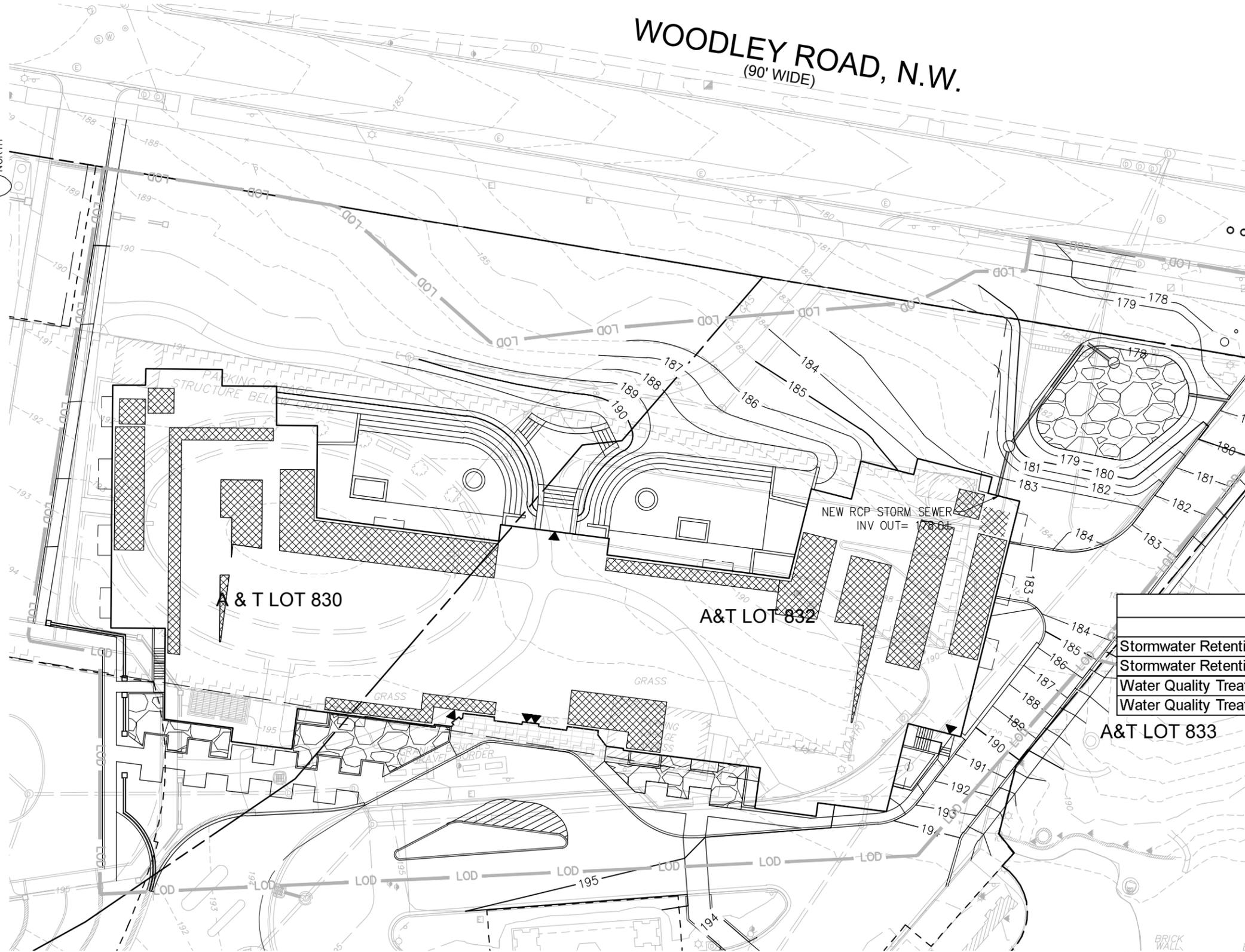
CONCEPTUAL STORMWATER MANAGEMENT PROVIDED FOR PUD REVIEW ONLY. DURING THE FURTHER DEVELOPMENT OF THE PUD AND FORTHCOMING DEVELOPMENT OF THE FINAL SITE PLAN, STORMWATER MANAGEMENT DESIGN WILL BE ADVANCED TO REFLECT ADDITIONAL DETAILS. THE DESIGN CRITERIA FOR THE PROJECT INCLUDE:

- STORMWATER MANAGEMENT DESIGN WILL MEET OR EXCEED THE CURRENT STANDARDS OF THE DISTRICT OF COLUMBIA IN PLACE AT THE TIME OF PUD APPROVAL.
- THE STORMWATER RUNOFF WILL BE TREATED USING LOW IMPACT DEVELOPMENT BMP MEASURES
- THE STORMWATER RUNOFF WILL BE TREATED USING A COMBINATION OF ON-SITE STORMWATER MANAGEMENT PRACTICES SUCH AS GREEN ROOF, BIORETENTION AREAS, AND CISTERNS FOR WATER REUSE.

NOTE: ONLY APPROXIMATE AREAS WHERE STORMWATER MANAGEMENT PRACTICES WILL BE LOCATED HAVE BEEN SHOWN ON THE PLAN, THE ACTUAL DESIGN OF THE FACILITIES WILL BE PROVIDED DURING FINAL SITE PLAN.

### NOTE:

BIORETENTION IS SHOWN TO SATISFY THE STORMWATER REQUIREMENTS CONCEPTUALLY. UPON FINAL ENGINEERING OTHER FACILITIES AND METHODS SUCH AS GREEN ROOF MAY BE USED IN LIEU OF SOME OF THE BIORETENTION AS SHOWN.

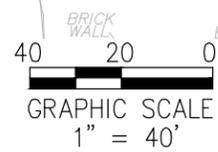


Indicate Post-Development Land Cover	
Cover Type	Major Land Disturbing Area (square feet)
Natural Cover	0
Compacted Cover	38,368
Impervious Cover	38,689
BMP	10,478
Site Total	87,535
Retention Standard for SWRv (inches)	1.2

SWRv and WQTV Summary	
	Site Development
Stormwater Retention Volume, SWRv (cubic feet)	5,630
Stormwater Retention Volume, SWRv (gallons)	42,113
Water Quality Treatment Volume, WQTV (cubic feet)	NA
Water Quality Treatment Volume, WQTV (gallons)	NA

**LEGEND:**

- BIORETENTION AREA (3,361 SF)
- FURBISH ECO-CLINE 4+4 GREEN ROOF (7,115 SF)
- LOD (87,535 SF; 2.01 AC)





BEFORE THE ZONING COMMISSION  
FOR THE DISTRICT OF COLUMBIA



Form 101 - Application/Petition to Amend the Zoning Map

\* The Zoning Commission (ZC) will determine at the time of set down whether this is a contested (Application) or rulemaking (Petition) case.

In accordance with the provisions of Subtitle X, Chapter 6 - Zoning Regulations, request is hereby made for an amendment to the Zoning Map:

Square No.	Lot No.	Square Feet	Existing Zoning	Requested Zoning
2132	839, 843, 849	106,811	R-5-B	RA-4

Previous zoning (ZC and/or BZA) actions, including Order No(s)., affecting the above properties: N/A

Address or boundary description of the premises: 2660 Woodley Road NW

Total area of the site in square feet: 106,811 Total area of the site acres:

Advisory Neighborhood(s): 3C Date Presented at ANC(s): 06/06/2016  
 Date NOI Sent: 05/06/2016 \* How NOI Sent:  U.S. Mail  E-mail  Other

If applicable, Historic District(s) in which site is located:

I  Own  do not own all of the property (ies) listed above

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application/petition is in violation of D.C. Law and subject to a fine of not more than \$1,000 or 180 days imprisonment or both.  
(D.C. Official Code § 22-2405)

Signature: *Cary Kadlecek for owner* Date: 06/24/2016  
 Applicant / Petitioner Name: Wardman Hotel, LLC Please Print Owner:  Applicant/Petitioner:

Person(s) to be notified of all actions:

Name: Phil Feola & Cary Kadlecek  
 Address: Goulston & Storrs, 1999 K Street NW, Suite 500 Zip Code: 20006  
 Phone No(s): 202-721-0011 E-Mail: ckadlecek@goulstonstorrs.com



BEFORE THE ZONING COMMISSION  
FOR THE DISTRICT OF COLUMBIA



FORM 103 – PLANNED UNIT DEVELOPMENT (PUD)

In accordance with the provisions of Subtitle X, Chapter 3 or Subtitle Z, §704 – Zoning Regulations, request is hereby made for a PUD, details of which are as follows: as follows:

Please Select:  1st-Stage  2nd-Stage  Consolidated  Modification of Significance

Square No.	Lot No.	Square Feet	Existing Zoning	Requested Zoning
2132	839, 843, 849	106,811	R-5-B	RA-4

Address or boundary description of the premises: 2660 Woodley Road NW

Total area of the site in square feet: 106,811 Total area of the site in acres:

Brief description of proposal: New multifamily residential building and publicly-dedicated open space.

Date NOI sent: 05/06/2016 How NOI Sent:  U.S Mail  E-mail  Other

Advisory Neighborhood(s): 3C Date presented at ANC(s): 06/06/2016

If applicable, Historic District(s) in which site is located:

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application is in violation of D.C. Law and subject to a fine of not more than \$1,000 or 180 days imprisonment or both.  
(D.C. Official Code § 22-2405)

Owner's Signature: *Cary Kadlec* for owner Date: 06/24/2016

Owner's Name: Wardman Hotel, LLC Please Print

Person(s) to be notified of all actions:

Name: Phil Feola & Cary Kadlec

Address: Goulston & Storrs, 1999 K Street NW, Suite 500 Phone No(s): 202-721-0011

Zip Code: 20006 E-Mail: ckadlec@goulstonstorrs.com

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.