GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

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Office of the Director

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MEMORANDUM

TO: D. C. Zoning Commission

FROM: Ellen McCarthy
Director

ZONING COMMISSION
District of Columbia
CASE NO. 05-15
EXHIBIT NO. 21

DATE: October 14, 2005

SUBJECT: Final Report on Zoning Commission Case Number 05-15 to Establish a Planned Unit Development on Property Known as 318 I Street, N.E. (Square 775 Lots 1, 22, 23, 32, 826 and 827)

APPLICATION

Broadway I Associates LLC, the applicant, requests Zoning Commission approval of a consolidated Planned Unit Development (PUD) for redevelopment of the subject property with a high-rise residential building for mixed income families and individuals.

RECOMMENDATION

The Office of Planning (OP) recommends approval of the Consolidated PUD and concludes that the benefits and amenities balance the flexibility requested subject to the following information being provided prior to proposed action:

- Signed agreements to participate in the Department of Employment Services' First Source Employment and Minority Business Opportunity Commission ("MBOC") Programs be added to the public record prior to proposed action;
- A tabulation of the type, size and location of the affordable units, summation of the approximate floor area of affordable units, and classification of the affordable units according the Department of Housing and Community Development affordability standards be included in the final order;
- A revised ground-floor plan responding to D.C. Department of Transportation (DDOT) comments in the attached memorandum dated August 8, 2005 (refer to Exhibit 3);
- A revised roof plan identifying the portion the would be a "green roof" installed; consistent with Leadership in Energy and Environmental Design (LEED) standards be added to the public record prior to final action; and
- A list of environmentally sensitive standards and systems incorporated into this development that meet LEED standards.

ZONING COMMISSION
District of Columbia
CASE NO.05-15
EXHIBIT NO.21

The applicant also agreed to provide a $25,000 grant to Advisory Neighborhood Commission 6C to be distributed to a community organization of its choice. OP also recommends that, prior to the issuance of any Building Permits, documentation must be added to the public record that this grant was received by the ANC.

BACKGROUND

During the Zoning Commission meeting on July 11, 2005, to consider scheduling this application for public hearing, the Commission and Office of Planning raised several issues needing further examination such as:

- Building architecture: All building elevations, information on building materials and a 4th Street, N.W. elevation that is more sensitive to shorter residential dwellings to the north and across the street;
- Urban design: More information about the proposed courtyard and how that would function, whether any enclosures would be located next to the adjacent alley, and all planned public improvements;
- Zoning relief: Why a lot occupancy percentage of 85% rather than the 80% allowed under a PUD is required to achieve "... a high quality residential project that will satisfy the District and neighborhood planning goals for the area;"
- Affordable Housing: Specifics about the size, type (1, 2, and 3 bedroom), and location of the affordable units and how these units would be classified according to Department of Housing and Community Development (HUD) affordability standards;
- Environmental Impacts: Consideration of additional environmental benefits associated with engineering the building design and building consistent with (LEED) standards;
- Impacts on public facilities and services: Documentation to support the claim this proposal will improve existing pedestrian and vehicular circulation, particularly from the abutting public alley.

The applicant was also requested for provide a contextual study of the surrounding neighborhood.

SITE AND AREA DESCRIPTION

The subject property is developed with a 1-2 story industrial building occupied by Uptown Bakers, a wholesale bakery establishment, and a paved parking area for associated vehicles surrounded by metal chain link fence. The proposed development site consisting of lots 1, 22, 23, 32, 826 and 827 on Square 775 located immediately northeast of the I Street intersection with 4th Street, N.E. These properties total approximately 28,310 square feet (0.65 acre). Abutting the western boundary of the site is a 15-foot wide public alley extending between I and K Streets. Surrounding development consists primarily of 2-story row dwellings to the north, south and east in a Residential (R-4) zone district and 2-4 story office buildings to the west all of masonry construction. These office buildings and the subject properties fall within a Community Business Center (C-2-B) zone district (refer to Exhibits 1 and 2).

Development Proposal

Broadway I Associates LLC proposed to redevelopment the site with a 7-story, 65-foot tall building with 140 for-sale residential units and 140 parking spaces in a below-grade garage. The total development of approximately 160,000 square feet of gross floor area equals a floor area ratio (FAR) of 5.65. The applicant made a number of changes proposed building and site plans included in the Pre-hearing Statement dated August 8, 2005. Significant changes are highlighted in the following discussion.

If approved, the applicant plans to begin construction no later than December 2005 with expectations of completion within 24 months.

ANALYSIS

In deciding a planned unit development application, the Zoning Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.

OP's review of this proposal considered whether it is generally consistent with the intent of the Zoning Regulations, the District of Columbia Comprehensive Plan and with specific PUD criteria per § 2403 of the Zoning Regulations.

Current Zoning Status

The C-2-B zoning district allows a maximum 3.5 FAR for residential uses as a matter-of-right, a maximum lot occupancy percentage of 80% and maximum height of 65 feet. The subject properties exceed the minimum 15,000 square feet required for a PUD in this zone district. PUD standards allow increase in the allowable FAR and height, however the maximum lot occupancy percentage is the same as the matter of right standard of 80%. So while PUD provisions of the current zoning generally accommodate the proposed building, the proposed lot occupancy percentage exceeds that allowed in this zone district under a PUD.

This proposal would continue to be subject to the following zoning limitations:

Standard	C-2-B Requirement	C-2-B PUD Requirement	Proposal	Required Relief
Minimum Area for PUD	--	15,000 s.f.	28,310 s.f. [1]	None
Height	65 feet Unlimited stories	90 feet unlimited stories	65 feet 7 stories	None

[1] Total area of lots 1, 22, 23, 32, 823 and 827 based on D.C. land records

Standard	C-2-B Requirement	C-2-B PUD Requirement	Proposal	Required Relief
Floor Area Ratio (residential)	3.5 FAR (max.) (99,085 s.f.)	6.0 FAR (max.) (169,860 s.f.)	158,800 s.f.[2] 140 units/5.61 FAR	None
PUD bonus density	--	--	59,715 s.f.[3]	Yes
Affordable Housing	--	--	9,120 s.f. (12 units) (15% of bonus density)	--
Recreation Space	15%	15%	25,200 s.f. (16%)[4]	None
Side Yard	None	None	None	None
Rear Yard	15 feet	Same	Less than 15 feet	Yes
Lot Occupancy	80%	Same	85%	Yes
Penthouse Height	18.5 feet	Same	18.5 feet	None
Loading/Service	1 berth @ 55 ft. deep 1 platform 200 sq. ft. 1 service sp. 20 ft. deep	Same	1 berth @ 55 ft. deep 1 platform 200 sq. ft. 1 service sp. 20 ft. deep	None
Open Court	4 in./vertical ft., not less than 15 ft.	Same	15+ feet	None
Parking (on-site)	1 space/3 units	Same	140+ spaces (1 space per unit)	None
Penthouse Height	18.5 ft.	Same	18.5 feet	None

Based on this analysis, additional relief is also required for a nonconforming rear yard setback. With reference to the evaluation standards under § 2403:

- *The impact of the project on the surrounding area and upon 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.*

  OP believes that the land use impact would be favorable to the District. Calculations in the Pre-hearing Statement conclude the impact of this residential development can be accommodated by existing public utilities.

  Transportation analysis provided by the applicant also anticipated minimum impact on the surrounding street network that can be mitigated (refer to the subsection [c] below).

FLEXIBILITY REQUESTED

The applicant requested PUD approval to increase the allowable residential floor area ratio (FAR) from 3.5 to 6.0 FAR for residential uses and increase the allowable lot occupancy per § 772 by 5% to 85%. In response to community concerns, the applicant is providing an additional

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[2] Reference page 8 of Exhibit A in the Pre-hearing Statement dated August 8, 2005
[3] Difference between matter-of-right floor are and floor area proposed under PUD
[4] Composed of approximately 17,400 s.f. rooftop terrace, 4,000 s.f. courtyard piazza (totaling 85% outside), 2,300 s.f. lobby area and 1,500 s.f. health club

12 visitor spaces for occasional use in the below-grade garage. These smaller spaces would be considered compact parking spaces under the Zoning Regulations, and although all 47 *required* parking spaces would meet size requirements in the regulations, the applicant requests the flexibility to increase the total percentage of compact spaces including visitor spaces beyond the 40% allowed under § 2115.2. Since the widths of some portions of the garage drive aisle would be reduced to 17 feet 9 inches when visitor spaces are in use, the applicant also requests relief from the minimum width requirement of 20 feet per § 2117.5.

It also appears that relief from the required rear yard setback is required.

BENEFITS AND AMENITIES

- *Public benefits are superior features of a proposed planned unit development 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.*

  The principal public benefits of this PUD would be the density of new home ownership opportunities (140 residential units) including 12 affordable units that might not otherwise be included in a market-rate residential development, and the effective widening and physical improvement of the adjacent public alley.

  OP recommends more specific information about the affordable home-ownership opportunities be part of the final order (refer to subsection [f] below).

  Besides the provision of affordable housing, the proposed building design would create a significant architectural statement on the site and in the neighborhood.

  Proposed alley and streetscape improvements and the planned courtyard area would definitely add to the attractiveness of this area to the benefit of neighboring properties.

- *Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following, or additional, categories:*

  (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;

  As described in the Pre-Hearing Statement, "The massing of the building, the façade, and (window) bays will create a richness of expression appropriate for this neighborhood." All four elevations of the building reflect consistent attention to detail such that the overall design quality remains consistent. For the future residents, the rooftop garden and pool provide a fine example of multipurpose outdoor recreation space. The landscaped courtyard and seating provides another ground level amenity to would benefit residents and neighbors, and the proposed

landscaping along the property frontage would be a welcome change from the chain-link fences that previously surrounded the site.

Staff also notes that the use of masonry blocks as prominent construction and alley pavement material, and the colors reflected in the submitted elevation, will effectively link this new building to the buildings in the area, both residential and nonresidential.

(b) Site planning, and efficient and economical land utilization;

Current C-2-B zone district would allow 80% lot occupancy by a vertical building mass up to 65 feet in height. The PUD proposes increase the potential residential density onsite without exceeding the height allowed by a matter of right (although 90 feet would be allowed with PUD approval) by increasing the lot occupancy to 85%.

This was proposed to address community concerns about the impact of taller buildings on the neighborhood. The net effect of this increase would be to extend the building footprint toward the alley where there would be minimal impact on adjacent properties. Construction to the street frontage would be consistent with other buildings on the square and in the community. As a result, increased residential density would be accomplished while still accommodating garage traffic ingress/egress, loading and deliveries, and maintaining an attractive green area for passive recreation.

Based on the studies in the Pre-hearing Statement, the impact of shadows cast by the proposed structure on 4th Street residences north of the site. However, this impact is no greater than that which would occur with a matter-of-right development. Based on the minimal impacts of this proposal, the Office of Planning supports the proposed increase to 85% lot occupancy as a more economical utilization of the site in this case.

(c) Effective and safe vehicular and pedestrian access; transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;

The Pre-hearing Statement indicates this site is 10 minutes from Union Station and the associated Washington Metropolitan Area Transit Authority (WMATA) underground rail station. The property is also one square from H Street that is served by several bus transit routes.

In response to a request from DDOT the applicant modified plans in the Pre-Hearing Statement to set back the western building façade on the ground level to create a 20-foot wide drive aisle for the existing alley. Overall, a Traffic Impact Study prepared for the applicant by Walls & Associates LLC concluded:

- All key intersections currently operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours.
- The eastbound movement at the 4th Street/K Street intersection operates near capacity at LOS "E" during the PM peak hour due to the high volume of eastbound traffic. ...
- The proposed re-development of 318 Eye Street, N.E. will generate 28 net additional AM peak hour trips and 51 net additional PM peak hour trips.
- These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications.
- All vehicular access to the site would be provided via an existing alley along Eye Street.
- Due to the constrain curb cuts on Eye Street, the alley is the preferred location to access the parking garage and the loading area (refer to Exhibit 3).

With regards to pedestrian circulation along the alley, the modified plans show the northern façade of the garage ramp removed to allow better visibility north along the alley, reducing pedestrian/vehicular conflicts.

DDOT was requested to confirm these findings. In a response dated August 8, 2005 (refer the Exhibit 4), the agency expressed no objection to the findings but noted the planned entrance exceeds the maximum allowable curb-cut width of 25 feet. DDOT directed that the site plan be modified to provide a pedestrian walkway (buffer) at least 6 feet wide between the alley and proposed garage entrance to address this problem.

Based on this information, staff thinks the anticipated traffic impacts are acceptable given the benefits to the neighborhoods pending modification of the current plans to address the DDOT concern.

(e) Employment and training opportunities;

The applicant proposed to negotiate agreements to participate in the Department of Employment Services' First Source Employment and Minority Business Opportunity Commission ("MBOC") Program. OP recommends that signed agreements be added to the public record prior to proposed action.

(f) Housing and affordable housing;

This proposal would provide 140 residential units and approximately 9,120 square feet of affordable housing. Additional plans provided to the Office of Planning indicated the square footage would provide 12 affordable units including 4 one-bedroom units, 4 one-bedroom units with dens, 2 two-bedroom units, and 2 studio units scattered between the 2nd and 6th floors.

The Office of Planning considers this to be a significant benefit. Generally OP supports the planned distribution and range of unit types because it would better integrate the affordable units and the associated households into a predominantly market-rate building. OP however has discouraged studio units being proffered as affordable amenity units. Because of their size, studios offer market rate affordability but do not accommodate couples or families.

OP therefore encourages the applicant to combine the two studio units into one larger one- or two-bedroom unit. The applicant also has not provided requested information about how affordable these units would be characterized according to HUD standards.

As a result, OP recommends information about the type, location of the affordable units, tabulation of the total floor area, and how these units would be classified according to Department of Housing and Community Development (HUD) affordability standards be made part of the final order. *A commitment to 80% of the Area Median Income (AMI), which is consistent with the amenities in other PUD, is also recommended.*

(g) Social services/facilities;

No specific social services or facilities are associated with this development.

(h) Environmental benefits, such as storm water runoff controls and preservation of open space or trees;

Current storm water management controls would be maintained on the subject property, the impervious surface of the alley improved, and the applicant would add significant landscaping along I and 4th Street frontages of the site and adjacent to the existing alley.

The applicant also agreed to install a "green roof" consistent with LEED standards on a portion of the rooftop recreation area. The Office of Planning encouraged the applicant to document other environmentally sensitive standards and systems that would be implemented as part of this development, and recommends adding this list (beginning with the green roof) to the public record prior to proposed action by the Commission.

(i) Uses of special value to the neighborhood or the District of Columbia as a whole;

Replacing the existing and long-standing industrial building with 140 residential units including affordable housing opportunities with a distinctive architectural design is of value to this site, the neighborhood and the District.

(j) *Other public benefits and project amenities and other ways in which the proposed planned unit development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan.* None.

In summary, staff finds that the relative value of the project amenities and public benefits offered is greater than the degree of zoning relief requested or anticipated impact of granting the requested relief.

COMPREHENSIVE PLAN

The Generalized Land Use Map designates the subject property for Moderate Density residential land uses characterized by row houses and garden apartments as predominant uses. The underlying C-2-B zone district is designated a moderate-to-medium density mixed-use zone district. The proposal also furthers several other Comprehensive Plan themes and policies:

- The Comprehensive Plan, which is the legal basis for zoning in the District, emphasizes, as its first principle, the importance of stability for residential neighborhoods. Under Section 101, Major Themes, the Plan states:

  "The successful and creative functioning of neighborhoods is a fundamental concern. Citizen participation in civic improvement starts from the interest that people have in their neighborhood blocks and the day-to-day relationships therein. District services are primarily directed to homes and their environs."

- Major Themes of the Comprehensive Plan in Section 101 include:

  "(a) Stabilizing and improving the District's neighborhoods; ...
  (e) Respecting and improving the physical character of the District...
  (f) Preserving and ensuring community input; ..."

- Section 102 Stabilizing and Improving the Districts Neighborhoods includes:

  "102.4 Promoting and ensuring good quality neighborhoods is of utmost importance to the District. The District elements of the Plan's policies and strategies on increasing housing opportunities, neighborhood commercial facilities, and improving transportation in some neighborhoods will be combined with other District policies on historic preservation, environmental quality, and public facilities to conserve functioning, stable neighborhoods, and to stabilize or improve those which need redirection."

- Housing objectives under Section 302 include the following:

  "302.2 The policies established in support of the general objectives for housing are as follows:

(a) 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 ...

(b) Review and recommend suitable regulatory zoning, tax, and financing incentives under appropriate controls to meet housing production goals, particularly for low-income, moderate-income and elderly households; ...

(e) Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused, and encourage adaptive reuse of surplus schools and other available public buildings as housing, with particular emphasis upon the needs of low- and moderate-income residents;

(f) Encourage the private sector to meet housing needs through the development of infill housing and permit the use of appropriate manufactured and modular construction techniques; ..."

- Section 303 Low and Moderate Income Housing objectives include:

"303.2 The policies established in support of the low- and moderate-income housing objectives are as follows: ...

(b) Provide zoning incentives, as appropriate, to developers prepared to build low- and moderate-income housing, such as permitting additional densities in exchange for incorporating low- and moderate-income housing in development projects; ..."

- Section 711 Area of Stable Character objectives include:

"711.2 The policies established in support of the areas of stable character objectives are as follows:

(a) Encourage in-fill development to be complementary to the established character of the area. In-fill development in stable areas should not create sharp changes in physical pattern which might lead to deterioration; ..."

- Section 1102, Objectives for Residential Neighborhoods, in the Land Use Element of the Plan states the residential neighborhood objectives are as follows:

"(a) To conserve the essentially satisfactory qualities of the District's many stable residential neighborhoods; ..."

- Section 1707, Ward 6 Actions to Implement the Plan related to housing include:

  "1707.1 The actions to implement housing are as follows:

  (a) Preserve primarily moderate-density residential character of area bordering U.S. Capitol grounds;
  (b) Preserve character of residential neighborhoods. ...;
  (c) Promote preservation and enhancement of low- and moderate-income housing development opportunities, and provide incentives to encourage low- and moderate income home ownership; ...
  (g) Provide incentives to encourage home ownership and occupancy;
  (h) Improve the mix of subsidized and nonsubsidized dwelling units to enhance neighborhood stability; ..."

This proposal supports referenced goals and objectives by:

- These new residential ownership opportunities are likely to encourage other ownership residential development of similar quality which make for a more stable community;
- Selecting building materials and design details indicate of the existing building in the area helps integrate this project into the neighborhood;
- Providing an exceptional alley treatment, courtyard and streetscape the upgrade the architectural vocabulary and set a standard for future residential developments;
- Providing infill housing at moderate and below-moderate prices on an otherwise underutilized site in support of the referenced housing goals through the provision of 9,120 square feet of affordable housing; and
- Exhibiting, and the Pre-hearing Statement noted, "... all the characteristics of exemplary urban design and architecture" to present a positive physical image through the use of masonry materials, consistent design quality on all sides of the buildings, responsiveness to potential pedestrian/vehicular conflicts, additional streetscape improvements and other means.

Based on this information, OP concludes this PUD proposal is not inconsistent with Comprehensive Plan and supports more specific housing and urban design goals identified in the Plan.

COMMUNITY COMMENT

On October 12, 2004, Advisory Neighborhood Council (ANC) 6C voted to approve this proposal. The applicant also agreed to provide a $25,000 grant to the ANC for distribution to a community organization of its choice. OP recommends that, prior to issuance of building permits, documentation of the issuance of this grant to Advisory Neighborhood Commission 6C must be added to the public record.

AGENCY COMMENTS

This proposal was distributed to the District of Columbia Metropolitan Police Department, Fire Department, and Departments of Housing & Community Development and Public Works.

The Fire and Emergency Medical Services (EMS) had not objections to this proposal, but noted:

- Proposed residential construction would require widening the existing alley to 20 feet because "This alley would be utilized as the main road access to the rear of the building"; and
- The courtyard should be constructed to support fire apparatus (refer to Exhibit 5).

As noted above, the modified plans widen the alley drive aisle to a width of 20 feet. No other agency concerns have been expressed about this proposal.

RECOMMENDATION

The Office of Planning (OP) recommends approval of the Consolidated PUD and concludes that the benefits and amenities balance the flexibility requested subject to the following information being provided prior to proposed action:

- Signed agreements to participate in the Department of Employment Services' First Source Employment and Minority Business Opportunity Commission ("MBOC") Programs be added to the public record prior to proposed action;
- A tabulation of the type, size and location of the affordable units, summation of the approximate floor area of affordable units, and classification of the affordable units according the Department of Housing and Community Development affordability standards be included in the final order;
- A revised ground-floor plan responding to D.C. Department of Transportation (DDOT) comments in the attached memorandum dated August 8, 2005 (refer to Exhibit 3);
- A revised roof plan identifying the portion the would be a "green roof" installed; consistent with Leadership in Energy and Environmental Design (LEED) standards be added to the public record prior to final action; and
- A list of environmentally sensitive standards and systems incorporated into this development that meet LEED standards.

OP also recommends that, prior to the issuance of any Building Permits, documentation that the $25,000 grant was received by the Advisory Neighborhood Commission 6C must be in the public record.

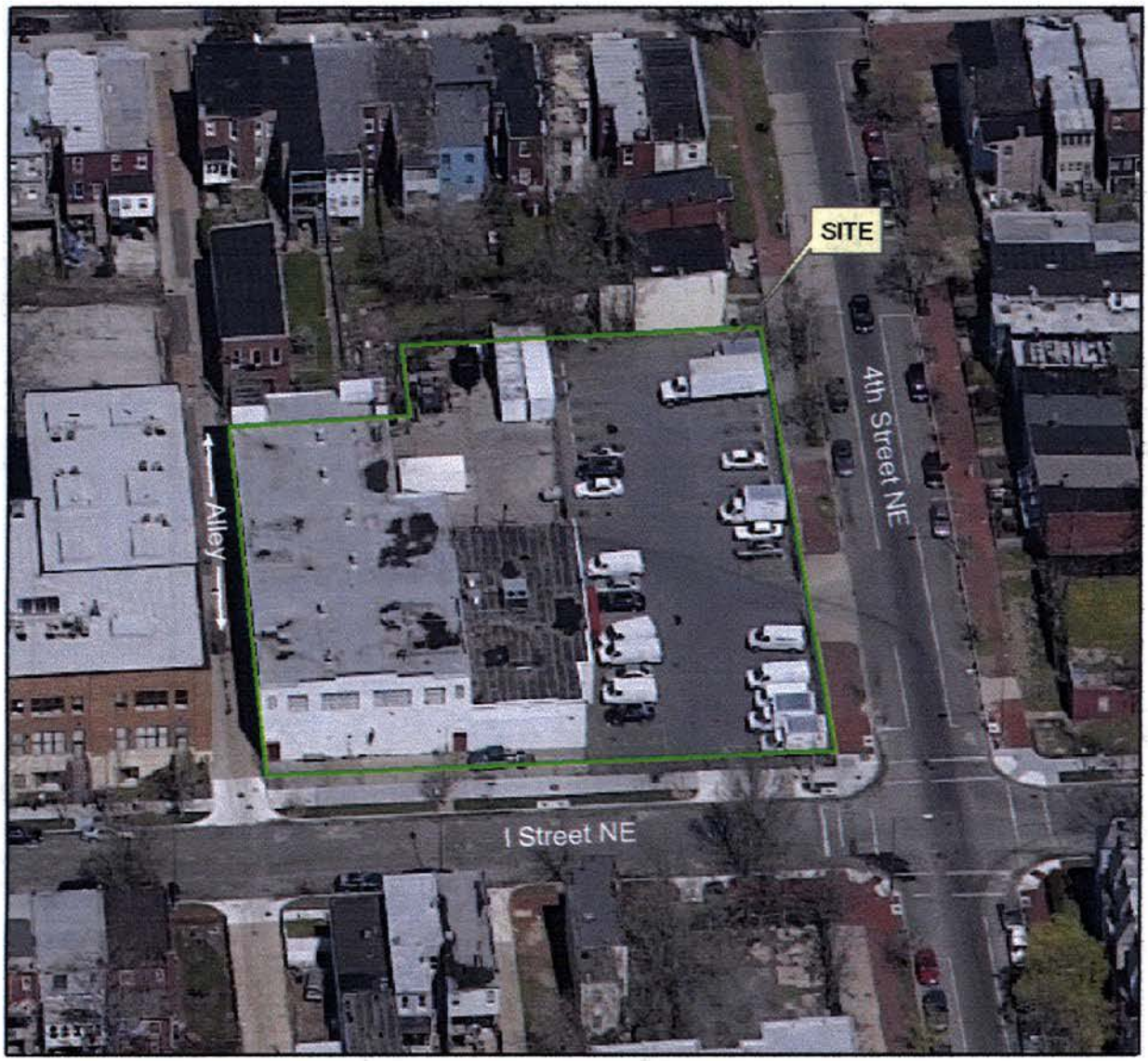
Attachments:	Exhibit 1	Site Aerial
	Exhibit 2	Map of Area Land Use and Zoning
	Exhibit 3	318 Eye Street, N.E. Transportation Impact Study, Washington, D.C. prepared by Wells & Associates, LLC dated August 4, 2005
	Exhibit 4	Memorandum from Kenneth G. Laden, Associate Director for Transportation, District of Columbia Department of Transportation to

Jerrily R. Kress, FAIA, Director, Office of Zoning dated August 8, 2005

Exhibit 5 Memorandum from Richard Fleming, Fire Marshall, Fire and Emergency Medical Services Department to Arthur Jackson, Office of Planning dated October 6, 2005

EMc/afj

Exhibit 1



Zoning Commission Case No. 05-15
318 I Street, N.E.
(View from the South)

Feet
0 25 50 75

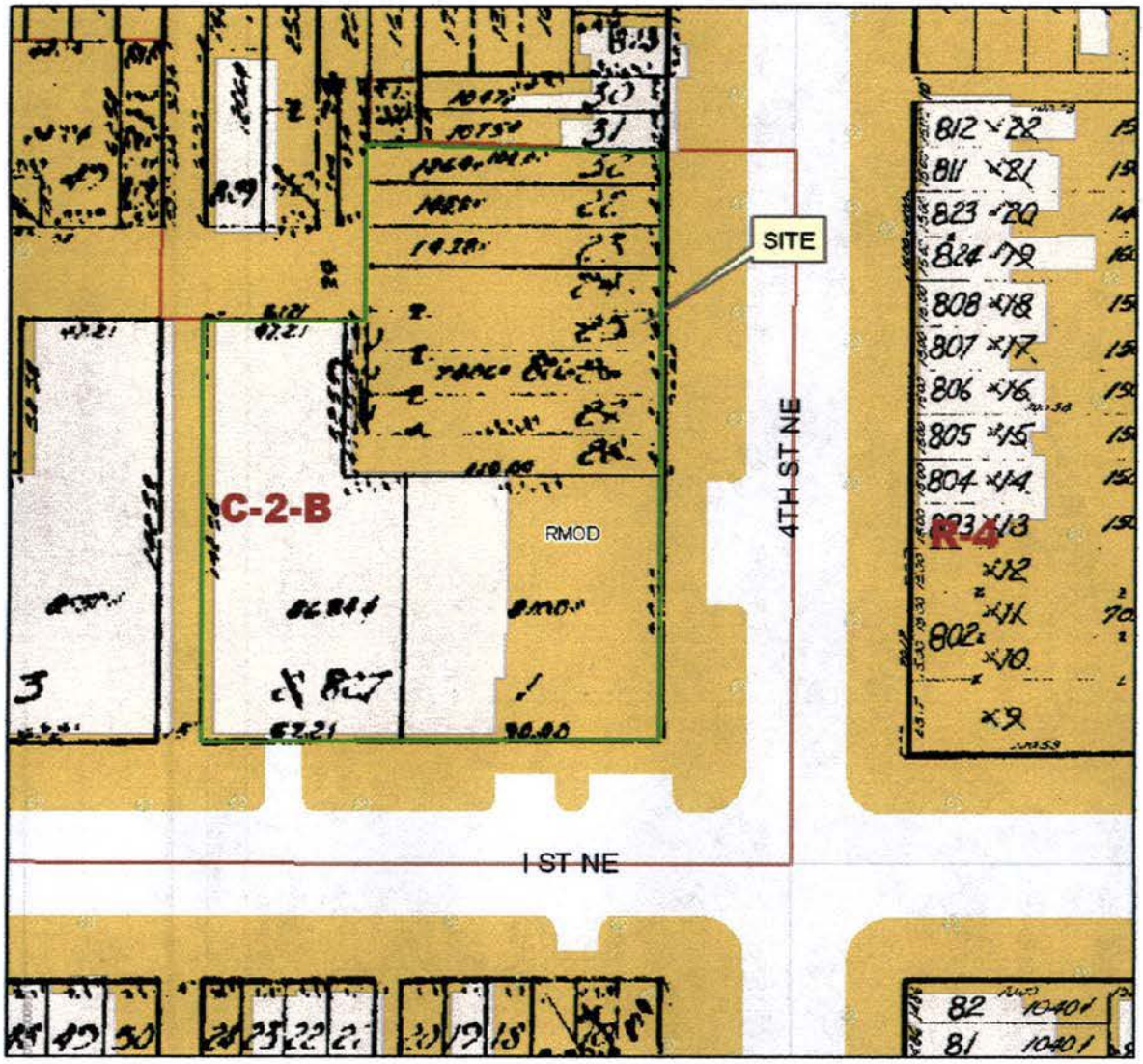
Government of the District of Columbia
Anthony A. Williams, Mayor

Office of Planning ~ June 8, 2005

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Legend

- Street Centerlines
- Property Squares
- Trees
- Buildings w/out Firewalls
- Roads
- RM OD/M Density Res
- INST/Institutional
- MIXED/LDensity Comm, M Density Res
- MIXED/HDensity Comm, Production-Tech Empl
- Zoning Districts



Zoning Commission Case No. 05-15
318 I Street, N.E.

Feet
0 25 50 75

Government of the District of Columbia
Anthony A. Williams, Mayor

Office of Planning ~ June 8, 2005

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Legend

- Street Centerlines
- Property Squares
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- Buildings w/out Firewalls
- Roads
- RM OD/MDensity Res
- INST/Institutional
- MIXED/LDensity Comm, MDensity Res
- MIXED/HDensity Comm, Production-Tech Empl
- Zoning Districts

Section 4
CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. All key intersections currently operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours. The eastbound movement at the 4th Street/K Street intersection operates near capacity at LOS "E" during the PM peak hour due to the high volume of eastbound traffic.

2. The approved but unbuilt projects in the study area will generate a total of 826 AM peak hour trips and 892 PM peak hour trips.

3. These additional trips can be adequately accommodated at the key intersections in the study area, if existing traffic signal timings at the intersections of 3rd Street and 4th Street at K Street are modified.

4. The proposed re-development of 318 Eye Street, N.E. will generate 28 net additional AM peak hour trips and 51 net additional PM peak hour trips.

5. These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications.

6. All vehicular access to the site would be provided via an existing alley along Eye Street. Due to the constrain curb cuts on Eye Street, the alley is the preferred location to access the parking garage and the loading area.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: August 8, 2005

Subject: **ZC No. 05-15; PUD Located at 318 I Street, NE, Lots 1,826, 827, 22, 23 and 32, Square 775 in a C-2-B District**

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT supports the application, with a slight modification.

The applicant, Broadway I Associates, LLC, seeks approval of a Planned Unit Development (PUD) on the subject property located on the northwest corner of the intersection of 4th and I Street, NE. The development parcel totals 28,310 square feet and is occupied by a wholesale bakery with accessory surface parking. The site is bounded by 4th Street to the east, I Street to the south, a 15'- wide public alley to the west and residential uses to the north.

The site will be redeveloped with a new condominium building with a total of 140 for-sale units. Loading facilities are located to the rear of the new building in a courtyard area, accessed by the public alley. A total of 140 parking spaces, one parking space per dwelling unit, will be provided in a parking garage using a proposed new driveway entrance off I Street, NE for access.

The proposed new curb-cut for the parking garage entrance on I Street, NE is located adjacent to the 15'- wide public alley, creating a single curb-cut that exceeds the maximum driveway width of 25'. This area should be redesigned by installing a separate curb-cut for the parking garage with a minimum 6'- wide pedestrian buffer between the alley and parking garage entrance.

Accordingly, DDOT has no objection to the application provided the applicant modifies site plans to incorporate the pedestrian buffer area between the public alley and proposed parking garage.

Exhibit 5

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D.C. 20001



MEMORANDUM

TO: Arthur Jackson
Development Review Specialist
Office of Planning

FROM: Richard Fleming
Fire Marshal

DATE: October 6, 2005

SUBJECT: Zoning Case No. 05-15 – Planned Unit Development (PUD) at 315 Eye Street, N.E., Square 775

The D.C. Fire and EMS Department has reviewed the above zoning request.

The applicant is proposing to build a planned unit development (PUD) consisting of a 7-story, 65 foot tall building with 140 residential units and 140-170 parking spaces in a below grade garage. The garage would open onto a paved courtyard accessed from an alley off Eye Street, NE.

We have no objection to the proposal, provided the following concerns are met:

1. The width of the alley: Currently, the alley is approximately 16' wide. If the current structure that this alley accesses (Uptown Bakers) is demolished and a new occupancy use is designated for the building, from commercial to residential, then the alley is to conform to the fire code that is in force when the building is constructed. Currently, the 2000 International Fire Code, Section 503.12.1 Dimensions, requires a fire department access road to have an unobstructed width of not less than 20 feet. This alley would be utilized as the main access road to the rear of this building.

2. The paved courtyard accessed the alley off Eye Street, NE: This courtyard should be constructed so that it will support the weight of fire department apparatus. This courtyard would be a valuable assed in performing ladder operations in the rear of this location. Section 503.2.3 of the 2000 International Fire Codes states that the fire department access road shall be designed and maintained to support the imposed loads of the fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

If you have any questions concerning this review, please contact my office at 727-3659.