

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: ^{JLS} Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: May 4, 2018

SUBJECT: **Set down** Report - ZC #08-07C (Reunion Square – W Street, SE and Railroad Avenue, SE – Second Stage PUD for Building 4.

I. APPLICATION AND RECOMMENDATION

Four Points, LLC (Applicant) requests Second Stage PUD review for the construction of Building 4 on the property formerly known as the “Curtis Properties” renamed “Reunion Square” along Martin Luther King Jr. Avenue, SE (MLK Avenue) in Anacostia. The proposed Second Stage development of an office building with ground floor retail, is not inconsistent with the First Stage PUD approval, the Comprehensive Plan, or the Zoning Regulations.

The Office of Planning (OP) **recommends set down** of the application and that the Applicant provide the following prior to the public hearing:

- A full elevation of the southern façade and show how it interacts with the adjacent rowhouses;
- A Transportation Study including Transportation Demand Management (TDM) measures;
- An update on the First Source or CBE agreements as proffered in the First Stage approval; and
- A general theme and standards for the ground floor retail signage.

The PUD was approved pursuant to the 1958 Zoning Regulations therefore this Second Stage application would also be reviewed pursuant to the 1958 Zoning Regulations. Subtitle A, § 102 states:

102 VESTED RIGHTS UNDER THE PREVIOUS 1958 ZONING REGULATIONS, AS AMENDED.

102.1 A project identified within this section shall be considered to have vested development rights (vested project) subject to the provisions and requirements of the 1958 Zoning Regulations, any conditions of approval, and subject to the conditions of Subtitle A §§ 102.4 through 102.7.

...

102.3 An application for a building permit filed on or after the effective date of this title shall be considered a vested project if the building permit plans are consistent with:

- (a) *An unexpired approval of a first-stage, second-stage, or consolidated planned unit development; variance; special exception; campus plan; design review in the CG or SEFC zones; or concept design by the Historic Preservation Review Board or Commission of Fine Arts; provided, the vote to approve occurred prior to the effective date of this title;*

In this case, the approved PUD Order, ZC 08-07 dated September 9, 2013 became effective on October 25, 2013 prior to the new ZR-16 Regulations, which became effective September 6, 2016. As such, it is vested under the ZR-58 Regulations.

II. SITE AND SURROUNDING AREA

The overall PUD site is generally bounded by U Street, SE on the north, MLK Avenue, SE on the east, Chicago Street, SE on the south, and the Anacostia Freeway (I-295) on the west 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 southwestern portion of the PUD site is bounded by W Street, SE to the north, Shannon Place, SE and Building 3 to the east and southeast; a 16-foot wide, public alley to the south; and Railroad Avenue to the west. The site, (Square 5784, Lots 899, 900 and 1101) has a land area of 64,788 square feet (approximately 1.45 acres). A portion of the property is undeveloped and the other portion has a one-story industrial building which would be demolished to accommodate the proposed office building.

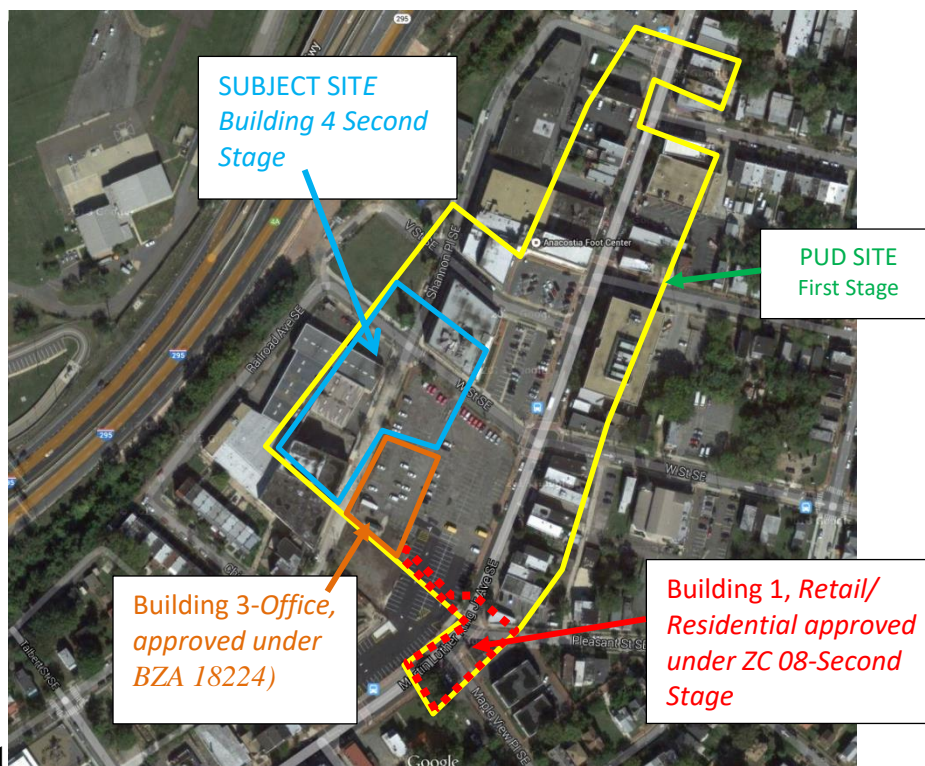


Figure 1

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

III. PHASING

The First Stage PUD approval stated that the project would be developed in three phases:

- Phase I - Buildings 1, 3, and 8;
- Phase II - Buildings 2, 4, and 5; and
- Phase III - Buildings 6 and 7.

In the First Stage PUD, the subject property is identified as Building 4 within Phase II of the overall Phasing and Staging Plan (Figure 2).

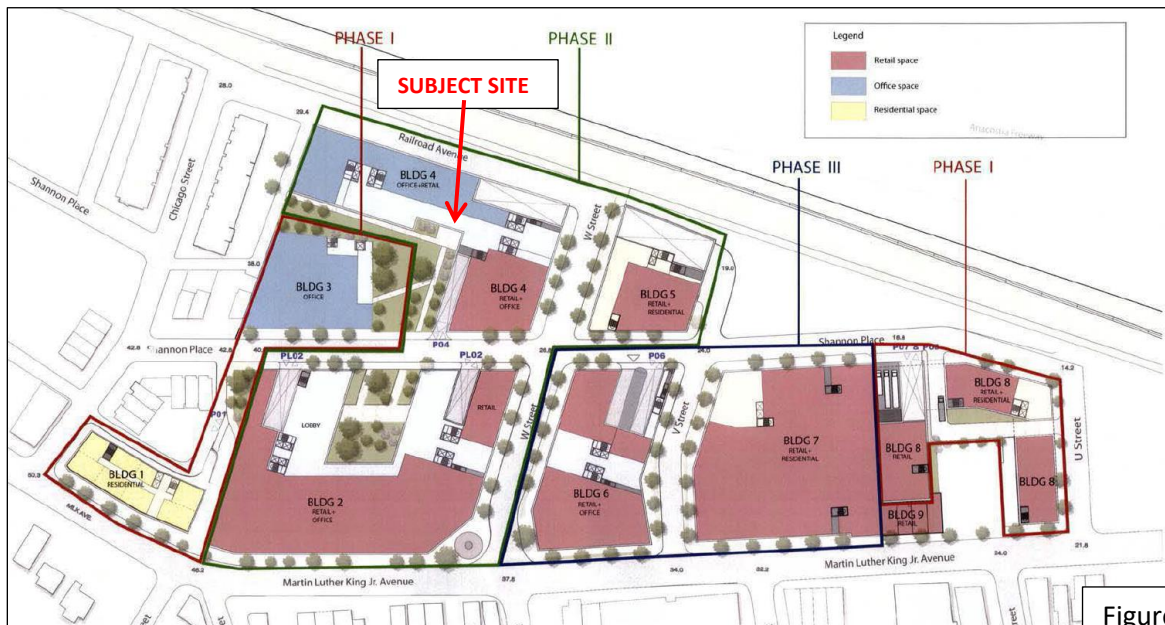


Figure 2

The First Stage PUD required that the second-stage application for the buildings included in Phase I of the development 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. ZC Order 08-07A became effective on October 25, 2016 for a mixed use, residential and retail development.

Prior to the approval of the PUD, Building 3 was approved by the Board of Zoning Adjustment (BZA 18224) to convert from warehouse to office use; Building 3 was incorporated into the PUD. The conversion of the building is completed and the building is occupied. Building 8 on the northernmost part of the PUD remains undeveloped.

Regarding Phase II development, ZC Order 08-07 states at page 27, **D. Miscellaneous** 2. b) that:

A second-stage application must be filed for the buildings included in Phase II of the development (Buildings 2, 4, and 5) within four years after the effective date of the Order granting second-stage approval for Phase I; and

On October 23, 2015, the Applicant submitted a modification and Second Stage PUD for Building 8 in Phase I and Buildings 4 and 9 in Phase II (ZC 08-07B). That submission was not

processed further by the Applicant. The Applicant has subsequently revised the application and has submitted the subject application for Building 4 only.

IV. PROPOSAL

The Zoning Commission approved a First Stage PUD for the entire Reunion Square 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 4 lot has an area of 64,788 square feet and would be developed with a five to seven story building (maximum 90 feet) with approximately 287,866¹ gross square feet of space at a density of 4.4 FAR. The building would accommodate 281,242 square feet of office space and 6,644 square feet of ground floor retail.

The Applicant states that the proposed office building would respond to a Request for Proposals (RFP) issued by the District Department of General Services (DGS) for 200,000 square feet of office space and 200 parking spaces. The retail space would be for neighborhood serving uses. Parking for both office and retail uses would be located below grade and accessed from Railroad Avenue.

The building would be comprised of a seven-story portion and a five-story portion, organized in an “L” shape with the short portion of the “L” being five-stories and the longer portion of the “L” being seven-stories. The frontage along Shannon Avenue would face Building 3 and would be separated by a landscaped courtyard. The five-story portion would have the main entrance to the building from W Street and would have a shared lobby providing access to ground floor retail and offices. A second entrance would be provided from the landscaped courtyard along Shannon Avenue. Access to the parking and loading areas would be accessed from Railroad Avenue near the W Street intersection.

The building façade would be mainly brick, glass and metal and would address the site’s location in the community as well as its orientation to the nearby freeway. A portion of the building is lowered to five-stories at the corner of Shannon Place and W Street and is defined by brick and metal in a sequence of high bays that reflect the scale of the commercial and institutional buildings of the historic Anacostia neighborhood. A similar pattern is used on the southern elevation of the building to transition from the adjacent residential rowhouses to the more modern façade along Railroad Avenue.

The seven-story portion has brick on the lower levels and transitions to glass on the upper portions to reflect its orientation to I-295 and the city skyline beyond. The Railroad Avenue glass façade is articulated with gently angled glass elements.

¹ 13,115 gross square feet of the space would be cellar space.

The design of the rear of the building, along Railroad Avenue, is fully developed with articulated architectural detail, similar to the other frontages. This is important, as this rear façade would be exposed and visible from the highway. Access to the parking, loading and trash facilities are provided to and from Railroad Avenue and the door would be of a dark grey color similar to the metal panels used on the façade of the building to lessen its visibility. The Applicant should provide a drawing of the southern elevation of the building as seen from the rowhouses.

The building would have two roof terraces, one on the fifth-floor roof and another on the seventh-floor roof. These roof terraces would be landscaped and paved outdoor amenities for the office users. Green roofs and solar panels would also be provided to improve the efficiency of the building. The roof terrace at the seventh floor would provide unique views across the river and the roof terrace at the fifth floor would provide views of the Anacostia area.

Public space improvements would include the dedication of an easement to widen W Street and provide a 20-foot wide sidewalk, the repaving of Railroad Avenue, and landscaping along the streets. Overall, OP supports the design for Building 4, which would positively add to the character and activity along MLK Avenue.

A concern has been expressed by some community members that the height of the building would impact views from the historic Fredrick Douglas Home to the Washington Monument and the Capitol Building. The Applicant has provided drawings showing current views from the Fredrick Douglas Home and views when the proposed building is superimposed. The drawings show that the views from the Fredrick Douglas Home would not be blocked by the proposed building. (Exhibit 3F1, page A-06 and A-07).

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 4 which resulted in changes to what was approved in the First Stage PUD. The proposed changes do not affect the First Stage approved height and FAR and would remain within the parameters of the C-3-A zone. Table 1 below, shows a comparison of the development parameters of approved for Building 4 at First Stage, the proposal and the standards of the C-3-A/PUD.

Table 1

	C-3-A/PUD Standards	Approved at Stage I	Proposed Stage II	Compliance with C-3-A/PUD Standards
Lot Area	n/a	69,300 sf.	64,788 sf.	n/a
Building Footprint	n/a	45,000 sf.	44,135 sf.	n/a
Height	65 ft./90 ft. PUD	90 ft.	90 ft.	Complies
Building Area	N/A	277,500 sf.	287,886 sf.	Complies
FAR	2.5 Non-Residential	3.0 (non-residential use for the entire PUD)	4.44 (for Building 4)	Complies

Lot Occupancy	100%	65%	68%	Complies
Rear Yard	2.5 in./ft. of height or 12 feet, whichever is greater = 13.5 ft.	n/a	24 ft.	Complies
Side Yard	If provided, must be a min. of 2 in./ft. of height but not less than 6 feet. = 15 ft.	n/a	South Side – 27.58 ft. North Side – 24 ft.	Complies
Parking	Office: In excess of 2,000 sf., 1/600 sf. of gross floor area and cellar floor area Retail: In excess of 3,000 sf., 1/300 sf. of gross floor area and cellar floor area Total - 461	347 ¹	Office: 301 Retail: 23 Total: 324 136 tandem spaces	Relief Requested
Bicycle Parking	Office: 1/20 spaces Retail: 1/20 spaces	n/a	Office: 24 spaces Retail: 2 spaces	Complies
Loading	Office: 4 berth @ 30 ft. 4-platform @ 100 sq. ft. 1, 20-ft, service/delivery space Retail: 1 berth @ 30 ft. 1-platform @ 100 sq. ft.	3 berth @ 30 ft. 1 platform @ 400 sq. ft.	3 berth @ 30 ft. 1 platform @ 400 sq. ft.	Relief Requested

Flexibility

Parking

Building 4 would require a total of 461 spaces; however, the First Stage PUD granted flexibility to reduce the number of spaces to 347 spaces. The Applicant is requesting further flexibility to reduce the number of spaces to 324. In addition, 136 tandem spaces would be provided. Many parcels within the PUD area are currently used as parking lots and the First Stage PUD require that all parking spaces be below the buildings.

The need for the considerable number of spaces is to address phasing issues within the overall PUD. The DGS RFP which the Applicant would be responding to requires the provision of 200,000 square feet of office space and 200 parking spaces in Building 4. The remaining office space would have 25 spaces and 10 spaces for the retail uses resulting in 235 spaces for the occupants of Building 4.

Building 3, which is adjacent to the subject property, is leased to DGS and requires 107 parking spaces. It has no underground parking and utilizes the surface parking lot to the east on the future Building 2 lot. Additionally, the existing office building to the north of the subject property, utilizes 202 parking space on the surface parking lot. The remainder of the parking

spaces and the tandem spaces are anticipated to serve the existing building during the redevelopment of the surface parking lot to accommodate Buildings 1 and 2. The Applicant asserts that the proposed number of spaces would be needed and would minimize parking on surrounding streets, some of which are residential streets. Currently, traffic and parking in the area is problematic and a reduction in vehicular trips would help alleviate congestion. The First Stage approval encouraged shared use parking where transportation demand management measures are implemented. The Applicant states that they have begun working with DDOT to reassess the parking and transportation issues for the overall PUD.

Concurrent with the parking would be improved pedestrian ways, bicycle parking, and the encouragement of transit use. The Anacostia Metro Station is within seven walking minutes of the property; a number of Metrobus and Circulator lines pass along MLK Avenue; and there are car and bike share spaces in easy walking distance of the site. The combination of these alternate modes of transportation would serve the needs of employees and visitors who travel to the site. If the application is set down, the Applicant should provide detailed information relating to site access and circulation and TDM measures.

Loading

In the First Stage approval, the Applicant was granted the flexibility to reduce the loading in this building from the required five, 30-foot berths, five, 100-foot platforms, and a 20-foot service/delivery space to three, 30-foot loading berths and a 400-square foot platform. The reduction would allow office, retail and service use to be coordinated in a manner that causes the least amount of conflict. If this application is set down, the Applicant should provide a TDM Plan which includes details of the coordinated use of the loading area by the retail and office uses, a clear path of how goods would travel to and from the loading area to the retail uses, and details of how to prevent deliveries along W Street and Shannon Place.

Other Minor Flexibility

The Applicant requests other minor flexibility as follows:

- Vary interior components including the size of the retail area;
- Vary the number, location and arrangement of parking spaces provided it is not reduced below 324;
- Vary the exact selection of exterior materials and make minor refinements to exterior details;
- Vary the total number of LEED points achievable provided it is not reduced beyond LEED Gold;
- Vary the design of retail frontages including the location and design of entrances, show windows and the size of the retail areas
- The category of “retail” uses would include Retail, General Services, Financial Services, and Eating and Drinking Establishments; and
- Allow if necessary for an egress stair access through the roof of the fifth-floor story portion of the building provided the stair penthouse would meet all setback requirements.

For OP to fully analyze and evaluate the extent of the requested flexibility, the Applicant should provide additional details, and where relevant drawings to demonstrate the flexibility desired.

V. 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).

VI. 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 4, the benefits proffered with the current application are consistent with the First Stage approval, and are described briefly below.

Urban Design

The building façade would be mainly brick, glass and metal. The façade would address the site’s location in the community as well as its orientation to the nearby freeway. A portion of the building is lowered to five-stories at the corner of Shannon Place and W Street and is defined by brick and metal in a sequence of high bays that reflect the scale of the commercial and institutional buildings of the historic Anacostia neighborhood. A similar pattern is used on the

southern elevation of the building to transition from the adjacent residential rowhouses to the more modern façade along Railroad Avenue.

The seven-story portion has brick on the lower levels but transition to glass to reflect its orientation to I-295 and the city skyline beyond. The Railroad Avenue glass façade is articulated with gently angled glass elements.

Landscaping, Creation or Preservation of Open Spaces

The site and adjacent streets are currently devoid of landscaping and trees and would be improved with landscaping and street along the streets frontages. A landscaped court yard along Shannon Place would be provided with mixed plantings and materials to frame and activate the courtyard and provide relief between the buildings. The landscaping would also enhance the secondary entrance to the building. The Applicant should provide additional details regarding the landscaping and streetscape treatment of the public space along W Street.

Site Planning and Efficient and Economical Land Utilization

The existing buildings would be demolished and the property transformed to create an office building with ground floor retail uses. The development would bring more activity to this portion of Anacostia, activate the Railroad Avenue frontage, and introduce retail uses to this portion of the overall PUD. The development would provide shared parking to serve the building and other proposed and existing buildings and allow for the removal of surface parking lots which would be a benefit to the wider community.

Office and Community Serving Retail

The development would provide needed office and community serving retail uses to the Anacostia area. The proposed offices and retail uses would improve employment of local residents and the increased number of employees would support and benefit a variety of existing retailers as well as encourage additional retail opportunities to serve the community. The Applicant has requested flexibility for the retail uses to fall within the categories of retail and general services, financial and eating and drinking establishments.

Local Business Opportunities and First Source Agreements

At the First Stage PUD, the Applicant committed to expanding employment opportunities for residents and local businesses and preferred to have these agreements signed prior to the issuance of a certificate of occupancy for the proposed building. The Applicant did not address the issue in their submission. If the application is set down, the Applicant should provide information on how they will address the issue.

Green Elements

The proposed development would provide environmental benefits and includes street tree planting and maintenance, landscaping, energy efficiency, low impact BMP measures, methods to reduce stormwater runoff (including 17,138 square feet of green roof, infiltration trenches and/or cistern for water reuse), bioretention planters and sustainable engineering practices.

The First Stage approved the office buildings to be designed to LEED Gold standard. The Applicant has provided a checklist indicating the sustainable features of the project (Exhibit 3F3, page A-43) which meets the LEED Gold standard. The development would also provide 2,922 square feet of solar panels on the roof. The Applicant should work with the Department of

Energy and the Environment (DOEE) to maximize the environmental benefits that can be provided on the site to benefit the operation of the building, the employee, visitors to the site and the surrounding community.

Transportation Demand Management

The Applicant would dedicate a 3,496-square foot easement, along W Street, between Railroad Avenue and Shannon Place. The easement would expand the right-of-way of W Street to 70-feet and provide for an approximately 20-foot sidewalk to improve pedestrian movements along W Street. The easement would extend to MLK Avenue in a later phase of the PUD (Exhibit 3F4, page C-08). The Applicant states that they have begun the process for the dedication of the easement. Railroad Avenue between W Street and Chicago Street would be repaved and would serve the new development as well as be an improvement to traffic circulation in the area. A 16-foot wide public alley separates the proposed development from residences to the south. The Applicant should address how the development would affect traffic movements along the alley.

The development would provide 324 parking spaces in addition to 138 spaces which is a considerable number of vehicles travelling to and from the site. The Applicant should provide a detailed transportation plan and TDM measures designed to promote effective and safe vehicular and pedestrian access, connections to public transit services and limit any negative impact on the existing transportation network.

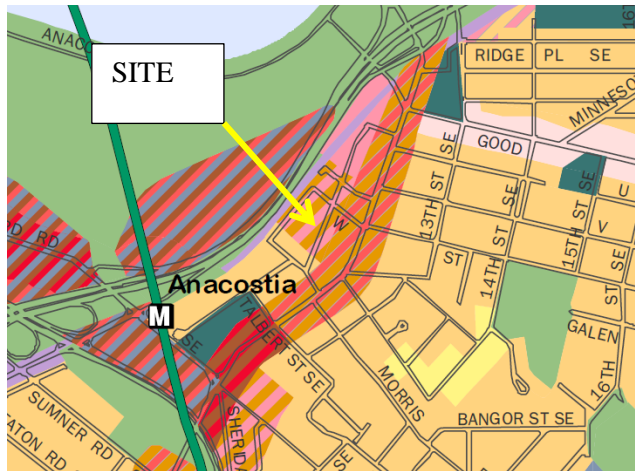
Other Benefits

The Applicant states that they will continue to work with Advisory Neighborhood Commission (ANC) 8A, community organizations and community members throughout the application process and would provide a final list of community benefits and amenities prior to the public hearing if the application is set down

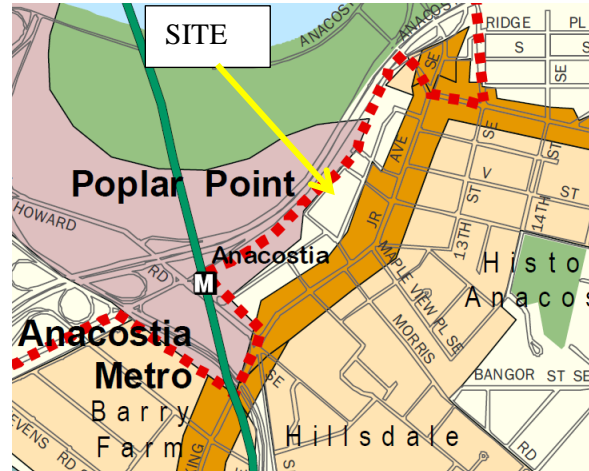
In general, OP finds that the PUD benefits and amenities are consistent with Stage 1 and sufficient for set down. However, the Applicant should address First Source Employment and CBE agreements, and provide an update on the creation of the Business Improvement District (BID).

VII. 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 while the Generalized Policy Map designates the site as a Neighborhood Conservation Area.



Future Land Use Map



Generalized Policy Map

In the First Stage approval, the Zoning Commission found that the PUD 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 Elements and the Far Southeast and Southwest Area Elements and are outlined in Appendix 1, attached to this report.

VIII. SUMMARY OF OP COMMENTS ON FIRST STAGE CONDITIONS

The First Stage Order, at Condition B (page 24) requires that the Applicant include information, at each Second Stage application, on how the proposed development would address each condition listed on the table below.

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 3F1 through 3F5.
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 3F1, pages A-2 and A-8, Zoning Overall Site Analysis and Zoning Data and Exhibit 3, Section IV (pages 9-10) 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 3F3, page A-43 and Exhibit 3, Section V (page 11) of the written text.

<p>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.</p>	<p>N/A – Building 4 will be all office and retail uses.</p>
<p>e) A detailed description of any shared parking and loading programs for the buildings included in the application.</p>	<p>Along with its own parking, Building 4 would provide parking for existing Building 3 which has no underground parking. Additionally, the existing buildings on building sites 6 and 7 use the surface parking lot on building sites 1 and 2. The parking in Building 4 will help to meet the parking demands of the existing and future demands of Buildings 6 and 7. The loading facilities would be shared by the office and retail uses in Building 4 only.</p>
<p>f) An updated Traffic Impact Study (TIS) with documentation on existing conditions, phase conditions, full PUD build-out conditions of each phase submitted, and out-year projections</p>	<p>To be provided - Updated TIS will be submitted prior to the public hearing.</p>
<p>g) An updated loading and curbside management plan that is consistent with DDOT plans for streetcar implementation.</p>	<p>To be provided - To be provided prior to the public hearing.</p>
<p>h) Any necessary updates to the proposed loading access points for the buildings.</p>	<p>The loading access point has not changed and are shown. Flexibility was granted at First Stage for the number of loading berth size servicing the office and retail uses.</p>
<p>i) Provide long-term and short-term bicycle parking spaces, including details of the locations relative to entrances.</p>	<p>Exhibit 3F2, page A-18, shows 25 long term bicycle parking spaces for employees and visitors to the site. The Applicant will work</p>

	with DDOT to locate appropriate locations to place short-term bicycle spaces.
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 – A detailed TDM program to be submitted prior to the public hearing.
k) An update regarding the status of the proposed street closings and realignments.	The Applicant proposes to dedicate an easement approximately 20-foot wide for the widening of W Street along the east side of the property between Railroad Avenue, SE and Martin Luther King Jr. Avenue, SE. W Street would be widened from 50 feet to 70 feet. The Applicant has filed the application for the easement with the Office of the Surveyor (S.O. No. 00469). No street closings are required for this portion of the PUD.
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 should 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.	The Applicant at Exhibit 3, Section V (pages 10 and 11) of the written text generally address some of the items identified in finding-of-fact 33. The Applicant should address additional details on the items identified and address how the proposal is addressing Employment and Training Opportunities and Uses of Special Value to the Community.
n) A final Construction Management Plan for the overall project.	To be provided prior to the public hearing.

IX. MATTERS REQUIRING ADDITIONAL INFORMATION

It is typical that some issues require additional resolution or detail at this stage of a PUD application – many Applicants benefit from the additional direction provided by the Commission at the set down meeting before preparing final drawings and proposals. However, it is important that identified issues be sufficiently resolved by the Applicant prior the date being set for a public hearing, to ensure that District agencies, the ANC, and the public have a reasonable opportunity to review a complete and comprehensive submission as final recommendations and comments to the Commission are being formulated.

OP will continue to work with the Applicant to ensure the submissions of the following additional information prior to the setting of a date for a public hearing in this case, as noted in this report and summarized below:

- Provide a Transportation Study including TDM measures, with guidance for the study outline to be provided by DDOT;
- In consultation with DDOT, provide short term bicycle spaces;
- Provide details of the coordinated use of the loading area by the retail and office uses, a clear path of how goods would travel to and from the loading area, and details of how to prevent deliveries being done from W Street of Shannon Place;
- Provide a Construction Management Plan as required by the First Stage approval;
- Provide a full elevation of the southern façade and how it interacts with the rowhouses;
- Provide general theme and standards for the ground floor retail signage;
- Work with the Department of Energy and the Environment to maximize the environmental benefits that can be provided on the site to benefit the operation of the building, the employee, visitors to the site and to a greater extent the surrounding community;
- Justify the lack of First Source and CBE information which was proffered at Stage I;
- Provide an update on the creation of the Business Improvement District (BID) as proffered at First Stage;
- Provide materials samples; and
- Other information/materials as may be requested by the Zoning Commission at the set down meeting.

X. 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 Energy and the Environment (DOEE);
- Department of Transportation (DDOT);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD); and
- DC Water.

XI. COMMUNITY COMMENTS

The property is within ANC 8A and the Applicant has indicated to OP that they have had discussions with the ANC regarding the proposed development.

JLS/mbr

Attachment – Appendix 1, Comprehensive Plan Written Elements

APPENDIX I

Comprehensive Plan Written Elements

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

Chapter 3 - Land Use Element

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. 309.8

Policy LU-2.4.1: Promotion of Commercial Centers: Promote the vitality of the District’s commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city’s role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents. 312.5

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.

Policy LU-2.4.6: Scale and Design of New Commercial Uses: Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas. 312.10

Policy LU-3.1.2: Redevelopment of Obsolete Industrial Uses: Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which support the core sectors of the District economy (federal government, hospitality, higher education, etc.). 414.8

A portion of the site is developed with a one-story industrial building which would be demolished and the property redeveloped with a mix of retail and office uses. The development would assist in expanding neighborhood commerce and would be balanced by a building which would incorporate architectural elements that are compatible with the height and scale in the neighborhood. There would be a mixture of retail, office and service uses to provide employment opportunities for residents of the area and the District as a whole. The development

would be pedestrian friendly and at a scale and massing to lessen potential impacts on adjacent, lower scale, residential developments.

Chapter 4. Transportation Element

Policy T-1.1.2: Land Use Impact Assessment: Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including that of carbon dioxide, should be included in the assessment to land use impacts. 403.8

Action T-1.1.B: Transportation Improvements: Require transportation demand management measures and transportation support facilities, such as crosswalks, bus shelters, transit resource and information kiosks, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process. 403.14

Policy T-1.2.3: Discouraging Auto-Oriented Uses: Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.404.8

Action T-2.3.A: Bicycle Facilities: Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11

Policy T-2.4.1: Pedestrian Network – Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city. 410.5

Policy T-3.1.1: Transportation Demand Management (TDM) Programs – Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. 414.8

Policy T-3.3.4: Truck Management – Manage truck circulation in the city to avoid negative impacts on residential streets and reduce the volume of truck traffic on major commuter routes during peak travel hours. 416.11

The Applicant will work with DDOT to assess the level of TMD measures needed to minimize the impact of the traffic travelling to and from the site on the surrounding neighborhood and in particular MLK Avenue. The property is in close proximity to the Anacostia Metro station and several Metro bus routes travel along MLK Avenue. The building would also have 25 bicycle spaces. These would provide alternate transportation options to minimize car trips to the site. The Applicant is providing a widened sidewalk along W Street to facilitate pedestrians. The loading area would be along Railroad Avenue thus limiting interaction with other vehicles and pedestrians. Vehicular circulation would be addressed as part of the TDM Plan.

Chapter 6 - Environmental Protection Element

Policy E-1.1.1: Street Tree Planting and Maintenance: Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. 603.4

Policy E-1.1.3: Landscaping: Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. 603.6

Policy E-2.2.3: Reducing Home Heating and Cooling Costs: Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them. 610.5

Policy E-2.2.5: Energy Efficient Building and Site Planning: Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals. 610.7

The project would improve on the existing site conditions, which do not currently have the benefit of the District's new initiatives for environmental performance envisioned by the Plan. The Applicant should work with DOEE to strengthen sustainability elements of the design to exceed the minimum requirements for energy efficiency and stormwater management for the project's long-term viability.

Chapter 7 - Economic Development Element

Policy ED-2.1.5: Infill and Renovation: Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space. 707.10

Policy ED-2.2.3: Neighborhood Shopping: Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences. 708.7

The proposed building would provide 281,242 square feet of office space and 6,644 square feet of retail space that would offer additional opportunities for neighborhood goods and services.

Chapter 9 - Urban Design Element

Policy UD-2.2 Designing for Successful Neighborhoods 910: Not all neighborhoods have a strong sense of identity, however. Some are negatively affected by dilapidated buildings, poorly maintained properties, vacant storefronts, and worse. These problems

may be exacerbated by the absence of landscaping and street trees. Infill development and the adaptive reuse of historic buildings in such areas create a real opportunity to establish a stronger identity, and to create neighborhood centers where they are lacking today. 910.2

Policy UD-2.2.1: Neighborhood Character and Identity: *Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. 910.6*

Policy UD-2.2.5: Creating Attractive Facades: *Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. 910.12*

The building façade would address the site's location in the community as well as its orientation to the nearby freeway. A portion of the building is lowered to five-stories to reflect the scale of the commercial and institutional buildings of the historic Anacostia neighborhood. A similar pattern is used on the southern elevation of the building to transition from the adjacent residential rowhouses to the more modern façade along Railroad Avenue. The seven-story portion has brick on the lower levels but transition to glass to reflect its orientation to I-295. The proposed designs are appropriate in scale and do not exceed the zoning requirements for height or density. The building would help strengthen the urban fabric of the Anacostia neighborhood.

Chapter 18 - Far Southeast and Southwest Area Element

Policy FSS-1.1.7: Retail Development

Support additional retail development within the Far Southeast/Southwest, especially in Historic Anacostia, and in the neighborhood centers at Malcolm X/Martin Luther King Jr. Avenue and South Capitol/Atlantic. Projects which combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations. 1808.8

Ground floor retail uses are proposed in the building with offices uses above.

The proposal would also further specific goals and objectives of the **ANACOSTIA TRANSIT AREA - Strategic Investment and Development Plan:**

Planning Principles:

- 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 development would have ground floor retail uses and has dedicated property to widen the sidewalk in order to accommodate pedestrian movements and provide additional landscaping.

W Street Node:

W Street is a critical crossroad as the link from the commercial main street to the historic heart of Anacostia – Cedar Hill, the home of legendary abolitionist and editor Fredrick Douglass. An extended W Street reaches beyond a future light rail station and across the highway to provide a prominent link into the new Poplar Point Park and the expanded amenities there. The node is a transition between the retail center at the gateway and the transportation hub of the Metro station. It offers new and diverse housing options including condominiums, apartments, restored historic homes, artist studios, and live-work units complementing the existing office resources. Studios and workshops for artists, architects, authors and others drawn and inspired by the area’s rich heritage are accommodated in new and former light industrial spaces. Groceries and national retailers line the sidewalk edge bookending and supporting the diverse boutique offerings of the main street district against additional anchor retail at the gateway site. Enhanced public space around the Big Chair provides an important community gathering place and highlights the importance of this historic crossroad. The current expansive parking lot of Curtis Properties’ is redeveloped as a mixed-use development including national retailers and a number of upper floor residential units with commanding views of the Washington skyline.

The proposed development includes the W Street node and would include many of the elements articulated above.

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 proposal is generally consistent with this recommendation as it would provide a mixed-use, development with office and ground floor retail. Parking would be provided below grade to fulfill the requirements for the building as well as to provide parking for current and future buildings and would make allowance for more productive uses on the parking lot sites.