

MEMORANDUM

TO: District of Columbia Zoning Commission

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

DATE: July 18, 2018

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

The following public hearing report concerning Zoning Commission Case 08-07C is being submitted less than 10 days prior to the Zoning Commission’s Public Meeting. The Office of Planning respectfully requests that the Commission waive its rule and accept this report into the record.

I. APPLICATION AND RECOMMENDATION

Four Points, LLC (applicant) has requested 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 is for an office building with ground floor retail. At its May 14, 2018 public meeting, the Zoning Commission set down the proposal for public hearing.

The proposed development of Building 4 is not inconsistent with the approved First Stage PUD and accompanying map amendment, or the Comprehensive Plan. The Office of Planning (OP) **recommends APPROVAL** of the application. OP is generally not opposed to the following areas of flexibility:

1. The number, location and arrangement of parking spaces may vary provided it is not reduced below 324 spaces;
2. The design shall employ the color-scheme upon approval of the application. Additional information regarding alternative materials should be provided at the hearing;
3. Refinements may be made to exterior materials, details and dimensions, or any other changes that otherwise do not significantly alter the exterior design to comply with the District of Columbia Building Code;
4. The total number of LEED points achievable may vary, provided it is not reduced beyond LEED Gold;
5. The design of retail interior components and frontages, including the location and design of entrances, show windows, and the size of the retail areas may vary from that shown on the approved plans; Vary the design of retail frontages including the location and design of entrances, show windows and the size of the retail areas, although OP recommends that the

flexibility be limited as specified in the Signage and Storefront Guidelines (Exhibit 21A2, page A-47).

6. The category of “retail” uses would include Retail, General Services, Financial Services, and Eating and Drinking Establishments;
7. If necessary, an egress stair access through the roof of the fifth-floor story portion of the building could be installed provided the stair penthouse would meet all setback requirements;
8. The font, message and color of the proposed signage may be altered provided the overall dimensions and signage materials shown on the approved plans would not be changed; and
9. Reduction in the loading and parking requirements.

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 stage 2 application is generally 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.

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.

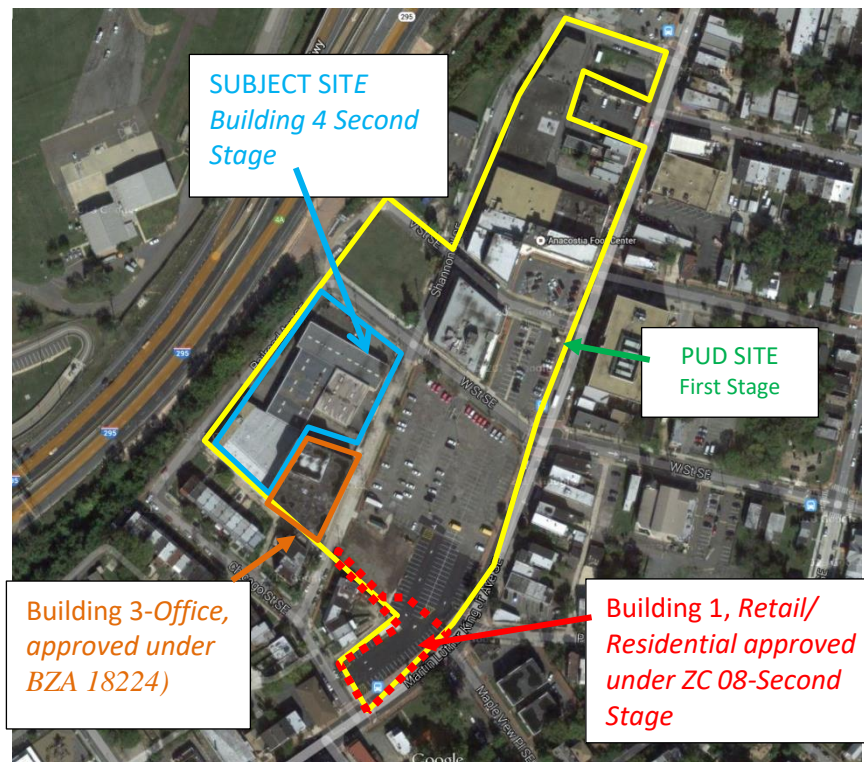


Figure 1

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

III. 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 subject property is identified as Building 4 within Phase II of the overall Phasing and Staging Plan. 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. OP has been informed that the second stage applications for Buildings 5 and 8 would be submitted in the Fall of 2018.

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. There do not appear to be significant changes to the building massing or design from that presented at set down. A more comprehensive review of the proposed design is provided in the applicant submissions and the OP setdown report (Exhibit 10).

IV. APPLICANT’S RESPONSES TO SET DOWN COMMENTS

Set down Comments (ZC/OP)	Applicant’s Response	OP Comments
Confirm the flexibility requested regarding the selection of building materials.	The applicant proposed the following: <i>“To vary the final selection of exterior building materials within the color ranges of the material types shown at Sheets ___ of the Architectural Drawings (Ex. ___) based on availability at the time of construction. Any such variations shall not reduce the overall quality of materials, nor substantially change the exterior appearance, proportions, or general design intent of the building.”</i>	OP proposes that the following be added: <u>“or any other changes that otherwise do not significantly alter the exterior design to comply with the District of Columbia Building Code.”</u>

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

Set down Comments (ZC/OP)	Applicant's Response	OP Comments
<p>Confirm whether the proposed penthouse complies with the penthouse regulations of the 1958 Zoning Regulations, and if it does not, request relief as necessary.</p>	<p>The maximum permitted penthouse height for a PUD in the C-3-A District is 20 feet in one story plus a mezzanine, with a second story permitted for penthouse mechanical space. The proposed penthouse has two heights in two stories: 15 feet for the communal recreation space and 20 feet for the mechanical space, as measured from the top of the structural roof slab. The penthouse is set back a minimum of 1:1 from all exterior walls. Therefore, relief from the penthouse requirements of the 1958 Zoning Regulations is not required.</p>	<p>As no relief has been identified or requested, the proposed penthouse will be required to meet all penthouse regulations.</p>
<p>Confirm whether the proposed penthouse triggers a contribution requirement to the affordable housing trust fund.</p>	<p>The proposed penthouse triggers the contribution requirements set forth in Section 414 of the 1958 Zoning Regulations. The applicant calculated the estimated contribution to be \$52,892.64, although the actual amount will be calculated based on the square footages once the PUD plans are approved, and will be submitted to DCRA no earlier than 30 days prior to the date of the building permit application to construct the penthouse habitable space.</p>	<p>OP consulted with DCRA on the calculation of the required contribution. All inputs, square footage, and assessed value will be scrutinized at the time of permitting to ensure accuracy. It appears that the required contribution will be greater than calculated by the applicant. The applicant informed OP that they would make their contribution based on DCRA's calculation at the time of permitting.</p>
<p>Submit additional drawings showing how the proposed building relates to the adjacent residential row houses.</p>	<p>The Applicant has provided additional architectural drawings and renderings at Exhibit 21A.</p>	<p>The relationship between the office building and the adjacent row houses are shown on Exhibit 21A2, pages A-35, A-36. At page A-30, the shadow studies demonstrate that shadows from the building would only affect the row dwellings during the mornings of the summer solstice.</p>
<p>Provide a Transportation Study including TDM measures, with guidance for the study outline to be provided by DDOT.</p>	<p>The Applicant provided a Comprehensive Transportation Review (CTR) at Exhibit 20.</p>	<p>A TDM Plan was submitted to DDOT which will provide comments separately.</p>
<p>In consultation with DDOT, provide short term bicycle spaces.</p>	<p>The Applicant is committed to providing short-term bicycle parking spaces in public space adjacent to the Site, with the exact number and location to be confirmed with DDOT prior to the public hearing.</p>	<p>In the submitted materials the applicant proposes 10, short-term bicycle parking spaces. DDOT will determine if additional spaces are necessary and the placement of the bicycle racks.</p>

Set down Comments (ZC/OP)	Applicant's Response	OP Comments
<p>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 and Shannon Place.</p>	<p>The Applicant worked with DDOT to prepare a Loading Management Plan that coordinates the use of the loading facilities between the retail and office users; and a Curbside Management Plan that governs the use of W Street and Shannon Place for loading and unloading activities.</p>	<p>The applicant provided a Loading Management Plan at Exhibit 20A, pages 17 to 20, which will be reviewed by DDOT.</p> <p>Sheets A-48 – A50 of Exhibit 21A1 provide plans showing how goods will travel between the loading dock and the office and retail areas.</p>
<p>Provide a Construction Management Plan as required by the First Stage approval.</p>	<p>A Construction Management Plan was submitted at Exhibit 21B.</p>	<p>The submitted Construction Management Plan addresses construction traffic and control, traffic routes, parking, communication, site management, work hours, pre-construction survey of adjacent structures and cleanliness.</p>
<p>Provide general theme and standards for the ground floor retail signage.</p>	<p>A proposed ground floor retail signage plan is provided as sheets A-46 and A-47 of Exhibit 21A2.</p>	<p>The applicant has provided this information, including signage size, location, and guidelines.</p>
<p>Work with the 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 to a greater extent the surrounding community.</p>	<p>The Applicant met with DOEE on May 15, 2018, to discuss the project. The applicant has committed to a LEED Gold building which includes green roof, solar panels, and stormwater management control.</p>	<p>OP is supportive of green building initiatives.</p>
<p>Justify the lack of First Source and CBE information which was proffered at Stage I.</p>	<p>Prior to the issuance of a Certificate of Occupancy for Building 4, the Applicant shall demonstrate to the Zoning Administrator that it has executed and submitted a First Source Employment Agreement to DOES, consistent with the First Source Employment Agreement Act of 1984 and the form of agreement utilized at the time the PUD received first-stage approval in 2008, and a Certified Business Enterprise Agreement applicable to Building 4 or the overall development including Building 4, as approved/executed by the Department of Small and Local Business Development.</p>	<p>The applicant addressed this issue as requested.</p>

Set down Comments (ZC/OP)	Applicant's Response	OP Comments
Provide an update on the creation of the Business Improvement District (BID) as proffered at First Stage.	The Anacostia BID was established in 2012 as a resource to support a thriving, clean and safe commercial district. The Anacostia BID supplements existing District government services and programs, enhances street cleaning, sponsors special events, and advocates on behalf of stakeholders. The BID's goal is simple: to maintain a thriving, safe, clean, and vibrant commercial and arts district. The BID is comprised of thirty square blocks in the southeast quadrant of Washington, DC. The Anacostia BID is a registered 501 (c)(3) nonprofit organization, and the BID's website can be found at: https://anacostiabid.org .	The applicant addressed this issue as requested.
Provide materials samples	The Applicant will bring samples of all proposed materials to the public hearing.	The applicant addressed this issue as requested.
Provide additional details regarding the landscaping and streetscape treatment of the public space.	Landscape and street treatment plans are provided as Exhibit 21A4.	The applicant addressed this issue as requested.

III. ZONING

The approved first stage PUD Order, ZC 08-07, was 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 and reviewed under the ZR-58 Regulations. A full review of the proposal against the zoning regulations is provided in the OP Setdown Report (Exhibit 10) and applicant submissions.

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. An additional 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, to which the applicant would be responding, 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 dedicated parking spaces and 10 spaces for the retail uses, resulting in 235 parking 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 below Building 4 are anticipated to serve the existing building during the redevelopment of the surface parking lot to accommodate Buildings 1 and 2. The Applicant states that the proposed number of spaces would be needed and would minimize parking on surrounding streets, some of which are residential streets. The First Stage approval encouraged shared use parking where transportation demand management measures are implemented.

The applicant has provided a TDM Plan which outlines mitigation measures to include additional and improved pedestrian ways, long-term and additional short-term bicycle parking spaces, policies and incentives to promote a variety of transportation options over single occupancy vehicles for employees and visitors to the site. OP has no objections to the relief, subject to DDOT's comments.

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 applicant has included a loading management plan to mitigate the activities within the proposed space. The management plan includes a loading manager who would be on-duty during delivery hours with responsibility for coordinating retail and office deliveries, monitoring maneuvers into the loading dock from Railroad Avenue, managing trash pick-ups and regulating idling in accordance with DDOT's requirements. OP has no objections to the relief, subject to DDOT's comments.

The applicant has provided a plan demonstrating a clear path of how goods will travel between the loading dock and the office and retail areas (Exhibit 21, SUP A-3 to SUP A-5).

Other Minor Flexibility

The applicant requests other minor flexibility as follows:

1. Vary interior components including the size of the retail area; *OP is not opposed to the flexibility to vary interior components of the building provided that the total retail space should not be less than 6,644 square feet.*
2. Vary the number, location and arrangement of parking spaces provided it is not reduced below 324; *OP is not opposed to this flexibility.*
3. Vary the final selection of exterior building materials within the color ranges of the material based on availability at the time of construction. The variations should not reduce the overall quality of materials, nor substantially change the exterior appearance, proportions, or general design intent of the building. *OP is not opposed to this flexibility*
4. Vary the total number of LEED points achievable provided it is not reduced beyond LEED Gold; *OP is supportive of the building achieving points equivalent to LEED Gold.*

5. Vary the design of retail frontages including the location and design of entrances, show windows and the size of the retail areas. *OP recommends that the flexibility be limited as specified in the Signage and Storefront Guidelines (Exhibit 21A2, page A-47).*
6. The category of “retail” uses would include Retail, General Services, Financial Services, and Eating and Drinking Establishments; and *OP not opposed to this flexibility but recommends that the entire retail space not be limited to any one category.*
7. 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. *OP is not opposed to this flexibility, provided any penthouse egress stair meets all zoning requirements.*

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 would be improved with new landscaping and street trees along the 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. A widened W Street, would also be enhanced with trees and plantings. The improvement envisioned for the courtyard, W Street, Railroad Avenue, Shannon Place are depicted on Exhibit 21A4, pages L-04 to L-07.

Site Planning and Efficient and Economical Land Utilization

The proposed 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. Overall, the proposed development would implement the vision for the mixed-use development.

Office and Community Serving Retail

The development would provide needed office and community serving retail uses to the Anacostia area, providing employment of local residents. Employees would support 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 which could provide for a variety of uses to serve the employees and visitors to the area.

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 these that these agreements be signed prior to the issuance of a certificate of occupancy for the proposed building. In keeping with that commitment, the applicant proposes to demonstrate to the Zoning Administrator, prior to the

issuance of a Certificate of Occupancy for Building 4, that a First Source Employment Agreement has been submitted and executed to DOES, and a Certified Business Enterprise Agreement as approved/executed by the Department of Small and Local Business Development. However, the applicant has not provided any information on how they would be expanding employment and business opportunities specific to this area.

Green Elements

The lot would now include stormwater management controls, where none currently exists, to benefit the environmental, including 17,138 square feet of green roof, infiltration trenches and/or cistern for water reuse, bioretention planters and sustainable engineering practices. The design includes new street tree planting and maintenance, landscaping, energy efficiency, and low impact BMP measures. 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 21A2, page A-51) which meets the LEED Gold standard. The development would also provide 2,922 square feet of solar panels on the roof and would meet the total GAR requirement of 0.25 minimum.

The application was referred to Department of Energy and the Environment (DOEE) for review. The applicant states that they will provide an update regarding any specific recommendations issued by DOEE at or prior to the public hearing.

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 effective 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 streetscape plans would be designed to DDOT's public space standards.

The development would provide 324 parking spaces in addition to 136 tandem spaces. The applicant has provided a transportation plan and TDM measures which will be reviewed by DDOT to ensure effective and safe vehicular and pedestrian access, connections to public transit services and to limit any negative impact on the existing transportation network.

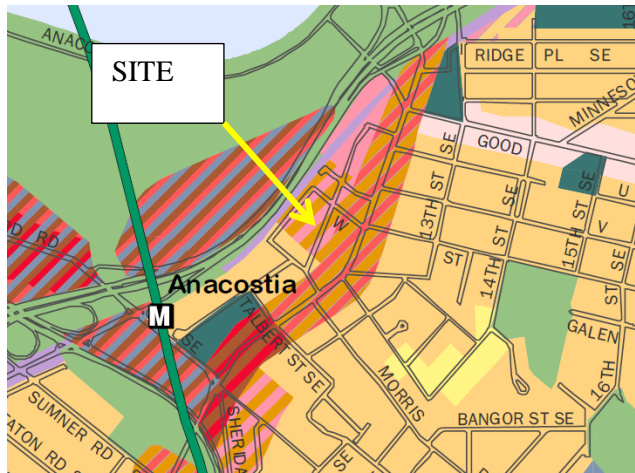
Other Benefits

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 at or prior to the public hearing.

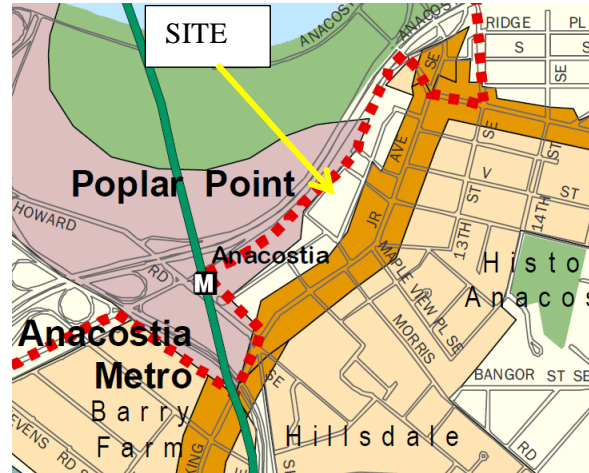
VII. COMPREHENSIVE PLAN

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 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. The proposed stage 2 development is not inconsistent with the Stage 1 approval or with the Comprehensive Plan map designations.



Future Land Use Map



Generalized Policy Map

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 the OP Setdown report as Appendix 1 (Exhibit 10). As noted in the Stage 1 approval in 2008, the development would also further objectives of the Anacostia Transit Area Strategic Investment and Development Plan (2006), including the provision of new retail space and improvements to the pedestrian realm.

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 most recently in Exhibits 21A1 through 21A4.
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 originally 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, and in the pre-hearing statement of Exhibit 21A1, pages A-02 and A-08.

ZC 08-07 Conditions	OP Comments
<p>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.</p>	<p>The applicant has committed to a LEED Gold building which includes green roof, solar panels, and stormwater management control as shown on Exhibit 3F3, page A-43, Exhibit 3, Section V (page 11) of the written text and Exhibit 21A3, page C-06.</p>
<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. ...</p>	<p>N/A – Building 4 will be all office and retail uses. However, the applicant is required to contribute towards affordable housing since it proposes habitable space in the penthouse. The required contribution would be calculated by DCRA at the time of permitting.</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. The parking in Building 4 will help to meet the parking demands of the existing and future demands of Buildings 6 and 7.</p> <p>The loading facilities would be shared by the office and retail uses in Building 4 only. The applicant has provided a loading manager to monitor operations of the loading dock as outlined in the TMP plan.</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>A TMP was submitted and reviewed by DDOT.</p>
<p>g) An updated loading and curbside management plan that is consistent with DDOT plans for streetcar implementation.</p>	<p>A loading and curbside management is discussed in the TDM plan submitted to DDOT.</p>
<p>h) Any necessary updates to the proposed loading access points for the buildings.</p>	<p>The loading access point has not changed since set down and is shown on Exhibit 20A, pages 17 to 20 and Exhibit 21A2, pages A-48 to 50.</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 with DDOT to locate appropriate locations to place 10, short-term bicycle spaces.</p>

ZC 08-07 Conditions	OP Comments
<p>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.</p>	<p>The applicant's TDM plan identifies that 324 required spaces and up to 136 tandem spaces would be provided. In addition, 82 long-term bicycle spaces would be provided and 10 short-term spaces would be on the periphery of the building.</p>
<p>k) An update regarding the status of the proposed street closings and realignments.</p>	<p>The applicant would dedicate an easement, approximately 20-foot wide, for the widening of W Street from 50 feet to 70 feet along the east side of the property between Railroad Avenue, SE and Martin Luther King Jr. Avenue, SE. The applicant has filed the application for the easement with the Office of the Surveyor (S.O. No. 00469).</p> <p>No street closings are required for this portion of the PUD.</p>
<p>l) An identification of any new transportation-related infrastructure needs such as new or updated signal hardware.</p>	<p>In their TDM plan, the applicant has identified intersections where signal timing adjustments could result in an improvement in the transportation network. DDOT would provide additional comments on this requirement.</p>
<p>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.</p>	<p>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 states that they would enter into a First Source Employment Agreement with DOES to employ local workers and into a Certified Business Enterprise Agreement with the Department of Small and Local Business Development which would be of special value to the community. However, no detailed description of how these programs would be implemented has been provided. In addition, the applicant has not provided any information regarding their communication with the ANC and adjacent community.</p>
<p>n) A final Construction Management Plan for the overall project.</p>	<p>A Construction Management Plan was provided at Exhibit 21B and includes construction traffic and control, traffic routes, parking, communication, site management, work hours, pre-construction survey of adjacent structures and cleanliness.</p>

IX. AGENCY REFERRALS

The Office of Planning circulated the project to the following District agencies:

- 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.

The Metropolitan Police Department (MPD) submitted a letter stating that the proposed project would have little impact on public space and safety (Exhibit 23).

A DDOT report has been filed at Exhibit 22. Subsequent to referral, OP followed up with other agencies but to date has not received comments.

X. 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. As of the date of this report, an ANC report had not been filed to the record.