

1333 M STREET, S.E., LLC | Z.C. CASE NO. 13-12
PROJECT BENEFITS AND AMENITIES

This is a list of the project benefits and amenities based on the application statement, subsequent pleadings, the Memorandum of Understanding between the applicant and ANC 6B, and recommendations by DDOT in its report to the Zoning Commission.

Housing

1. The PUD will bring approximately 673 new residential units on a site where none is required through a matter of right development under the existing zoning. The addition of such a substantial amount of market rate and affordable housing will contribute to establishing the residential character of this area of the Southeast.

Public Space / Open Space Improvements

2. On the south side of M Street, Developer shall install permeable paver parking spaces and low impact development basins with plantings and street trees for stormwater management. This will be done during Phase I of the project.

3. Developer shall install a wildflower meadow along the Water Street right-of-way. The wildflower meadow provides an opportunity to increase plant biodiversity, create wildlife habitat, slow stormwater runoff and stabilize slopes. The meadow also preserves some of the open space quality of the existing site while reactivating it with the new proposed design and clears out the overgrown and visually impairing vegetation currently along Water Street. This will be done during Phase I of the project.

4. Developer shall construct a public dog park where 14th Street terminates at the project. This will be done during Phase I of the project. The estimated value of this improvement is \$25,000.

5. Developer shall improve M Street and construct an extension of Virginia Avenue south of M Street as well as construct an internal north-south private street. The roadway improvements will generate new on-street public parking. This will be done during Phase I of the project.

6. Developer shall construct a sidewalk on the south side of M Street that extends the length of the Subject Property. This will be done during Phase I of the project. The estimated value of this improvement is \$250,000.

7. Developer shall construct an uninterrupted 8-foot wide, paved Anacostia Riverwalk Trail segment along the north side of M Street that connects to the traffic circle near 13th Street, SE and

the existing trail at 14th Street SE. This will be done during Phase II of the project. The estimated value of this improvement is \$250,000.

8. For that portion of M Street along the frontage of the Subject Property, the Developer shall pave the entire width of the street. This will be done during Phase II of the project. Along with the installation of the permeable paver parking spaces and plantings, the estimated value of this improvement is \$1,000,000.

9. Developer shall construct a public plaza at the termination of Virginia Avenue, and a monumental staircase leading to lower plaza area that extends to Water Street across from the District Yacht Club. The public plaza is designed as an active gathering space and a connection to the waterfront. This will be done during Phase II of the project. The estimated value of this improvement is \$1,400,000.

10. Developer shall construct a sidewalk along the north side of Water Street, extending from M Street to the lower plaza. This will be done during Phase II of the project. The estimated value of this improvement is \$250,000.

11. During the phased development, the project will include large green space for public use. Specifically, during Phase I of the project, there will be a lawn area at the termination of the pedestrian promenade along Virginia Avenue. Also, during Phase II of the project, there will be a large triangular green space on the west side of the project where Building 2 is proposed.

12. Improvements to and connection to the Waterfront. A portion of the lower plaza and the continuation of the promenade paving pattern, at the base of the monumental stair, are within public space in order to provide a connection from M Street to the waterfront. Developer shall bear maintenance responsibility for the portion of these improvements that are outside of the property line.

Affordable Housing

13. In response to ANC 6B's request for larger affordable units suitable for families, Developer will set aside in the Phase I building four two-bedroom units for households whose income does not exceed 60% AMI. The remaining affordable units -- a mix of studio and one-bedroom units -- will be for households with incomes not exceeding 80% AMI in accordance with the Inclusionary Zoning requirements. This affordable housing component will exist for the life of the project.

The subsidy required to provide two bedroom affordable dwelling units at 80% AMI as required under the Zoning Regulations amounts to \$326,000. The subsidy required to support the two

bedroom units at 60% AMI as proffered by Developer amounts to \$131,000 per unit. Therefore, reserving all of the two-bedroom units in Phase I of the PUD at 60% AMI results in additional subsidy of \$524,000 for the project. This additional affordable housing subsidy is a benefit of the PUD, as described under Section 2403.9 of the Zoning Regulations.

Sustainable Design Elements

14. The rain garden will be framed by masonry walls with weirs cut to allow the water to pool and cascade into the next basin facilitating slow infiltration. Excess water during large rain events will terminate in the arroyo that will consist of stone or textured precast concrete plinths. These stacked plinths create a visually intriguing basin area for a small amount of water catchment before it then drains into an overflow cistern/tank below. This cistern could be potentially used for irrigation reuse or connect back into the overall stormwater conveyance system. The plants will be typical rain garden plants, specific to the region, that can withstand drought and wet conditions, as seen on Sheet 29 of the PUD Plans. These plants will have striking seasonal variation, minimal maintenance and strong plant structure to prevent an unkempt appearance. The water wall uses the parking garage structure as a canvas. This wall will feature a patterned veneer showcasing an abstracted natural motif similar to the image on Sheet 27 of the PUD Plans. This will create strong imagery visible from the river, but also maintain interest at the pedestrian level. In addition to the patterned veneer, a portion of the wall will be layered with a vegetated trellis system that then will progress into an evergreen planting zone to soften the edge of the wall.

The estimated value of this feature is \$750,000.

15. LEED Qualification. Applicant commits that the resulting PUD will achieve the equivalent of LEED Silver.

16. The Applicant will provide at least one 240-volt electric car charging station in the Building 1 parking garage and at least one station in the Building 2 parking garage.

Transportation

17. The Applicant shall run a shuttle service either individually or as a collective with other stakeholders in the BID between the Subject Property and Navy Yard – Ball Park Metro Station. The shuttle service shall remain in operation until the Applicant and DDOT determine that there is sufficient pedestrian infrastructure and/or public transportation options such that the shuttle service is no longer warranted.

18. Developer shall implement the following transportation demand management measures in conjunction with the PUD:

- A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- Information on and/or links to transportation programs and services will be provided on the property management website. Such programs and services may include:
 - Capital Bikeshare
 - Car-sharing services
 - Uber
 - Ridescout
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters.
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency.
 - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
 - DDOT's DC Bicycle Map
 - goDCgo.com
 - WMATA

- Make available at least 2 vehicle parking spaces for a carshare service if there is interest from a carshare service.
- An electronic display will be provided in a common, shared space in the building and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.
- Convenient and covered secure bike parking facilities will be provided with each phase of the development with storage for a minimum of 224 bicycles for the entire development. Bike stands will also be provided for public use along the extended Virginia Avenue SE and M Street SE.
- At initial occupancy, the Applicant will provide a one year Capital BikeShare membership or the registration fee for Car2Go, which would give each initial residential unit that chooses the Car2Go option a lifetime membership to Car2Go since it does not have an annual membership fee. The estimated value of this amenity is \$40,000.
- A minimum of 10 bicycle helmets will be made available for use by the residents.

19. The Applicant shall reserve an area adjacent to the PUD site for a future Capital BikeShare station.

Lighting

20. In response to community concerns and ANC 6B's request for better lighting on M and Water Streets, during Phase I of the project, and in subsequent phases, Developer shall install lighting around the perimeter of the Subject Property.

Employment

21. Developer agrees to enter into a First Source Employment Agreement with DOES.