

**MEMORANDUM****TO:** District of Columbia Zoning Commission**FROM:**  Jennifer Steingasser, Deputy Director Development Review & Historic Preservation**DATE:** July 21, 14**SUBJECT:** **Set down** Report - ZC #08-07A (Four Points – 2255 Martin Luther Jr., Avenue, SE)
Modification to the First Stage PUD and Second Stage PUD for Building 1**I. APPLICATION AND RECOMMENDATION**

Four Points, LLC (Applicant), submitted an application for a modification to the First Stage Planned Unit Development (PUD) and Second Stage PUD review to construct Building 1 on the property known as the “Curtis Properties” along Martin Luther King Jr. Avenue, SE (MLK Avenue) in Anacostia. The proposed modification to accommodate Building 1, a residential use building, is not inconsistent with the First Stage PUD approval, the Comprehensive Plan, or the Zoning Regulations.

The Office of Planning (OP) supports the overall design for Building 1. It will contribute positively to housing affordability, pedestrian activity and the overall vitality and mix of uses in this area of Anacostia. **OP therefore recommends set down** of the application and that the Applicant provides the following prior to the public hearing:

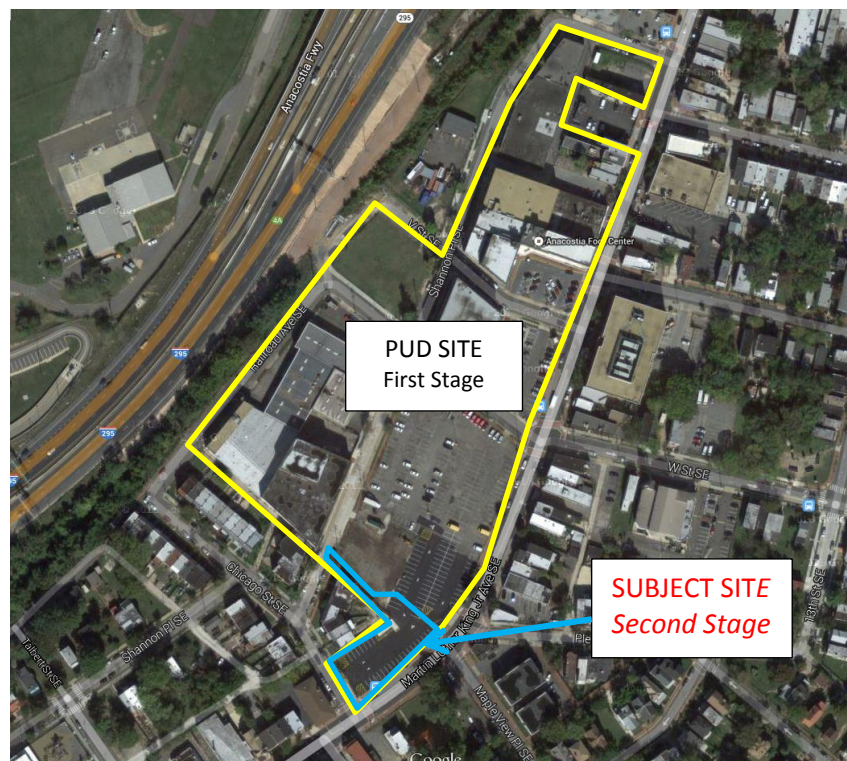
- Details of the proposed CBE and First Source Agreement; and
- Details as to the non-provision of at a least LEED Silver building; and
- Provide Green Area Ratio (GAR) Checklist

II. SITE AND SURROUNDING AREA

The overall PUD site is generally bounded by U Street on the north, MLK Avenue on the east, Chicago Street on the south, and the Anacostia Freeway (I-295) on the west¹ and has a land area of approximately 340,467 square feet (approximately 7.8 acres). The portion of the PUD that is the subject of this application is on the southernmost portion of the PUD site is bounded by Martin Luther King, Jr. Avenue to the east, Chicago Street to the south, a public alley and Shannon Place to the west, and the remainder of the PUD to the north. The site, (Square 5785, Lots 839 and 906) has a land area of 23,976 square feet (0.55 acre) and is currently undeveloped but is used as a parking lot.

¹ Square 5772, Lots 827, 829, 831, 880, 984, 1017, and 1019; Square 5783, Lots 829 and 1018; Square 5784, Lots 898-900; and Square 5785, Lots 839 and 906.

Figure 1



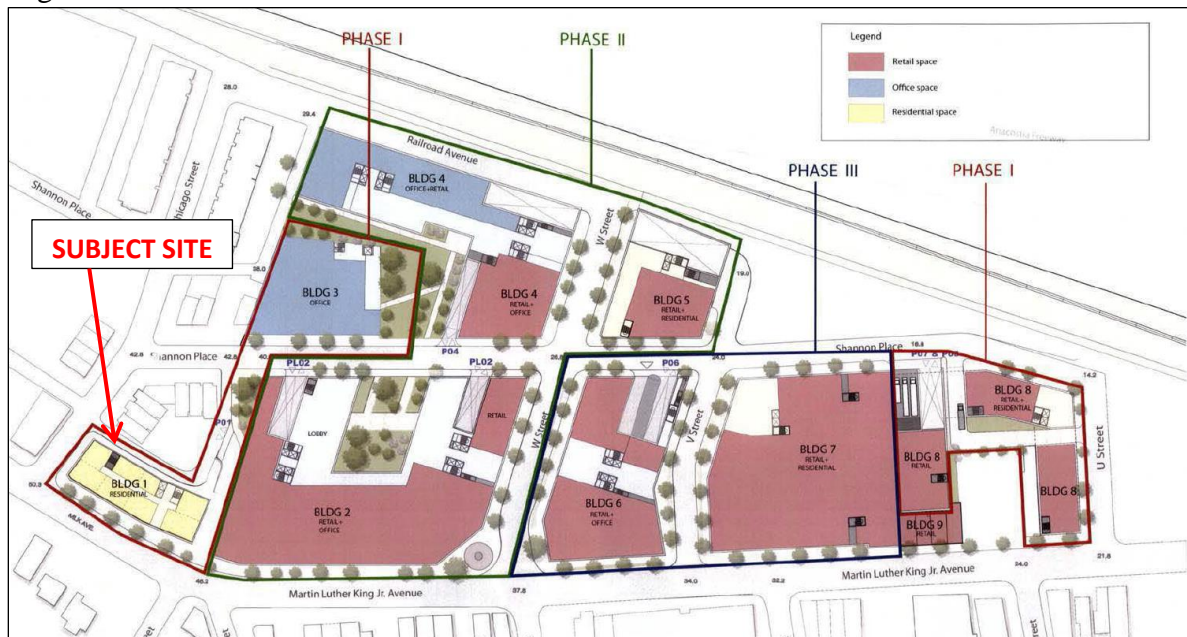
The site is located in the Anacostia neighborhood of Ward 8 and the entire PUD is zoned C-3-A.

PHASING

In the First Stage PUD, the subject property is identified as Building 1 within Phase 1 of the overall Phasing and Staging Plan (Figure 2). The First Stage PUD approval stated that the project would be developed in three stages as follows: Phase I - Buildings 1, 3, and 8; Phase II - Buildings 2, 4, and 5; and Phase III - Buildings 6 and 7. It required that the second-stage application for the buildings included in Phase I of the development must be filed within two years from the effective date of the Order. The Order became effective on October 25, 2013 and the Second Stage application for Building I was submitted on June 30, 2014.

Building 3 was approved by the Board of Zoning Adjustment (BZA 18224) to convert from warehouse to office use and incorporated included in the PUD. The conversion of the building is currently underway. Application for the development of Building 8 on the northernmost part of the PUD site is still within the timeframe for submission.

Figure 2



III. PROPOSAL

The Zoning Commission approved a First Stage PUD for the entire Four Points development on September 9, 2013. That application established the PUD-related zoning for the property, the site plan, the general use mix, the general massing of buildings, the maximum heights for buildings and the maximum FAR for the entire development.

The Zoning Regulations describe a Second Stage PUD as a detailed review that examines the architecture of the proposed buildings, uses within the buildings, design of open spaces, site circulation, site infrastructure and compliance with the intent and purposes of the PUD process, the Regulations and the First Stage PUD. (§§ 2402.2(b), 2406.12 and 2408)

The proposed Building 1 lot would have an area of 23,076 square feet and would be developed with a six-story building (65 feet) with approximately 68,263 gross square feet of space at a density of 2.85 FAR. The building would accommodate ± 71 units consisting of 6 studio units; 49, one-bedroom units; and 16, two-bedroom units. The development would provide a mixture of market rate and affordable units with 80% of the units (56) at between 60% and 30% of AMI while the remaining 15 units would be at above 60% of AMI. The building would also include targeted workforce housing for teachers and live/work units for artists. The residences would be supported by 26 below grade parking spaces.

The main entry into the building is oriented towards the intersection of MLK Avenue and Chicago Street with the building setback from an open plaza area. The first floor has building amenities such as a business center, leasing office, storage, trash and recycling area and a multipurpose room. The six live/work units are located in the central portion with three residential units on the northern portion of the building. The second access point into the building from MLK Avenue is on the northern portion of the building and the live/work units would also have individual access to the MLK Avenue. These multiple entrances would allow for pedestrian interaction between the building and MLK Avenue and allow for an active building frontage. The upper floors would have all residential units with the sixth floor having a social room and a roof terrace to enable residents to enjoy views across the city. A portion of the roof

terrace is a green roof. The upper roof would be a “cool roof” and house HVAC units which are at heights of four-feet maximum. The Applicant has also indicated the possibility for solar panels to be placed on the roof to increase the sustainability of the development.

The building would be of a modern architecture, with a style that is seen throughout Washington. The materials of the building would be a combination of aluminum panels, fiber cement panels and brick. The ground floor level around the entire building would be brick, similar to many of the buildings along MLK Avenue. The white aluminum panels and the red fiber cement on the upper portions of the façade add contrast and variety against the grey background on the MLK Avenue facade. Some of the units have small balconies and would provide additional “eyes on the street.”

The north and south elevations would have similar materials and colors and are well articulated. The windows on the northern elevation are protected as the building would be setback from any future building to its north. The design of the rear of the building provides fully developed and articulated architectural detail, similar to the MLK Avenue façade. This is important, as this rear façade would be exposed and visible from existing townhouses and future development to the west and northwest of Building 1. The door to the parking garage would be of a grey color similar to the brick of the lower level to lessen its visibility. Access to the parking, loading and trash facilities are provided to and from the existing alley which would be extended through an easement provided on the Applicant’s property and would better facilitate vehicular circulation. Access to three of the live/work units would be accessed from the rear of the building and thus provides activity on nearly all sides of the building.

The Applicant proposes a number of public space improvements including new street trees, bicycle racks, streetlight enhancements, and widened sidewalks with brick paving along MLK Avenue. Overall, OP supports the design for Building 1, which would positively add to the character and activity along MLK Avenue and should set the standard for the redevelopment of this portion of Anacostia.

III. Zoning

ZC Order 08-07 specifies that the project and subsequent Second Stage applications be in accordance with the First Stage PUD. Subsequent to the First Stage PUD approval, the Applicant undertook more detailed studies and assessment for the development of Building 1 which resulted in changes to what was approved in the First Stage PUD. The Applicant has therefore requested modification to the Order to accommodate these changes. The proposed changes would remain within the parameters of the C-3-A zone.

Table 1 below, shows a comparison of the development parameters approved for Building 1 at First Stage, the proposed modifications and the standards of the C-3-A/PUD. Additionally, the Applicant has requested flexibility from some requirements.

Table 1

	C-3-A/PUD Standards	Approved at First Stage	Proposed Modification at Second Stage 2	Compliance with C-3-A/PUD Standards
Lot Area	n/a	25,300 sf	23,976 sf	n/a
Residential Use	95,904 sf.	65,000 sf.	68,263 sf.	n/a
Building Footprint	n/a	10, 850 sf.	11,366 sf.	n/a

Height	65 ft./90 ft. PUD	60 ft.	65 ft.	Complies
Number of Units	N/A	65 ($\pm 10\%$)	71	N/A
FAR	(4.0 FAR) (4.5 FAR for a PUD; 4.8 w/IZ)	2.57	2.85	Complies
Lot Occupancy	75% for residential 100% for commercial (80% w/IZ)	43%	47%	Complies
Rear Yard	2.5 in./ft. of height or 12 feet, whichever is greater = 13.5 ft.	n/a	38.76	Complies
Side Yard	If provided, must be a min. of 2 in./ft. of height or 6 feet, whichever is greater = 10.8 ft.	n/a	South Side – 7 ft. North Side – 30 ft.	Relief Requested
Parking*	1 space/2 units = 36 spaces	33	26	Relief Requested
Compact Spaces*	Groups of 5	n/a	8 spaces not in groups of 5	Relief Requested
Bicycle Parking	22 (1/3 units)	37	24	Complies
Loading	1 berth @ 55 ft. 1 platform @ 200 sq. ft. 1 service/delivery space @ 20 ft.	1 berth @ 55 ft. 1 platform @ 200 sq. ft. 1 service/delivery space @ 20 ft.	1 berth @ 30 ft. 1 platform @ 100 sq. ft. 1 service/delivery space @ 20 ft.	Relief Requested

*Areas where flexibility is being requested

FLEXIBILITY

Side Yard

In the C-3-A district a side yard is not required but if provided a side yard setback of 10.8 feet is required. On the southern portion of the site, the side yard ranges from 15.8 feet to 7 feet. The narrowest portion that does not meet the requirement is in the southeast portion of the building. The Applicant states that the reduction is necessary to accommodate building amenities on the ground floor. However, the reduction is not only at the ground floor but extends through all the floors resulting in larger 3-bedroom units at that location. The reduction in the side yard should not result in diminished light and air to this portion of the building due to its location near the

intersection of MLK Avenue and Chicago Street and the setback would provide adequate light and air to this portion of the building.

Parking and Compact Spaces

Building 1 would require a total of 36 spaces however, 26 spaces would be provided. The spaces would be provided below grade and would only serve Building 1. The Applicant asserts that the proposed number of spaces would be adequate to serve the development while minimizing traffic impacts on surrounding streets. Currently, traffic and parking in the area is problematic and a reduction in vehicular trips would help alleviate congestion.

Of the 26 parking spaces to be provided, eight would be compact spaces. However, the requirement that the spaces be in groups of at least five would not be met. On page 10 of the Applicant's submission, the compact spaces are shown on the northern portion of the garage. The compact spaces are provided to better utilize the space within the garage, provide the maximum number of spaces and retain the 20-foot drive isle. Not having the compact spaces in groups of five would not impact the operations and movements within the garage.

Concurrent with the reduction in parking would be improved pedestrian ways, bicycle parking, and encouragement of transit use. The Anacostia Metro Station is within 7 walking minutes of the property; a number of Metrobus and Circulator lines pass by the property and there is a bus stop in front the property along MLK Avenue; and 37 on-site bicycle spaces and multiple car and bike share spaces in easy walking distance of the site would be available. The combination of these alternate modes of transportation would serve the needs of the residents. On page 8 of the submission is a Site Access and Circulation Diagram that shows the pedestrian walkways and access points into the buildings as well as the general locations of bicycle parking areas.

Loading

The Applicant has requested a reduction in the loading requirements by providing a 30-foot loading berth instead of the 55-foot berth required and a 100-foot platform instead of the required 200-foot platform. The reduction is necessary due to the narrow width of the property (64.52 feet) and the grade change at the rear of the property. The Applicant states that it is anticipated that residents would use the smaller trucks and that use of the berth would be monitored by a manager.

Other Minor Flexibility

The Applicant also requests other minor flexibility that is often included as part of PUD applications. This includes the ability to provide plus or minus 10% from the 71 units depicted on the Plans; vary interior components; vary the location of guestrooms; vary the number, location and arrangement of parking spaces provided it is not reduced below 26; vary the exact selection of exterior materials and make minor refinements to exterior details.

IV. PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is "designed to encourage high quality developments that provide public benefits." Through the flexibility of the PUD process, a development that provides amenity to the surrounding neighborhood can be achieved.

The Applicant is requesting approval of a Second Stage PUD. The PUD standards state that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not 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” (§2403.3).

V. PUBLIC BENEFITS AND AMENITIES

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 as including “*one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors*”.

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, §2403.8 states that “the 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.” Sections 2403.9 and 2403.10 state that a project must be acceptable in all the listed proffer categories, and must be superior in many. To assist in the evaluation, the applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed...” (§2403.12).

The First Stage PUD included a number of benefits, including urban design, public space improvements, transportation benefits, affordable housing, workforce housing, First Source Employment and CBE agreements, environmental designs and benefits, retail space, the creation of a Business Improvement District (BID), setting aside space for below market rents and funding and/or space for community initiatives. While some of the benefits are not specific to Building 1, the benefits proffered with the current application are consistent with the first stage approval, and are described briefly below.

Housing

The Applicant proposes to provide 68,263 square feet of gross floor area devoted to residential uses comprised of 71 new residential units. The development would provide a mixture of market rate and affordable units with 80% of the units (57) at between 60% and 30% of AMI while the remaining 15 units would be at above 60% of AMI. The breakdown of the units at each AMI is as shown on Table 2.

Table 2

AMI	Number of Un
Market Ra	15
60%	23
50%	26
30%	8
TOTAL	71

The Applicant has signed a memorandum of understanding with Teach for America (TFA) to assist with the marketing aimed at attracting teachers to apply for affordable housing and become residents of Building 1. A portion of the ground floor would be designed to accommodate a teacher work area where tenants can make copies of lesson plans at their convenience, among other amenities.

The Applicant proposes to provide live/work spaces on the ground floor of the building to specifically attract and accommodate local artists. The Applicant will coordinate with ARCH Development² to assist with the lease up and operation of the spaces and find income eligible local artists to apply for housing. The live/work units will address the need for both housing and work space for local artists. The provision of this space would encourage mixed income housing growth, and aid arts-related business and services in the area, encourage community development, neighborhood revitalization, and economic stimulation. The work space would be assessed directly from MLK Avenue and would continue activity along the street frontage similar to the other side of the street.

The applicant has indicated on the plans (page 11-14) the location of all the affordable units, the live/work units the unit types. The affordable units are distributed throughout the building and are not concentrated on any floor or particular portion of a floor.

Local Business Opportunities and First Source Agreements

At the First Stage PUD, the Applicant committed to expanding employment opportunities for residents and local businesses. The Applicant is a CBE and in addition proposes to provide contract a minimum of 35 percent of the eligible project costs to CBE-certified firms. The Applicant will also enter into a First Source Employment Agreement with the Department of Employment Services in conjunction with development of the proposed building. At the First Stage the applicant proffered to have these agreements signed prior to the issuance of a certificate of occupancy for the proposed building. The applicant should indicate if this remains true.

Green Elements

The proposed development provides a number of environmental benefits and includes street tree planting and maintenance, landscaping, energy efficiency, methods to reduce stormwater runoff (including a green roof) and sustainable engineering practices.

The project will be designed to meet the Green Communities rating system and has provided a Green Communities Checklist indicating the sustainable features of the project (pages 26-29 of the plans). The applicant states that Green Communities sustainability strategy is designed specifically for affordable housing projects, and the program's sustainability requirements are equivalent to LEED for Homes Mid-Rise. The applicant should address the statement in the ZC Order 08-07, page 9, 5th paragraph that *"For a second Stage environmental proffer to be considered strong, each building should meet the equivalent of LEED Silver."* The proposal does not include the Green Area Ratio checklist of calculations which should be provided prior to the public hearing.

² ARCH Development is a neighborhood-based organization that focuses on the economic regeneration of the historic Anacostia community.

Transportation Demand Management

The alley to the rear of the property terminates where it meets the long north-south portion of the site and does not extend to Shannon Place. The Applicant proposes to extend the alley to Shannon Place via an access easement. The alley easement would be available for use by both existing and new residents and would help to facilitate access to and from the parking and loading areas. The proposed development will include a number of elements designed to promote effective and safe vehicular and pedestrian access, transportation management measures, and connections to public transit services. The applicant should provide additional details regarding the proposed TDM measures.

Other Benefits

In addition to the above-referenced benefits other benefits will begin to be implemented during construction of this second stage PUD, including the urban design of the project, new street trees, bicycle racks, streetlight enhancements, and brick paving on MLK Avenue.

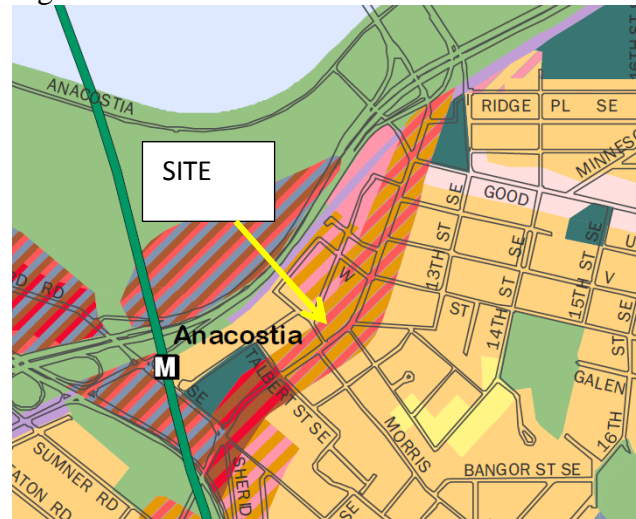
In response to comments from Advisory Neighborhood Commission (ANC) 8A, the Applicant has agreed to work with ANC-8A to develop a Memorandum of Understanding that will provide for access by ANC-8A to the building's roof deck two times per year for community gatherings and events.

Information regarding benefits and their implementation are consistent with the first stage approval.

VI. COMPREHENSIVE PLAN

The Future Land Use Map designates the entire PUD area along MLK Avenue for mixed use. The subject site is recommended for medium density residential and medium density commercial development.

Figure 3



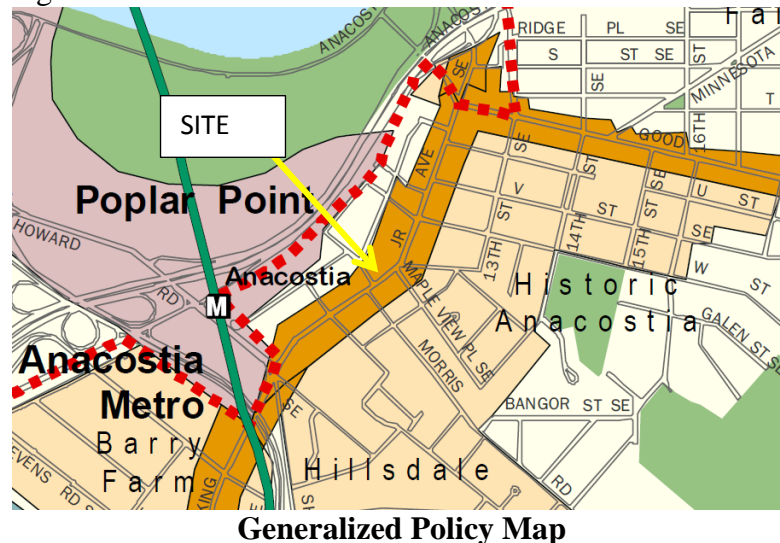
Future Land Use Map

The portion of the site with frontage along Martin Luther King, Jr., Avenue is identified in the Generalized Policy Map as part of a Main Street Mixed Use Corridor Area, described as

“Traditional commercial business corridors with a concentration of older storefronts along the street....they have a pedestrian oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.”

The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map.

Figure 4



The proposal is not inconsistent with the Comprehensive Plan Future Land Use and Generalized Policy maps. The proposed development also meets or furthers many of the policies of the Comprehensive Plan as outlined below.

Curtis Properties Site(s):

Curtis Properties controls a number of sites between U Street and Chicago Street along the Martin Luther King Jr. Avenue main street. Added together, roughly 3.2 acres of these sites are currently used as surface parking. Redevelopment, possible under current zoning, could accommodate a number of new market-rate housing units above larger floor-plate retail spaces attractive to national retail chains and/or grocers. Substantial parking for the area as a whole could also be accommodated in above-grade structured parking located along the rail tracks. Two different scenarios demonstrating alternate physical configurations of the sites yield similar products –between 200 and 230 market-rate residential or live-work units and 63,000 – 66,000 square feet of ground floor retail space – enough for a moderate sized grocery store and several anchor retailers. A highlight of the site is a new and enhanced

public space showcasing the Big Chair and providing places for residents, shoppers, and workers on lunch break to sit and gather, play chess, or just people watch in the busy center.

The proposed development would go towards building the residential population to support the future retail use and grocery store projected for future phases of the PUD. The development would contain a mix of affordable and market rate units as well as live/work units within those categories. As recommended and included in the First Stage PUD, parking would be provided below grade. The proposal includes side, rear and front yard setbacks to provide adequate light and air into the building.

Chapter 3 - Land Use Element

Policy LU-1.4.2: Long-Term Vacant Sites

Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures which would address these constraints.

The subject site is currently being used as a parking lot. The Applicant would provide an easement to extend the existing alley and provide better access to the loading and parking facilities as well as better circulation pattern for the new and existing residents.

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.

This building along MLK Avenue would help to preserve neighborhood character as the building height would be reflective of some of those in the historic district across MLK Avenue. The materials and building design proposed is also reflective of some of the more recent developments in the area and would not detract from buildings within the historic district. This development would also introduce housing along this portion of MLK Avenue.

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

The overall PUD is within one of the development nodes along MLK Avenue and would be pedestrian friendly and at a scale and massing to lessen potential impacts on adjacent, lower scale, residential development to the west of the site as well as across MLK Avenue. .

Chapter 5 - Housing Element

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.

The proposed development would include all new residences, including affordable units and specifically workforce housing for teachers and artist work/live units. The site is within a seven minute walk of the Anacostia Metro Station.

VII. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will consult with the following government agencies for review and comment:

- Department of the Environment (DDOE);
- Department of Transportation (DDOT);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- DC Public Schools (DCPS);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD); and
- DC Water.

VIII. COMMUNITY COMMENTS

The property is within ANC 8A and the Applicant has indicated to OP that they have made a presentation to the ANC. As a result of these consultations, the Applicant has agreed to work towards developing a Memorandum of Understanding to give the ANC access to the building's roof deck two times per year for community gatherings and events.

IX. SUMMARY OF OP COMMENTS ON FIRST STAGE CONDITIONS

The following summarizes OP comments on how the proposal meets the conditions outlined in the First Stage PUD.:

ZC 08-07 Conditions	OP Comments
a) Detailed architectural plans and elevations that include the information required pursuant to § 2406.12 of the Zoning Regulations.	Provided in Exhibit C.
b) A detailed description of how the zoning requirements for each lot are met, with detailed analysis of all zoning relief requested for each building included in the application.	Provided in Exhibit C, page 2, Zoning Chart and Sections III and IV (pages 5-11) of the written text.

c) A detailed description of all environmental/green building initiatives proposed for each building included in the application, including the level of LEED certification that each building will be designed to achieve, with the understanding that the Applicant has already committed to a LEED Gold equivalent for Building 3.	Provided in Exhibit C, page 26, Zoning Chart and Sections V (H) (page 15) of the written text.
d) A detailed description of the level of affordability for the proposed affordable units and their location on the floor plans in any building including residential use in the application. The applications shall also include for each residential building a calculation of the amount of gross floor area of affordable housing that is being provided within each building, and a comparison to the amount that would be required by Chapter 26 of the Zoning Regulations under the matter of right zoning that existed on the site prior to the PUD-related map amendment. In addition, the application shall indicate the number of dwelling units that would have been required to be set aside for low-income families. If that number cannot be identified, the application may use the equivalent amount of gross floor area.	Provided - Provided Sections V (B) (page 12) of the written text.
e) A detailed description of any shared parking and loading programs for the buildings included in the application.	Shared parking or loading is not proposed for this building.
f) An updated Traffic Impact Study with documentation on existing conditions, phase conditions, full PUD build-out conditions of each phase submitted, and out-year projections	To be provided - Updated TIS will be submitted prior to the public hearing.
g) An updated loading and curbside management plan that is consistent with DDOT plans for streetcar implementation.	To be provided - To be provided prior to the public hearing.
h) Any necessary updates to the proposed loading access points for the buildings.	Loading Access Point has not changed. However, flexibility requested for loading berth size.

i) Provide long-term and short-term bicycle parking spaces, including details of the locations relative to entrances.	Provided – Exhibit C, pages 8 and 10
j) A comprehensive Transportation Demand Management program for each building specifically indicating the number of vehicle and bicycle parking spaces to be included in each building included in each second stage application, provided that the overall total number of vehicle parking spaces is a minimum of 1,486 spaces or the then-applicable zoning requirement, whichever is less.	To be provided – Detailed TDM program to be submitted prior to the public hearing.
k) An update regarding the status of the proposed street closings and realignments.	No street closings are required for the development of this site.
l) An identification of any new transportation-related infrastructure needs such as new or updated signal hardware.	To be provided – If needed, any infrastructure needs will be addressed prior to the public hearing.
m) A detailed description of the specific public benefits and project amenities provided with the second-stage application, the benefits and amenities identified in finding of fact 33 that are being provided with that particular second-stage application, the benefits and amenities that have already been implemented, the benefits and amenities yet to be implemented, and an overall status update and timetable for implementation of the benefits and amenities.	Provided - Section V of the written document.
n) A final Construction Management Plan for the overall project.	To be provided - Provide prior to the public hearing.