



THE COMMONS AT STANTON SQUARE

ZC CASE NO. 13-09

**STANTON SQUARE, LLC
PRE-HEARING STATEMENT
CONSOLIDATED AND FIRST STAGE
PLANNED UNIT DEVELOPMENT AND
ZONING MAP AMENDMENT APPLICATION**

October, 2015

DEVELOPMENT TEAM

APPLICANT:

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Martha's Table
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EXHIBITS

DESCRIPTION

EXHIBITS

Updated Architectural Drawings, Elevations, Civil Drawings; Tabulation of Development Data

A

Tree Survey Prepared by SavATree

B

Chart Summarizing the Affordable Housing Provided in the Project

C

List of Meetings Held with Community Organizations and Neighborhood Residents

D

Compliance with Consolidated and First Stage PUD Requirements

E

Outlines of Proposed Witness Testimony

F

List of Owners of Property within 200 feet of the Subject Site and Names and Addresses of Persons having a Lease for All or Part of the Property

G

List of Publicly Available Maps and Documents

H

CERTIFICATION OF COMPLIANCE WITH SECTION 3013 OF THE ZONING REGULATIONS

Stanton Square LLC (the "**Applicant**") hereby certifies that this pre-hearing submission, electronic copies of which were filed with the Zoning Commission on October 19, 2015, complies with the provisions of Section 3013 of the Zoning Regulations as set forth below and that the application is complete.

At the July 27, 2015, Public Meeting, the Zoning Commission voted to set down the PUD and Zoning Map amendment application for a public hearing on a consolidated basis. In response to comments made by members of the Commission during that Public Meeting and to the Office of Planning Set-Down Report dated July 17, 2015, the Applicant has provided additional information and made further refinements to the proposed project. The additional information requested and the proposed refinements to the project include:

- (a) information regarding the amount of re-grading proposed for the site and how the buildings and building types have been designed to minimize the amount of grading on the site;
- (b) additional views throughout the residential portion of the project;
- (c) additional details on the size, treatment, and appearance of the proposed retaining walls;
- (d) modifications to the roof line of Building A to ensure compliance with the 1910 Height Act;
- (e) modifications to the interior surface parking lot which results in more green space and less surface parking area;
- (f) details on the existing tree cover, the number of trees that are going to be removed, and the number of replacement trees that are going to be provided in the new project;
- (g) an analysis of the ability to remove the "front-loaded" townhouses from the project;
- (h) discussion of the Applicant's proposal to make the internal street a public street, with a right-of-way width of 52 feet;
- (i) review of the flexibility requested for the multi-family buildings; and
- (j) additional detail on the expected uses in the Community Service Center Campus in the Second Stage PUD application.

In all other respects, the project is the same as detailed in the Applicant's Updated and Amended Consolidated and First Stage PUD and Zoning Map Amendment Application filed on June 3, 2015.

<u>Sub-Section</u>	<u>Page</u>	
3013.1(a)	Information Requested by the Commission; Updated Materials Reflecting Changes Requested by the Commission	Pre-Hearing Statement, Exhibit A
3013.1(b)	List of Witnesses	Pre-Hearing Statement Exhibit F
3013.1(c)	Summary of Testimony of Applicant's Witnesses and Reports for the Record:	
	Outline of Testimony of Representatives of the Applicant (Horning Brothers and Horning Family Fund, Martha's Table and Community of Hope)	Pre-Hearing Statement Exhibit F
	Outline of Testimony of the Architects for the Residential Portion of the Project and the Community Service Center Campus	Pre-Hearing Statement Exhibit F
	Outline of Testimony of the Traffic Engineer	Pre-Hearing Statement Exhibit F
3013.1(d)	Additional Information, Reports or Other Materials Which the Applicant Wishes to Introduce	None at this time
3013.1(e)	Reduced Plans	Pre-Hearing Statement Exhibit A, June 3, 2015 Submission Exhibit A
3013.1(f)	List of Publicly Available Maps, Plans and Other Documents	Exhibit H
3013.1(g)	Estimated Time Required for Presentation of Applicant's Case	45 minutes
3013.6(a)	List of Names and Addresses of All Property Owners within 200 feet of the Subject Property and Names and Addresses of Persons Having a Lease for any Portion of the Property (None)	Exhibit G

LIST OF WITNESSES AND ESTIMATE OF TIME REQUIRED TO PRESENT CASE

David Roodberg; Representative of the Applicant, Horning Brothers and Horning Family Fund

Patty Stonesifer; Representative of the Applicant, Martha's Table

Kelly Sweeney McShane; Representative of the Applicant, Community of Hope

Matthew Bell, FAIA; Architect for Community Service Center, Perkins Eastman — TO BE PROFFERED AS AN EXPERT WITNESS IN THE FIELD OF ARCHITECTURE

Cheryl O'Neill, AICP; Architect for Residential Portion of the Project, Torti Gallas Urban - TO BE PROFFERED AS AN EXPERT WITNESS IN THE FIELD OF ARCHITECTURE

Dan Van Pelt or Robert Schiesel; Traffic Engineer, Gorove Slade Associates — TO BE PROFFERED AS AN EXPERT WITNESS IN THE FIELD OF TRAFFIC ENGINEERING

ESTIMATED TIME REQUIRED TO PRESENT CASE:

45 minutes

PREFACE

On May 31, 2013, Stanton Square, LLC (the “**Applicant**”) filed a PUD and Zoning Map Amendment application with the Zoning Commission (ZC Case No. 13-09) for the 8.1 acre property bound by Stanton, Elvans and Pomeroy Roads, SE, which is known as Lot 122 in Square 5877 (the “**Subject Property**”). On June 3, 2015, the Applicant presented a modified project to the Zoning Commission which included changes to the residential unit-mix and inclusion of for-sale townhouses in the residential community, a change to one of the proposed Zone Districts (the Applicant is now seeking to re-zone the residential portion of the Subject Property to the R-5-B Zone District), and more detailed information on the anchor partners for the community service center campus.

No significant changes have been made to the project since it was set-down for a public hearing. The information provided in this pre-hearing statement is intended to supplement the information that was submitted to the Zoning Commission on June 3, 2015 and is provided to respond to the specific information requested by the Zoning Commission, the Office of Planning, and the Department of Transportation. The materials included in Exhibit A of this pre-hearing statement are only those plans, elevations, renderings that have been modified since the June 3, 2015 submission or are new materials that were requested by the Zoning Commission, the Office of Planning or the Department of Transportation.

As noted in the June 3, 2015 statement in support of the PUD and Zoning Map Amendment application, this project, to be called The Commons at Stanton Square, is guided by the following vision, mission, and goals:

- VISION - The Commons is a welcoming place, which supports families living at and near Stanton Square to celebrate and care for their children.
- MISSION - The mission of The Commons is to support the healthy development of infants and toddlers and their families.
- GOALS –
 - Mothers experience healthy pregnancies and births.
 - Infant and toddlers enter preschool demonstrating appropriate levels of development for their age and stage.
 - Parents enjoy tangible supports, role models, education, and feelings of acceptance and well-being that assist them to support their children’s healthy development.
 - Families have a safe and stable place to live and thrive.
 - Young people have the healthy food, knowledge and skills they need to succeed in life.

In order to achieve these goals, the lead partners of the project (Horning Family Fund, Horning Brothers, Martha’s Table, and Community of Hope) have created a project that includes the following components:

- Mixed income rental and for-sale housing that includes permanent supportive housing for families;
- High quality, developmentally appropriate child development services for children under the age of 3; and
- Two-generation services that are connected with the housing, the early childhood development center, and/or benefit the local neighborhood. (Examples include: Home-based supportive services for families in the housing units, connection to health care including prenatal services, mentoring, job training, space for use by community organizations, etc.)

The Applicant will continue to work with community representatives, ANC Commissioners, and representatives of the Office of Planning and the Department of Transportation as this case moves towards a public hearing in January of 2016.

RESPONSES TO ISSUES RAISED BY THE ZONING COMMISSION, THE OFFICE OF PLANNING, AND THE DEPARTMENT OF TRANSPORTATION

Amount of Re-Grading Proposed on the Property

The Zoning Commission requested that the Applicant provide additional information regarding the amount of re-grading proposed for the site and how the buildings and building types have been designed to accommodate the existing grades on the site. A series of illustrative site sections are included on page S-10A of Exhibit A. These site sections highlight the significant grade change that occurs through the site. It is also important to note that while the grades across the site are generally consistent with a high point on Elvans Road to a low point on Pomeroy Road, there are some areas of the interior of the site which do not reflect that general description. Specifically, in the portion of the site east of Stanton Road, there is a significant depression resulting in site grades that are below the elevation of the street. In these areas it will be necessary to cut and fill portions of the site in order to maintain consistent grade levels.

A Site Plan Grading Analysis is included as page S-10B of Exhibit A. This analysis highlights the steps that were taken by the design team to develop and locate a mix of residential unit types in a thoughtfully designed, pedestrian-friendly environment that works with the existing grades on the site. For example, the proposed new street has been located to meet the existing grade of the property and surrounding public street grades, multi-family building “C” includes a partially buried basement level of parking that accommodates the grade change on that portion of the site, the interior parking lot is used to provide a connection between the different grades of the multi-family buildings, and the multi-family buildings along Stanton and Pomeroy Roads have ground floor units at grades that allow direct entry into those units. In addition, the townhouse units (with integral garages) have been carefully designed to accommodate the grade change and include uphill and downhill unit types which create unit fronts and entries on both sides of the new public street and screen the retaining wall along the alley from public view.

Additional Views of the Project

Additional perspective views of the residential portion of the project, the new public street, and the surface parking lot are provided on pages A-26-A28 of Exhibit A.

Additional Details on the Size, Treatment, and Appearance of the Proposed Retaining Walls

There are two general areas of the residential portion of the project in which retaining walls are located; along the private alley behind a row of townhouses, and behind the pocket park which separates the community service center campus and the residential portion of the project. The Applicant’s design team has spent significant time and energy on minimizing the number and size of these retaining walls, as well as including appropriate landscaping to provide an attractive appearance.

The retaining walls behind the pocket park will utilize the SmartSlope vegetated retaining wall system. A section depicting the two SmartSlope retaining walls (each with a maximum height of 15 feet) and images of the vegetation that grows out from those walls are included on pages L-04 and L-7A of Exhibit A. SmartSlope is a vegetated retaining wall system, comprised of open celled pre-cast concrete modules, anchored with polymeric reinforcement straps. Each module is stacked in a staggered pattern that creates a battered wall with integral planting pockets. The pockets are filled with growth media and planted. The entire face of the wall will be covered with vegetation upon grow out, and will provide an attractive enclosure to the pocket park located on the new public street, as shown on page A-27 of Exhibit A.

The retaining wall along the alley behind the townhouses is depicted on page L-7B of Exhibit A. It is important to note that this is not one long retaining wall of a uniform height. Rather, the height of the retaining wall varies from 4 feet (where the retaining wall meets Stanton Road) to a maximum height of 16 feet. A landscaped area, with a depth of 12 feet, six inches, is provided between the retaining wall and the private alley. This depth will provide the plant species the opportunity to thrive. Given that the property at the top of this retaining wall is not owned by the Applicant, it is not possible to create a stepped or tiered retaining wall in this location. However, the views of this retaining wall will be obscured from the new public street, as the townhouses block most of the views of this retaining wall.

The homeowners association (which will include the owners of the multi-family buildings) will be responsible for the maintenance and upkeep of these retaining walls and the associated landscaping. For all of the reasons described above, the Applicant believes that the size and appearance of the necessary retaining walls are entirely appropriate for this PUD project.

Discussion of the Applicant's Proposal to Make the Internal Street a Public Street, with a Right-of-Way Width of 52 Feet

The Applicant's original proposal was to establish the internal street as a private street, and then pass along all costs of maintenance to the homeowner's association. In response to questions posed by the Office of Planning and the Department of Housing and Community Development, the Applicant studied the possibility of making the internal street a public street. The Applicant now believes that the ultimate cost savings to the residents of this project, in particular the cost savings to the residents of the affordable housing units, are substantial and important to the ultimate fiscal health of the project. Therefore, the Applicant is willing to undertake the time and costs involved with processing a street dedication application with the DC Surveyor's Office and the DC City Council.

In 2008, the District of Columbia City Council passed the "Street and Alley Closing and Acquisition Procedures Act of 2008". This law allows the District of Columbia to accept streets that have less than a 55 foot right-of-way (and 10 foot building restriction lines on each side of

the street) if the Mayor approves the nonconforming street width and building restriction line setbacks. As noted in the Committee of the Whole report which accompanied that legislation:

The primary purpose of this legislation is to permit narrower public streets in new developments as a means to promote more sustainable, pedestrian-friendly urban design and other community benefits in new or revitalized neighborhoods, including the opportunity to use land that would otherwise be required to be reserved for the right-of-way to be used instead for additional housing or retail.

This project, and the resultant 52 foot wide public right-of-way, is exactly the type of scenario that was envisioned when the Council passed the Street and Alley Closing and Acquisition Procedures Act of 2008. In addition, all of the surrounding streets (Elvans, Pomeroy, Stanton Roads) have rights-of-way widths of only 50 feet.

The Applicant has met with DDOT representatives to address the ability of the District of Columbia to accept the proposed street as a public street. The Applicant noted that the internal public street has been designed to have sidewalks and tree box planting strips of appropriate width in order to encourage pedestrian activity, allow for street trees and plantings along the new street, and provide for safe vehicular and pedestrian interaction. The Applicant will process the Street Dedication application concurrently with this PUD application.

Modifications to the Roof Line of Building A to Ensure Compliance with the 1910 Height Act

In Residential Zones, buildings with non-flat roofs are permitted to measure the building height from the Building Height Measuring Point (BHMP) to the average level between the highest eave, not including the eave of a dormer, and the highest point of the roof (see §400.18(a)). In the June 3, 2015 submission to the Zoning Commission, that method of building height calculation was used throughout the site to determine the maximum building height measurement for the multi-family buildings is 49 feet, six inches and the maximum building height for the townhouses ranges from approximately 29 feet to approximately 47 feet.

However, the 1910 Height Act requires that the height of buildings must be measured to the highest point of the roof. Stanton, Elvans, and Pomeroy Roads are public rights-of-way that are only 50 feet wide. Therefore, it was necessary to make some refinements to the roof line of Building A in order to ensure that the height of this building is in compliance with the 1910 Height Act. As shown on pages A-8-A-10 of Exhibit A, the new roof line for Building A is very similar to what was previously proposed and is consistent with the roof lines of Buildings B and C. Buildings B and C will have frontage on the new public street, which will have a right-of-way width of 52 feet. Therefore, no modification to the rooflines of Buildings B and C is necessary.

Modifications to the Interior Surface Parking Lot Which Results in More Green Space and Less Surface Parking Area, Overall Landscape Plan Enhancements

In order to soften the appearance of the interior parking lot, a new green space has been added. This green space, which results in the loss of nine parking spaces, is located in close proximity to the landscaped entry plaza at Building A (which includes the amenity spaces for the multi-family buildings), and the entries from the parking lot for Buildings B and C. This green space will include a low seat wall, canopy trees, and flowering plantings.

Additional details on the overall landscape plan proposed for both the residential portion of the project and the community service center campus are provided on pages L1 - L4 of Exhibit A. These plans depict a series of differing landscaped areas and uses that will meet the needs of residents of the project, their guests, and visitors and staff of the community service center campus.

Details on the Existing Tree Cover, the Number of Trees that are Going to be Removed, and the Number of Replacement Trees that are Going to be Provided in the New Project

The Applicant retained SavATree to undertake a survey of the existing trees that are located on the site (attached as Exhibit B). This survey noted that 315 trees were assessed and included on the tree survey. Due to the proposed site work on the property, none of these trees will be able to be protected. The Survey determined that of the 315 trees to be removed, 29 (24 ailanthus and five mulberry trees) are species that are exempt from the DC “Special Tree” legislation and 101 trees were assessed as hazardous. The project will result in the removal of 185 trees that are not exempt from the Special Tree legislation. The proposed project will result in the planting of 249 new trees on the property.

Analysis of the Ability to Remove the “Front-Loaded” Townhouses from the Project

The Applicant has reviewed the possibility of eliminating the “front-loaded” townhouses located along the new private street in the interior of the property. The Applicant does not believe that is possible for two reasons. First, the Applicant believes that for marketing purposes, a for-sale townhouse in this location will need to have a dedicated parking space. The Applicant believes that it would be very difficult to sell a townhouse in this project that did not have its own dedicated parking space. Second, if these townhouses were modified to include a rear loaded garage, like the other townhouses in this project, it would be necessary to have a significantly larger retaining wall in the rear of these townhouses. As discussed above, the Applicant has sought to minimize the size and number of retaining walls on the property.

The Applicant has reviewed the recommendation from DDOT to consolidate the curb cuts at the front-loaded garage townhouses, eliminating the condition which creates one curb cut per unit, in favor of two curb cuts with each of these curb cuts serving two of the townhouses. The Applicant conducted an Auto-turn analysis of this proposal and determined that, given the dimension between the curb and the front of the townhouse, it would require multiple turning movements (some on the adjacent townhouse property). Given the logistical, marketing and safety challenges this would present, the Applicant has decided to retain the front-loaded townhouses with each townhouse having its own curb cut.

Review of the Flexibility Requested for the Multi-Family Buildings

The Applicant is requesting that the Zoning Commission approve multiple structures on a record lot¹. Pursuant to Section 2516.2 of the Zoning Regulations, multiple buildings are permitted on a single record lot with BZA special exception approval, provided that each building satisfies applicable zoning requirements (such as use, height, bulk and open spaces around each building). In order to locate the multiple structures on the Subject Property, it is necessary to obtain the following relief:

- Rear yard relief for 35 of the townhouse lots;
- Lot occupancy relief for 19 of the townhouse lots;
- Side yard relief for 4 of the townhouse lots;
- Relief from the driveway spacing requirement for the front-loaded townhouse lots; and
- Side yard relief for one of the multi-family buildings.

The Zoning Commission has the authority to grant this flexibility pursuant to Section 2405.7 of the Zoning Regulations.

Additional Detail on the Expected Uses in the Community Service Center Campus in the Second Stage PUD application

The community service center campus is divided into two parts. The western portion of the campus is part of the consolidated PUD application and it will include a single building that will house Martha's Table and Community of Hope programs. The eastern portion of the campus is being reserved as a first-stage PUD. The Applicant envisions that the users in the community service center campus in the second stage PUD application will provide services that are complimentary to the services and programs that are offered by Martha's Table and Community of Hope, and are consistent with the goals and mission of the community service center.

Treatment of the Adjacent Public Space along Stanton and Pomeroy Roads

As noted above, all of the existing adjacent streets (Stanton, Pomeroy and Elvans Roads) have right-of-way widths of 50 feet. This means that there are no planting strips adjacent to the sidewalks along these roads and that the sidewalk abuts the travelway. In discussions with DDOT representatives, the Applicant was asked if it would be possible to provide a planting strip of at least four feet wide against the Stanton or Pomeroy Road travelway (which would allow for the planting of street trees and also create a "shy" zone that separates pedestrians from vehicles), and then a sidewalk of at least six feet wide.

The Applicant's design team studied this request from DDOT and determined that there were a number of factors that prevented the Applicant from completely satisfying DDOT's

¹ All of the multi-family buildings will be constructed on a single record lot.

request. First, the 50 foot right-of-way severely limits the amount of public space that is available for a sidewalk and street tree planting area. In order to satisfy DDOT's request, it would be necessary for the Applicant to give up part of its private property for the public sidewalk use. Second, the significant grade changes on the property make it very challenging to just "push" the buildings back into the site along Stanton and Pomeroy Roads in order to provide the area necessary for a four foot wide planting strip and a six foot wide sidewalk. Finally, the existing sidewalks on Stanton and Pomeroy Roads include overhead utility lines which preclude, or significantly impact, the ability to plant street trees along these public streets.

While the Applicant has not been able to accommodate all of DDOT's requests regarding the treatment of the adjacent public space along Stanton and Pomeroy Roads, the Applicant has been able to design a public realm along Stanton and Pomeroy Roads that allows for a three foot wide planting strip adjacent to the travelways and a six foot wide sidewalk. Sections depicting these public streets are attached as page S-14 of Exhibit A. The Applicant believes that this design addresses the DDOT goals of creating the "shy" zone between pedestrians and vehicles, as well as providing sufficient sidewalk width for pedestrian traffic.

Public Benefits and Project Amenities

The public benefits and project amenities of this PUD project are highlighted below.

Permanent Supportive Housing (PSH) Units and Affordable Housing

This project includes a significant affordable housing component. This project will create approximately 170 residential units on a five acre parcel that is currently unimproved. Ten percent of the for-sale townhouses will be set aside as the required IZ units, half of these IZ townhouses will be reserved for those making up to 50% of AMI and the other half for those making up to 80% of AMI. The multi-family building will satisfy the Inclusionary Zoning requirements of providing 5% of the units (in perpetuity) to residents making up to 50% of AMI and 5% of the units (in perpetuity) to residents making up to 80% of AMI. All of the remaining residential units in the multi-family building will be reserved for residents making up to 60% AMI for a period of 40 years. A chart summarizing the affordable housing provided in this project is attached as Exhibit C.

This project will include 12 PSH units in the multi-family buildings which will be located throughout those buildings. The 12 PSH units are a social service benefit of this project and will be reserved in the project for a period of 40 years. Creating more permanent supportive housing is consistent with the DC Interagency Council on Homelessness' Homeward DC Strategic Plan for the next five years.

Uses of Special Value to the Neighborhood or the District as a Whole

Martha's Table

As noted in the June 3, 2015 submission to the Zoning Commission, Martha's Table will be using approximately 42,000 square feet of the proposed new building on the western portion of the community service center campus. Martha's Table will be using this space for three different programs:

Healthy Start (Early Childhood Education and After-School Programming)

- For families struggling against poverty, Martha's Table provides academic, health and life supports to children beginning at 12 weeks old to ensure a great start to a successful life. Its work includes intensive, full-day early childhood programming in the earliest years followed by dedicated out-of-school time academic and social supports during elementary school years.

Healthy Eating

- For over 17,000 children whose families are battling economic hardship and hunger, Martha's Table plans to provide healthy food access and healthy eating knowledge and motivation to eliminate hunger and create more joyful connection to food and eating. They do this through a multi-partner initiative led by Martha's Table and Capital Area Food Bank to bring healthy groceries via monthly Joyful Food Markets (each family receives 23 lbs of free healthy groceries per child) which occur at dismissal times at every public and charter school in Wards 7 & 8. In addition, Martha's Table also maintains its current 15 Martha's Markets across D.C. Martha's Table also offers quality children's meals for all students enrolled in on-site education programs.

Healthy Connections (After-school care and life support programming)

- As its children progress through middle school, high school, and college, Martha's Table supports them with service leadership and service learning opportunities to help them mature into their future as learners, earners, and leaders. At the same time, Martha's Table works with the parents of Healthy Start students to become family visionaries and leaders on their family's path toward a self-defined vision of success.

Community of Hope

Community of Hope will utilize a portion of the remaining 12,000 square feet of space in the building on the western portion of the community service center campus to provide behavioral health services, per the community-identified need, that addresses the needs of the whole family, with a focus on depression, trauma and anxiety. Additional services may include employment support, enrollment in insurances, health education sessions, and social service supports. Office space will also be available for other non-profits with complementary services.

Effective and Safe Vehicular and Pedestrian Access

The Applicant is proposing to upgrade sidewalks along Stanton and Pomeroy Roads adjacent to the property by providing a three foot wide planting strip adjacent to the travelway. In addition, in order to provide a safe and inviting pedestrian connection between the residential uses and the Commons, the Applicant has agreed to pay for the costs of constructing the sidewalk along Elvans Road, adjacent to the property that is not owned by the Applicant. The

creation and upgrading of these sidewalks, and the creation of the new planting buffer strip (described above) along the property's frontage on Stanton and Pomeroy Roads, will create a safer, more pedestrian friendly environment.

The Applicant's traffic engineer has submitted a traffic scoping form to DDOT which includes a detailed analysis of the expected traffic impacts of the project, particularly the traffic and parking impacts expected as a result of the programs and services offered at the community service center campus. The Applicant will file the traffic impact study and proposed TDM measures with DDOT and the Zoning Commission well in advance of the public hearing in this case.

Environmental Benefits

The Applicant is committed to creating an environmentally sensitive and sustainable development. The residential portion of the PUD project is designed to be able to achieve Green Communities certification. The Commons has been designed to achieve at least a LEED Silver certification.

Community Dialogue and Feedback

Representatives of the Applicant have met on numerous occasions with representatives of the surrounding community and with ANC 8B Commissioners. The Applicant made presentations to ANC 8B regarding this updated and modified project on March 17, 2015 and April 21, 2015. On July 29, 2015, the Applicant made a presentation to the general Hillsdale/Ft. Stanton community at the Fort Stanton Recreation Center and on September 10, 2015, the Applicant made a presentation to the Fort Stanton Civic Association. In general, all of these presentations have been warmly received by the ANC and the community. The Community Service Coordinator for the Commons has attended over 30 meetings with individuals who live in the community or civic organizations who work in the community. A list of those meetings is attached as Exhibit D.

As this case moves towards a public hearing, the Applicant will continue to engage with community stakeholders in creating an appropriate community amenities package and to see if any of the components of the previous community amenities package should be retained or amended.

CONCLUSION

The Applicant looks forward to the Zoning Commission scheduling the public hearing on this application at the earliest possible date.

Respectfully submitted,

GOULSTON & STORRS

A handwritten signature in blue ink, appearing to read "Paul Tummonds", is written over a horizontal line.

Paul Tummonds