



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *JLS*
Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: November 24, 2014

SUBJECT: **OP Hearing** Report - ZC #08-07A (Four Points – 2255 Martin Luther King 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 proposed Building 1 would be the first building of the proposed development that is envisioned to transform the portion of the Anacostia area. Building 1 would contribute positively to housing affordability, pedestrian activity and the overall vitality and mix of uses in this area of Anacostia. As proposed, the project would provide 71 residential units, 56 of which would be marketed to households earning between 30 and 60 percent of the area medium income (AMI). The building would also include targeted workforce housing for teachers and live/work units for artists. The proposal conforms to the Comprehensive Plan’s objectives for the area and to the Generalized Land Use and Policy Maps.

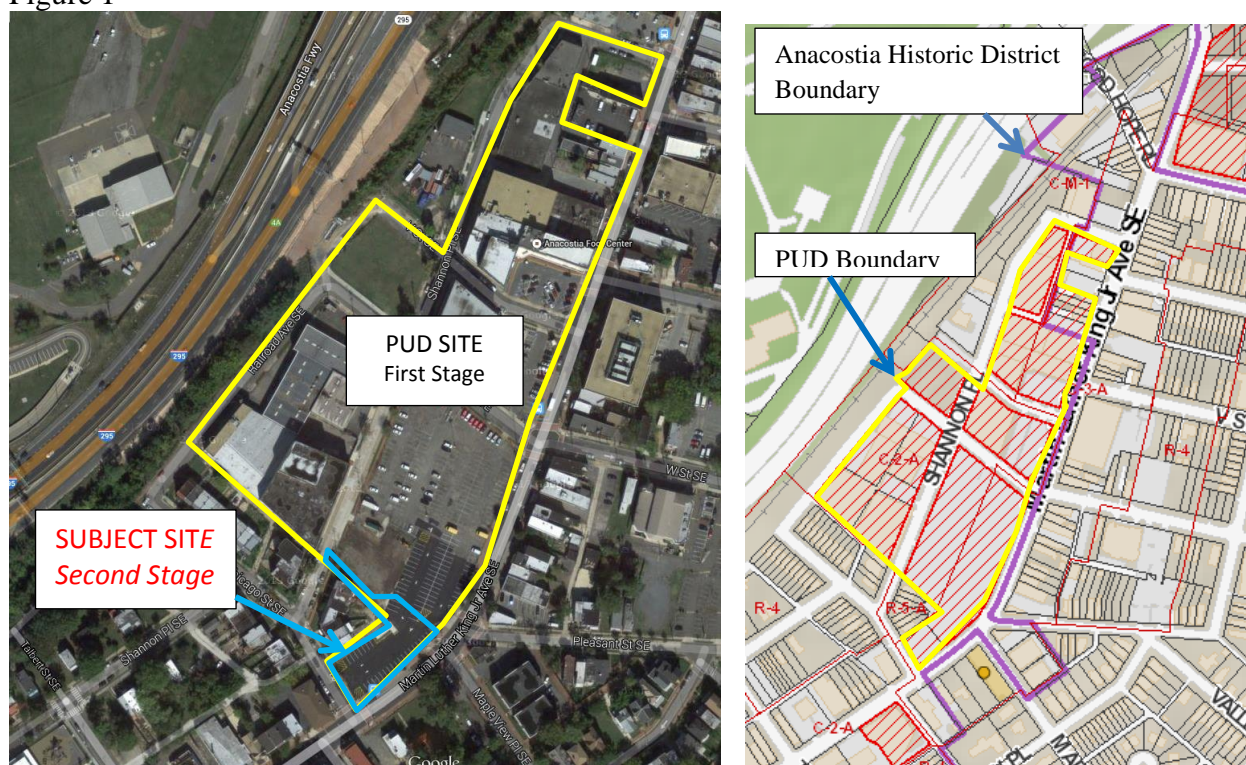
As a response to the Office of Planning (OP) and Zoning Commission requests during the set down meeting on July 28, 2014, the Applicant submitted additional information pertaining to the live work units; comparison of the LEED Silver certification checklist with the Green Communities checklist; safety features on the roof deck; renderings showing the relationship between the height of the proposed buildings and the rowhouses along Chicago Street; lighting at the intersection of MLK Avenue and Chicago Street; and moving the elevator core from the front of the building.

OP recommends **approval** of the requested modification to the First Stage Planned Unit Development (PUD) and the Second Stage PUD.

II. SITE AND SURROUNDING AREA

The overall PUD site is within the Anacostia neighborhood of Ward 8 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 and is bound by MLK 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 and is zoned C-3-A. Properties to the east of the site, across MLK Avenue, are within the Anacostia Historic District. The subject site is not within the historic district.

Figure 1



III. CHANGES SINCE SETDOWN

Design

At its public meeting on July 28, 2014, the Zoning Commission instructed the Applicant to address a number of issues, two of which related to design. The Zoning Commission requested plans depicting the relationship between proposed Building 1 and the adjacent row houses. The Applicant provided the more detailed street-level renderings as seen on the November 2014 submission, pages 24-25 (Exhibit 22A2) and the August 2014 submission, pages 5-8 (Exhibit

¹Square 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.

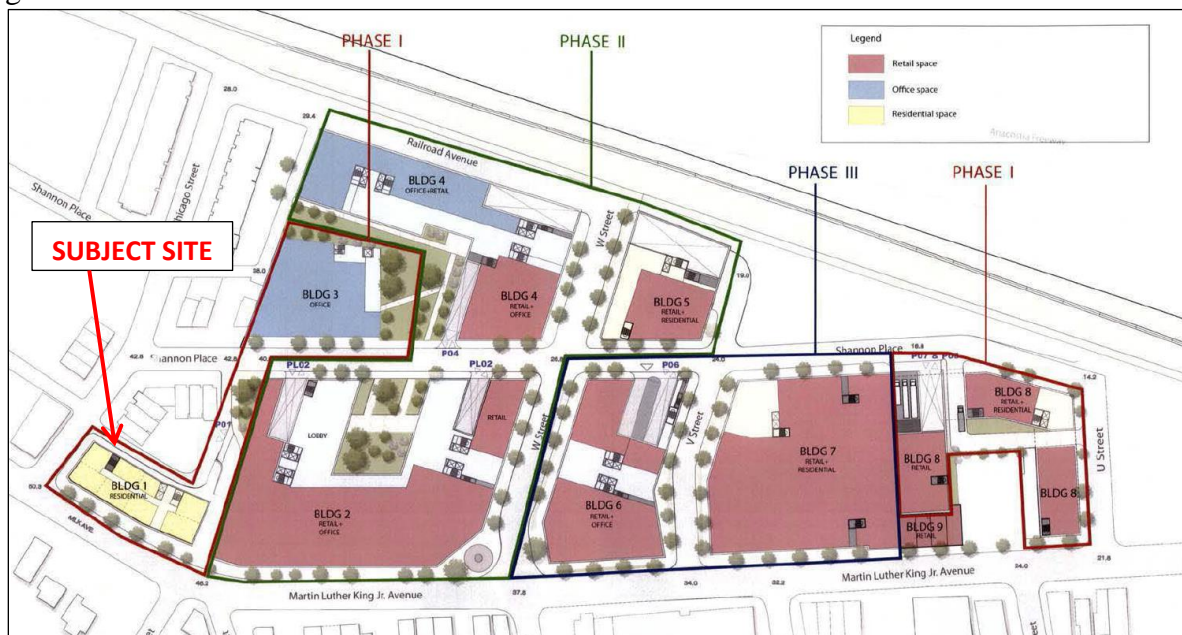
16A). However, the Applicant did not address how elements of the rowhouse character were incorporated into the proposed building. Comments were also received from community members regarding the building materials and design. The revised drawings, shown in the November 2014 submission, pages 16-20 (Exhibit 22A1-22A2) provides more detailed renderings of all sides of the building showing the Chicago Street and MLK Avenue frontages and depict a façade design that incorporated more brick. The Office of Planning supports the design changes. The building scale and massing is not incongruent with the adjacent commercial and residential buildings.

The Office of Planning is supportive of the live/work facades with the large window, transparent glass which individual artist can customized to provide an organic feel to the streetscape and a more interesting pedestrian experience (November 2014 submission, page 21, Exhibit 22A2). The large windows would also provide visual interaction between pedestrians and the artist at this level of the building.

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: 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.

Figure 2



IV. 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 six 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-foot maximum. The Applicant has indicated the possibility for solar panels to be placed on the roof to increase the sustainability of the development, however, their addition are dependent on funding.

The building would be of a modern architecture. 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. Some 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. The Applicant may wish to use a color similar to the red brick above 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 the three 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.

V. ZONING

ZC Order 08-07 approved the First Stage PUD and PUD related map amendment for the C-3-A zone on the property and specified 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 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 – 6.7 ft. North Side – 30 ft.	Relief Requested
Parking*	1/2 units = 36 spaces	33 (1/2.15 units)	26 (1/2.7 units)	Relief Requested
Compact Spaces*	Groups of 5	n/a	8 spaces not in groups of 5	Relief Requested
Bicycle Parking	22 (1/3 units)	22 (1/3 units)	37 (1/3 units)	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 facing only Chicago Street right-of-way, the side yard ranges from 6.8 feet to 15.8 feet. The narrowest portion that does not meet the requirement is on 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 2-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 side yard would provide adequate light and air to this portion of the building. The side yard is the setback from Chicago Street so there would be no impact on any neighboring property of 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. Currently, traffic and parking in the area is problematic and a reduction in number of vehicles accessing the surrounding roadways from the site would help to reduce traffic impacts on surrounding streets and would help alleviate congestion.

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, Site Access and Circulation Diagram, shows the pedestrian walkways and access points into the buildings as well as the general locations of bicycle parking areas. Parking, circulation and Transportation management (TDM) issues are discussed further in the Department of Transportation (DDOT) report.

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.

Loading

The proposal would provide a 30-foot loading berth instead of the required 55-foot berth and a 100-foot platform instead of the required 200-foot platform. The narrow width of the property (64.52 feet) coupled with the grade change at the rear of the property poses a problem in accommodating the 55 foot berth. It is anticipated that most residents would use the smaller 30-foot trucks while making other arrangements through the loading dock manager if larger trucks need to access the site. The use of the berth would be monitored by a manager. Loading management is discussed further in the DDOT report.

Other Minor Flexibility

Other areas of flexibility that are often included as part of PUD applications have been requested. These include the ability to provide plus or minus 10% from the 71 units depicted on the Plans; vary interior components; 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. Overall, OP is supportive of granting the all the areas of flexibility requested provided the exterior materials are of equal quality to what is represented by the sample board and accepted by the Commission.

VI. PUD EVALUATION STANDARDS and PUBLIC BENEFITS AND AMENITIES

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." In order to maximize the use of the site consistent with the Zoning Regulations, and be compatible with the surrounding community, the Applicant has submitted the Second of the Two Stage PUD and has requested some flexibility in meeting some requirements. § 2400.2 states that:

The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.

A PUD-related map amendment to the C-3-A from C-2-A, C-3-A and C-M-1 zones was approved along with the First Stage PUD which is not inconsistent with the Comprehensive Plan. The overall PUD gained 541,000 square feet of additional square footage. The Applicant has requested modifications in a number of areas (Table 1) including the land area due to more detailed studies following the First Stage PUD. The proposed changes would not make the development inconsistent with the Comprehensive Plan, the C-3-A zone or the overall concept of the First Stage PUD.

The PUD standards further provide 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.”

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.” 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 the typical development of the type proposed...” (§ 2403.12).

The First Stage PUD included a number of benefits, including public space improvements, transportation benefits, affordable housing, workforce housing, First Source Employment, 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 these benefits are not specific to Building 1, the benefits proffered with the current application are consistent with the first stage approval,

Urban design, architecture, landscaping, or creation or preservation of open spaces

Since set down, the Applicant has revised the facade of the building to incorporate more brick which is a material used on many buildings along MLK Avenue. The Applicant states the design intention is not to be similar to the variety of designs of adjacent buildings but to create a building that would be distinctive and yet complement the variety of architectural styles along MLK Avenue. The design makes use of setbacks, projections, balconies and other elements to articulate the massing. The proposed height and form of Building 1 would be a transition between existing buildings with lower heights and the higher buildings approved in the PUD to the north.

Landscaping would be introduced around the building and in the public space along Chicago Street and MLK Avenue. The public space improvements would be in conformance with the

Great Streets Framework Plan for MLK Avenue. The area between the sidewalks would have perennials, grasses, shrubs and trees.

Site planning, and efficient and economical land utilization

The proposal would enhance a currently underused parking lot located within close proximity to a Metro station and several Metrobus lines. The project would activate the surrounding street network with a combination of additional residents and streetscape improvements.

First Source Employment Agreement

At the First Stage PUD, the Applicant committed to expanding employment opportunities for residents and local businesses. The Applicant is a Certified Business Enterprise (CBE) and in addition proposes to provide a minimum of 35 percent of the eligible project costs to CBE-certified firms. The applicant has not agreed to sign a CBE agreement with the District of Columbia Local Business Opportunity Commission to effectuate this proffer, so OP recommends that at each subsequent Stage 2 submission, the applicant provides a status report on compliance with this requirement.

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. The Applicant has proffered to have the agreement signed prior to the issuance of a building permit for the proposed building.

Housing and affordable 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 units, 41,644 square feet) at between 30% and 60% of AMI while the remaining 15 units would be above 60% of AMI. The breakdown of the maximum units at each AMI is as shown on Table 2.

Table 2

AMI	Number of Units
Market Rate	14
60%	23
50%	26
30%	8
TOTAL	71

The Applicant states that they have signed a memorandum of understanding with Teach for America (TFA) to assist with marketing affordable housing to teachers within 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 live/work spaces on the ground floor are designed 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 accessed directly from MLK Avenue and would continue activity along the street frontage similar to the other side of the street.

The Zoning Commission at set down requested information on how the units would function. As shown on page 1 of the August 2014 submission, the units would be divided into two distinct areas. The live/work space would front on and be directly accessed from MLK Avenue while the private living space would be to the rear and would have access from the alley. The two portions of the units would be separated by a moveable partition. To give that “retail” feel along MLK Avenue, activate the street frontage and allow for interactions between the public and the artists, the units would have heights of 11.8 feet, large plate glass windows, and canopies over the entrance. The large windows and stoops will allow artist to exhibit their work both internally and externally.

The Applicant has indicated on the plans (November 2014, pages 9 and 11-14) the location of all the affordable units, the live/work units and the unit types. The affordable units are distributed throughout the building and are not concentrated on any floor or particular portion of a floor. The Applicant states that the duration of the affordable units would be 30 years after which the affordability requirements of IZ, eight percent of residential gross floor area devoted to families earning up to 80 percent of AMI, would be implemented for the life of the project. The Applicant had offered housing affordability as an amenity in this project and therefore OP is not supportive of the 30 year duration and recommends that the duration of affordability be for the life of the project.

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) cool roof, possibly solar panels 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). ZC Order 08-07, at page 9, 5th paragraph states that *“For a second Stage environmental proffer to be considered strong, each building should meet the equivalent of LEED Silver.”* The Applicant states that Green Communities sustainability strategy is designed specifically for affordable housing projects, and that the program's sustainability requirements are equivalent to LEED for Homes Mid-Rise. At the request of the Zoning Commission, the Applicant has provided a comparison chart showing the areas in which the two rating systems are similar or different. The Department of the Environment is in agreement that the Green

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

Communities rating system for evaluation is appropriate for this project. The proposal is not subject to the Green Area Ratio (GAR) regulations as the First Stage PUD was approved prior to the GAR regulations.

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 expand the existing alley and extend it to Shannon Place via an access easement. The alley easement would be private, but would be available for use by both existing and new residents along the alley 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. Further details of the TDM measures are provided in the DDOT report.

Other Benefits and Amenities

In addition to the above-referenced benefits other benefits will begin to be implemented during construction of this Second Stage PUD, and include:

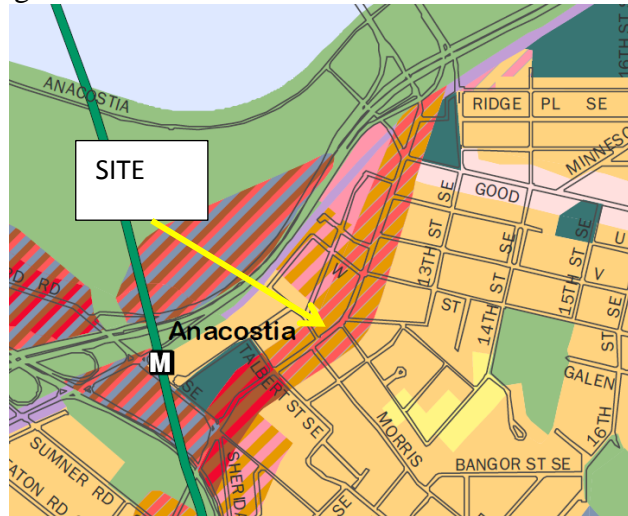
- bicycle storage in the below-grade parking garage in excess of code requirements;
- bicycle racks within public space;
- multipurpose space on the ground floor;
- business center;
- rooftop social room with a kitchen and terrace area; and
- street light enhancements.

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 access to 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.

VII. COMPREHENSIVE PLAN

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

Figure 3

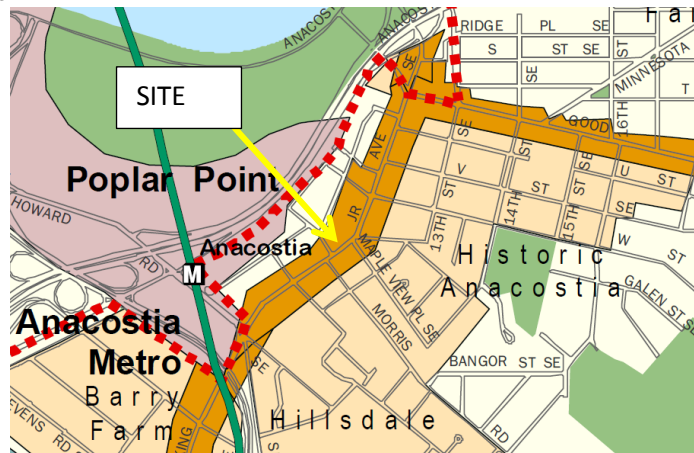


Future Land Use Map

The site is identified in the Generalized Policy Map as being within the 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.”

Figure 4



Generalized Policy Map

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.

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 a portion of a larger parking lot that has been consolidated with other lots for development under the approved First Stage PUD. 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.

The proposed development would increase the housing supply, the mix of unit types and the mix of affordability in the area. Although this building would not have traditional retail uses, the proposed live/work units would encourage some activity along the MKL Avenue street frontage and thereby protecting the retail character along MLK Avenue. The proposed development, along with the entire PUD would help towards the revitalization 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 with varying heights and massing to lessen potential impacts on adjacent, lower scale, residential development to the west of the site as well as across MLK Avenue. The proposed six story building would be adjacent to lower two and a half-story rowhouses to the west, a two and a half-story Max Robinson Center to the south and Big K property which is to be redeveloped with a 5-story building. The buildings in the area have a variety of designs, heights and massing. The proposed building is of a modern design and has incorporated brick which is a prominent material used on buildings in the area. The building would be setback from the property line on all sides and therefore light and air to adjacent buildings should not be significantly impacted.

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 artistwork/live units. The site is within a seven minute walk of the Anacostia Metro Station.

Chapter 18 - Far Southeast and Southwest Area Element

The Comprehensive Plan has identified seven areas in the Far Southeast/Southwest as “policy focus areas,” indicating that they require a level of direction and guidance above that in the prior section of this Area Element and in the citywide elements.

Policy FSS-2.1.1 encourages review of the *Anacostia Transit Station Strategic Investment and Development Plan for additional detail regarding development within the Anacostia area*. The overall PUD would further specific many of the goals and objectives of the Plan and the proposed Building 1 would enhance the following Planning Principle:

3. Strengthen Martin Luther King Jr. Avenue

Strengthen the Martin Luther King Jr. corridor by restoring two-way traffic, locating active retail uses at the ground floor along the sidewalk’s edge, improve pedestrian quality and streetscape elements and attract additional retail to the corridor.

The proposed building is part of an overall development that would have active retail uses on the ground floor and along the sidewalk edge and would incorporate improvements in the pedestrian and access. In the approved First Stage PUD, this building was designated solely for residential use. However, although this building would not have traditional retail uses, the proposed live/work units with direct access from MLK Avenue, and their large windows would function in a similar fashion to help activate and facilitate pedestrian movements along MLK Avenue.

VIII. AGENCY REFERRALS

The application was submitted a number of agencies for review. The District Department of Transportation (DDOT) will provide comment under separate cover.

IX. COMMUNITY COMMENTS

The property is within ANC 8A. The Applicant has had communications with the ANC and representatives of other community organizations. At the time of this report, OP is not aware of any agreements.

X. 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. (ZC Exhibit 4C1)
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. (ZC Exhibit 4 and 4C1)
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. (ZC Exhibit 4, 4C1, 22A2 and 22A3)
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	Provided - Provided Sections V (B) (page 12) of the written text and November 2014 submission page 9. (ZC Exhibit 4 and 22A1)

equivalent amount of gross floor area.	
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.	Provided – November 14, Tab B (ZC Exhibit 22B).
g) An updated loading and curbside management plan that is consistent with DDOT plans for streetcar implementation.	Provided – November 14, Tab B (ZC Exhibit 22B).
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 (ZC Exhibit 4C2)
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	Provided – November 14, Tab B (ZC Exhibit 22B).
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.	No new infrastructure needs have been identified
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. (ZC Exhibit 4).

n) A final Construction Management Plan for the overall project.	The Applicant will provide a Construction Management Plan for Building 1 at the public hearing.
--	---

JLS/mbr