



Memorandum

TO: District of Columbia Zoning Commission

FROM:  Jennifer Steingasser, Deputy Director
Development Review and Historic Preservation

DATE: June 20, 2014

SUBJECT: **ZC 14-08 – Setdown Report** for Consolidated Planned Unit Developments and PUD-related Amendments from R-5-B to R-5-D and CR, for 1441 - 1449 U Street, N.W.

I. RECOMMENDATION

OP recommends this PUD application and related map amendment be **set down** for a public hearing. It is not inconsistent with the Comprehensive Plan's objectives for the area and the Generalized Land Use and Policy Maps, and would contribute to the redevelopment of the U Street Corridor. OP will continue to work with the Applicant to ensure that the following are submitted prior to a public hearing: clarification of and details regarding the affordable housing component, including the program for the temporary relocation of existing residents and confirmation that either the entire development would be constructed at once, or if phased that first phase include the affordable units; additional analysis regarding the flexibility requested; submission of a signed CBE and First Source Employment Agreement; a more detailed amenities package; and additional street-level renderings and other plans or renderings as may be requested by the Zoning Commission at setdown.

II. PROPOSAL

The applicant, Portner Place, LLC, has petitioned the Zoning Commission for a PUD and related map amendment from R-5-B to R-5-D and CR to permit construction of a mixed-use residential with ground floor retail development at Square 204, Lot 208. The proposal consists of an apartment house on the Subject Property, divided into "Wing A," fronting on V Street and zoned R-5-D, and "Wing B," fronting on U Street and zoned CR.

Wing A would include:

- An 8-story building with an FAR of 4.10 which would include 91,012 square feet of residential uses on the first through eighth floors;
- 96 residential units, all of which would be devoted to residents earning up to 60% of the area's median income (of which not less than 15 percent would be devoted to households earning 50 percent or less of AMI); and
- A maximum height of approximately 75 feet 8 inches at the V Street frontage.

Wing B would include:

- An 11-story building with an FAR of 7.52 which would include approximately 230,917 square feet of gross floor area (approximately 221,197 square feet of residential uses on the 1st through 11th floors and 9,720- square feet of gross floor area devoted to retail uses on the ground floor, plus an additional 5,060 square feet of retail on the P2 level);
- 270 market-rate units; and
- A maximum height of approximately 105 feet, 8 inches at the U Street frontage.

The project would redevelop the existing Portner Place Apartment complex into a mixed-income community. The Applicant purchased the Subject Property in September, 2013, in collaboration with the existing Portner

Place Tenant Association through the Tenant Opportunity to Purchase Act (“TOPA”). The PUD would include new housing for the current Portner Place residents. The Applicant should provide information regarding Portner Place’s existing affordable housing (size, level of affordability, etc) compared to those in the proposed project. In addition, the Applicant should specify the potential construction phasing, and include provisions that if constructed in separate phases, Wing A (with the affordable housing) would be constructed first. The Applicant should also specify the potential obstacles for delivery of affordable units, such as competition for subsidies, and should describe the contingency plan for the delivery of the affordable units if subsidies are not obtained.

The existing building’s subsidized housing would be replaced on an approximately two-to-one basis; the Applicant is in the process of extending the existing Section 8 contract with HUD to preserve the affordable rents. The Applicant should provide details concerning the term of the proposed Section 8 contract and the implications of the potential expiration of the current contract. Further, the Applicant should specify the term for its commitment to the proposed 96 affordable housing units. In addition, the Portner Place Tenant Association should submit to the record a statement describing its commitment to the proposed design approach which would separate the affordable units from the market-rate units.

The overall development would also include approximately 137 parking spaces on two levels below grade; parking and loading for both buildings would be accessed from V Street.

In addition to the requested PUD-related map amendment from R-5-B to R-5-D and CR, the Applicant seeks zoning flexibility in the following areas:

1. Closed Court (§§ 406.1 and 776.4)
2. Rooftop Structures (§ 411);
3. Compact Parking Space (§ 2115.4)
4. Loading (§ 2201.1); and
5. Inclusionary Zoning Design Standards (§ 2605)

The Applicant worked with OP, the Historic Preservation Review Board (HPRB), and the community to address the height, massing, and design of the building prior to filing this application. The building scale and massing is respectful of the adjacent commercial and residential corridors along U and V Streets.

III. SITE and AREA DESCRIPTION

Lot 208 is a 47,170 square foot parcel located in Square 204. The Property currently includes the Portner Place Apartments, a 48-unit HUD Section 8 housing complex comprised of three garden apartment style buildings surrounded by surface parking lots. The property is located within the Greater U Street Historic District.

Surrounding squares have some mixed-use, higher density structures. To the east of the Property, is the Frank D. Reeves Municipal Center zoned ARTS/CR and a three story multifamily building. To the north of the Property, across V Street, is St. Augustine



Catholic Church. To the west of the Property are the Dunbar Apartments, zoned R-5-D. To the south of the Property, across U Street, are low-scale commercial uses, zoned ARTS/C-2-B and ARTS/CR.

The U Street right-of-way is 90' wide and the V Street right-of-way is 75' wide. U Street accommodates four lanes of vehicular traffic and two parking lanes. V Street accommodates one lane of vehicular traffic, two parking lanes, and one bike lane. The Subject Site is approximately two blocks from the U Street Metro Station and is served by several bus lines and Capital Bikeshare.

IV. COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed PUD must be determined by the Zoning Commission to be not inconsistent with the Comprehensive Plan and with other adopted public policies (§ 2403.4). The development proposal would particularly further the Land Use, Housing, Economic Development, Environmental Protection, Historic Preservation, and Urban Design Citywide Elements, as well as the Mid-City Area Elements and policies:

Land Use Element

- *The city's aging building stock still requires refurbishment and replacement. The renewed popularity of city living generates the need for more housing and new amenities. 300.4*
- *Land use changes have the potential to make the city more vibrant, economically healthy, exciting, and even more environmentally sustainable than it is today. 300.5*
- *Fully capitalizing on the investment made in Metrorail requires better use of the land around transit stations and along transit corridors. 306.2*
- *Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:*
 - *A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;*
 - *A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;*
 - *A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; 306.4*

Policy LU-1.3.2: Development Around Metrorail Stations *Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.*

The proposed mixed use development would capitalize on the site's proximity to several transit options, and would help to address the District's housing demand. Further, the project would help to enliven and transform this section of U and V Streets between 14th and 15th Streets. OP worked with the Applicant to refine the project's height and density so that the project's scale would be appropriate given its context.

Housing Element

Policy H-1.1.1: Private Sector Support *Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.*

Policy H-1.1.4: Mixed Use Development *Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.*

Policy H-1.2.3: Mixed Income Housing *Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing.*

The development proposes to add 366 residential units along a mixed use corridor consistent with the policies of the Housing Element. The project would include full-replacement of the existing affordable housing units on a two-to-one basis, with a focus on family-oriented unit sizes.

Economic Development Element

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.*

Policy ED-2.2.5: Business Mix *Reinforce existing and encourage new retail districts by attracting a mix of nationally-recognized chains as well as locally-based chains and smaller specialty stores to the city's shopping districts.*

The proposed project would include ground-floor retail which could help the U and V Street corridors better meet the demand for basic goods and services.

Environmental Protection Element

Policy E-1.1.1: Street Tree Planting and Maintenance *Encourages the planting and maintenance of street trees in all parts of the city;*

Policy E-2.2.1: Energy Efficiency *Promotes the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses;*

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff: *Promotes an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction;*

Policy E-3.1.3: Green Engineering: *Promotes green engineering practices for water and wastewater systems;*

Policy E-3.3.1: Promotion of Community Gardens: *Encourages and supports the development of community gardens on public and private land across the city.*

The proposed project would include street tree planting, landscaping, energy efficiency, methods to reduce stormwater runoff, green engineering practices, and a communal rooftop garden.

Historic Preservation Element

Policy HP-2.2.2: Neighborhood Preservation Planning *Give full consideration to preservation concerns in neighborhood plans, small area plans, major revitalization projects, and where appropriate, applications for planned unit developments and special exceptions. Promote internal coordination among District agencies and the HPO at the earliest possible stage of planning efforts and continue coordination throughout. Involve Advisory Neighborhood Commissions and community preservation groups in planning matters affecting preservation.*

Policy HP-2.4.3: Compatible Development *Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, preserve the established form of development as evidenced by lot coverage limitations, yard requirements open space, and other standards that*

contribute to the character and attractiveness of those areas. Ensure that new construction, repair, maintenance, and improvements are in scale with and respect historic context through sensitive siting and design and the appropriate use of materials and architectural detail.

The Project would enhance the form and identity of the U Street Historic District and would be respectful of its historic context. Buildings of similar height and scale currently exist on the U Street and V Street corridors. In addition, the treatment of the façade would not be out of character with the surrounding historic neighborhood.

Urban Design

Policy UD-2.2.4: Transitions in Building Intensity Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood.

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.

Policy UD-2.2.7: Infill Development Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs.

Policy UD-3.1.11: Private Sector Streetscape Improvements As appropriate and necessary, require streetscape improvements by the private sector in conjunction with development or renovation of adjacent properties.

The height and density of the building would step down away from U Street toward the relatively lower scale structures along V Street. The façade would be articulated through setbacks, projections, and other design elements consistent with the character of the neighborhood.

The Project would enhance the vibrancy of the U Street and V Street corridors through infill development and ground floor retail on U Street, while protecting the surrounding lower density uses from light, noise, and disturbances.

The Applicant is also committed to streetscape improvements consistent with current District standards.

If the Zoning Commission decides to set down this project, the Applicant has been advised to provide additional street-level renderings which provide more realistic detail as to the project's proposed materials and signage prior to a hearing.

Mid-City Area Element

The property is located in the U Street/Uptown policy focus area of the Mid-City Area Element:

Policy MC-1.1.2: Stimulate high-quality transit-oriented development around the....U St./African American Civil War Memorial/Cardozo Metrorail station areas.... Opportunities for new mixed income housing, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map.

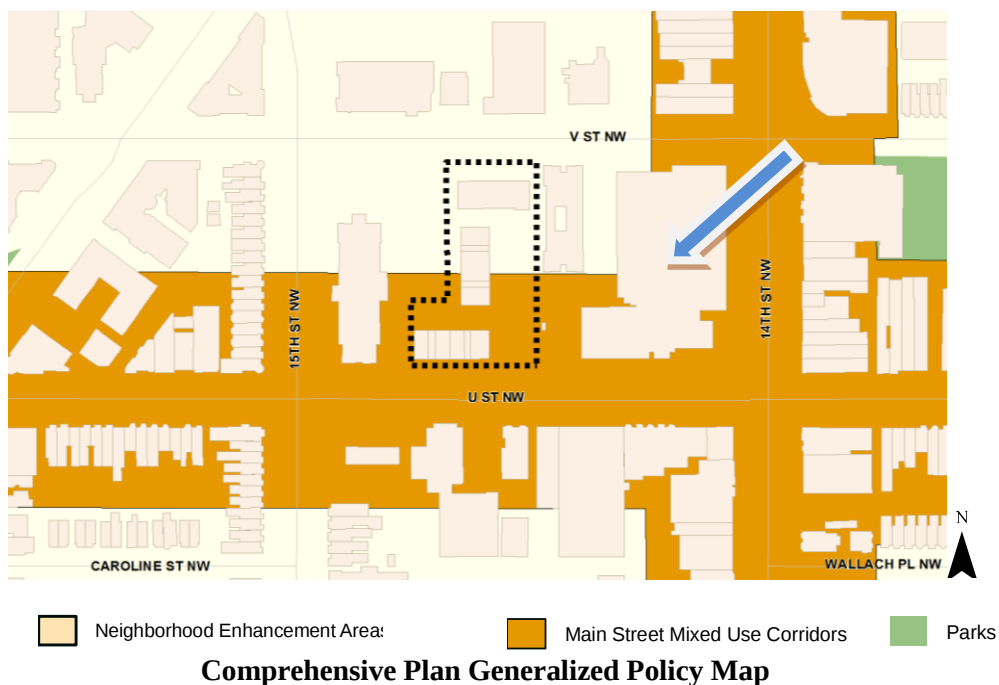
Policy MC-2.3: As development takes place, continued efforts to improve the streetscape and public space, provide affordable housing, preserve historic buildings, and mitigate development impacts (particularly those associated with the increased concentration of restaurants, night clubs and entertainment uses) should be included.

Policy MC-2.3.3: Uptown Design Considerations Ensure that development in the Uptown Area is designed to make the most of its proximity to the Metro Stations at Shaw and 13th Street, to respect the integrity of historic resources, and to transition as seamlessly as possible to the residential neighborhoods nearby.

The Proposal would provide a mixed-use, transit-oriented development near the U Street Metro. In addition, the project would include affordable units, which is consistent with District policies pertaining to the addition of affordable housing.

B. Comprehensive Plan Generalized Policy Map

The Generalized Policy Map locates the south half of the Subject Site along U Street within a Main Street Mixed Use Corridor, a traditional commercial business corridor with a concentration of older storefronts along the street. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. This is where the higher density residential and retail is proposed. The north half of the site, where the lower scale residential building would be located, is designated as a Neighborhood Enhancement Area, which are neighborhoods which present opportunities for compatible infill development.



C. Future Land Use Map

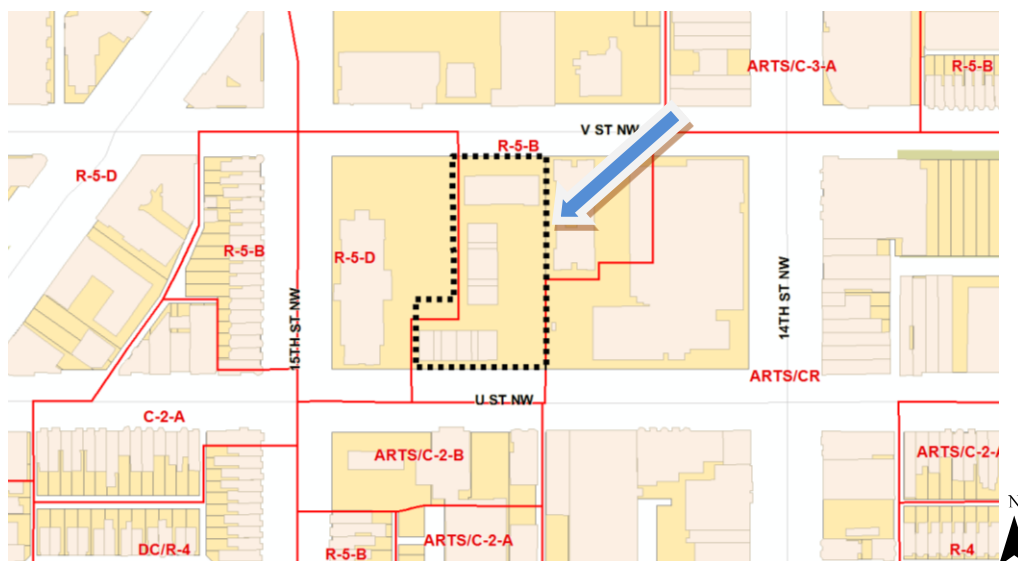
The Future Land Use Map designates the subject site for Medium Density Residential Uses. The proposed development is not inconsistent with the land use designation.



Future Land Use Map

V. ZONING

The site is currently zoned R-5-B. Directly to the west is an R-5-D zone. Directly to the south (across U Street), is an ARTS/C-2-B zone, to the east in Square 204 is a ARTS/CR zone, and to the north (across V Street) is an R-5-B zone. The Reeves Center, directly east, is zoned ARTS/CR. The Applicant is proposing the R-5-D zone, characterized by moderate density residential use for the north half, and CR, a mixed use commercial residential district which encourages a diversity of compatible land uses, on the south half.



Location and Zoning

The following table compares the existing matter of right and requested R-5-D PUD and CR PUD for both Wing A and Wing B.

Standard	R-5-B MOR	R-5-D/PUD Wing A		CR/PUD Wing B	
		R-5-D PUD	Proposed	CR PUD	Proposed
Height (ft.)	50 ft.	90 ft.	75'-8" ft.	110'	86 ft.
Lot Occupancy %	60%	75%	71.4%	75%	68.7%
FAR	1.8 2.16 (with IZ)	4.5 max	4.1	8 max	7.52
Rear Yard	4" per foot of height and 15' minimum	4" per foot of height and 15' minimum = 25.22'	45' (to center of street)	3" per foot of height and 12' minimum = 26.4'	45' (to center of street)
Closed Court	4" per foot of height and 15' minimum	4" per foot of height and 15' minimum = 26.4'	West Court = 45' East Court = 21' Flexibility Required	4" per foot of height and 15' minimum = 26.4'	West Court = 45' East Court = 21' Flexibility Required
Number of units	-	-	96	-	270
IZ	8% of residential space	8% of residential space (23,957 sf) - Affordable units equally distributed - Interior amenities do not vary between unit types	30% of residential space (91,012 sf) - Affordable units not equally distributed Flexibility Required - Interior amenities vary between unit types Flexibility Required	-	-
Parking (spaces) residential	1 for 2 dwelling units	1 for 3 dwelling units 96/3 = 32 spaces	31 spaces provided	Residential: 1 for 3 dwelling units 270/3 = 90 spaces Retail: 15 spaces	106 spaces provided 137 spaces (both wings)
Compact Parking Spaces	5 spaces in a row minimum - Spaces must not exceed 40% of the required spaces	5 spaces in a row minimum - Spaces must not exceed 40% of the required spaces	- Compact spaces less than 5 in some rows Flexibility required 48% of the total required spaces for this phase Flexibility required	5 spaces in a row minimum - Spaces must not exceed 40% of the required spaces	- Compact spaces less than 5 in some rows Flexibility required 48% of the total required spaces for this phase Flexibility required
Rooftop Structures	- One penthouse enclosure allowed - All enclosures the same height - Penthouse setback from the edge of the roof at a 1:1 ratio minimum	- One penthouse enclosure allowed - All enclosures the same height - Penthouse setback from the edge of the roof at a 1:1 ratio minimum	- Two penthouse enclosures proposed Flexibility required - Two penthouse heights proposed Flexibility required 1:1 setback maintained	- One penthouse enclosure allowed - All enclosures the same height - Penthouse setback from the edge of the roof at a 1:1 ratio minimum	- Three separate penthouses proposed Flexibility required - Two heights proposed Flexibility required 1:1 setback maintained
Loading	Residential 1 @ 55 ft. deep 1 platform @ 200 sf 1 service space @ 20 ft. Retail 1 berth @ 30 ft. 1 platform @ 100 sf.	Residential 1 @ 55 ft. deep 1 platform @ 200 sf 1 service space @ 20 ft. Retail 1 berth @ 30 ft. 1 platform @ 100 sf.	2 berths @ 30 ft. 1 loading platform at 744sf. 1 service delivery space @20 ft. Flexibility Required	1 berth @ 55 ft. 1loading platform @250 sf. 1 service delivery space @20 ft.	2 berths @ 30 ft. 1 loading platform at 744sf. 1 service delivery space @20 ft. Flexibility Required

VI. FLEXIBILITY

In addition to the PUD-related map amendment from R-5-B to R-5-D and CR, the following zoning flexibility is requested¹:

¹ See § 2405.7.

- Closed Court (§§ 406.1 and 776.4)
The Applicant requests flexibility from closed court requirements. The required court width is a minimum of four inches per foot of height of court, but not less than 15 feet. The required court area is a minimum of twice the square of the required width of the court, based on the height of the court, but not less than 350 square feet. The Applicant proposes closed courts on the east and west sides of the building. Based on the heights of Wings A and B (75'-8 and 105'-8," respectively), the minimum required width of court for Wing A is 26.4 feet, and the minimum required area of the courts is 1,394 square feet. The minimum required width of the court for Wing B is 32.8 feet, and the minimum required area of the court is 2,152 square feet. The Applicant proposes to provide a 21 foot wide closed court on the east side of the building.
- Roof Structures of Unequal Height and Substandard Setback (§ 411.11)
The Applicant requests flexibility for multiple roof structure enclosures and two of the roof structures would have enclosing walls of unequal height. All roof structures would be set back from all exterior walls a distance at least equal to their height above the roof. According to the application, each roof structure would provide separate means of egress for each wing and to break up the massing on the roof, and the location and number of roof structures is driven by the layout and design of the residential units within the building.
- Compact Parking Spaces (§ 2115.4)
The Applicant seeks flexibility from the compact parking space requirements of § 2115.4, which provides that any "accessory parking area or accessory garage containing twenty-five (25) or more required parking spaces may designate up to forty (40%) of the parking spaces for compact cars." Sixty-eight of the proposed 137 parking spaces, or 49 percent, would be compact parking spaces. The Applicant also requests flexibility from the requirement that compact parking spaces be placed in groupings of at least five contiguous spaces with access from the same aisle.
- Loading (§ 2201.1)
§ 2201.1 requires that structures include loading facilities for each proposed use. The Project as proposed would provide two loading berths at 30 feet deep, one loading platform at 744 square feet, and one service/delivery space at 20 feet. The Applicant requests flexibility from the requirement for an additional 55-foot deep loading berth because such a berth would not be required to accommodate the building's loading needs.

OP will provide analysis of these relief requests prior to a hearing, but has no initial concerns.

- Inclusionary Zoning Design Standards (§ 2605)
The Applicant is requesting flexibility from affordable housing regulations. Thirty percent of the residential floor area would be dedicated to affordable units, much in excess of the IZ requirement, and they would be provided at a deeper level of affordability. However; the Applicant proposes that all of the affordable housing units would be located in Wing A, with the market rate units in Wing B. According to the Applicant, the affordable units would be separated from the market-rate units based on the financing requirements of the project, as well as numerous meetings with current residents of the Portner Place apartments during the TOPA process.

OP has advised the applicant to provide additional, specific information regarding affordable housing program. The applicant is also proposing to provide interior amenities that would differ between the two buildings; additional information on this should also be provided. .

Should the Project be set-down, OP would continue to work with the applicant to provide a more complete analysis and to further define the parameters of the additional flexibility requested.

VII. PUD EVALUATION STANDARDS AND PUBLIC BENEFITS AND AMENITIES

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the Zoning Regulations, and be compatible with the surrounding community, the application requests that the proposal be reviewed as a consolidated PUD. This will allow the use of the flexibility stated in § 2400.2:

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

The application requests a PUD-related map amendment, which is not inconsistent with the Comprehensive Plan to allow approximately 40' of additional building height above R-5-B limits for Wing A and 60' for Wing B. The project proposes an FAR of 4.1 for Wing A and 7.52 for Wing B; the net gain in density, compared to the R-5-B by-right amount, would be close to 227,000 sf.

The PUD standards further provide that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.”

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, § 2403.8 states that “the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” To assist in the evaluation, the Applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to the typical development of the type proposed...” (§ 2403.12). The application has offered the following amenities and benefits as an offset to the additional development gained through the application process:

(a) Urban design, architecture, landscaping, or creation or preservation of open spaces

The applicant has worked closely with OP Development Review and historic preservation staff on the massing and design of the building. The design attempts to address the neighborhood’s character through the building’s materials and its articulation along both U and V Streets. The design makes extensive use of setbacks, projections, and other elements to articulate the massing. The Project’s design is typical of other mixed-use buildings recently completed on U Street and V Streets. The design has received concept approval from the Historic Preservation Review Board (HPRB) as being compatible with the Greater U Street Historic District. The Project’s height and form would be lower than the Dunbar Apartments to the west and the Reeves Center to the east. The materials selected for the façade and the massing articulation would augment the character of the U and V Street corridors and would be in context with the surrounding historic neighborhood.

(b) Site planning, and efficient and economical land utilization

The proposal would enhance a currently underused site located within close proximity to a Metro station and several Metrobus lines. The Project would activate the surrounding street network with a combination of active retail uses, additional residents, and streetscape improvements.

(c) First Source Employment Agreement

The Applicant proposes to enter into a First Source Employment Agreement with the Department of Employment Services with the aim of expanding employment opportunities for residents and local businesses – OP has advised the applicant to address the submission of signed agreements.

(d) Historic preservation of private or public structures, places, or parks

The Applicant states that the proposed design, street orientation, and materials palette is consistent with the historic character of the U Street Historic District. The design has been reviewed by the HPRB and has received concept approval.

(e) Housing and affordable housing

The Applicant has committed to approximately 360 new residential units, of which approximately 30%, or 96 units, would be designated as affordable housing (compared to 48 affordable units at present). The affordable units would be devoted to households earning 60 percent or less of AMI, of which not less than 15 percent would be devoted to households earning 50 percent or less of AMI. The proposed PUD provides 91,013 square feet of gross floor area to be devoted to affordable housing, which is an increase of 67,055 square feet over a by-right project. The applicant has been advised to provide additional detail and information regarding the affordable housing program, including efforts for the temporary relocation of current residents on the site.

(f) Environmental benefits:

The proposed development provides a number of environmental benefits and includes street tree planting and maintenance, landscaping, energy efficiency, stormwater mitigation methods, green engineering practices and an emphasis on transit and pedestrian and bike access. The Applicant has not yet indicated a targeted LEED standard, but anticipates that the project would not be designed or constructed below the LEED Silver rating equivalent. Should the Project be set-down, OP would continue to work with the Applicant to ensure that the Project incorporates progressive green building elements.

(h) Uses of special value to the neighborhood or the District of Columbia as a whole;

The Applicant is continuing to work with Advisory Neighborhood Commission ("ANC") 1B, to develop additional benefits and amenities identified by the community.

Should the project be setdown, OP would continue to work with the Applicant to refine and quantify the amenity package prior to a public hearing.

VIII. AGENCY REFERRALS AND COMMENTS

Prior to a public hearing, the application will be referred to the following District agencies for review and comment:

- Department of Transportation (DDOT);
- Department of the Environment (DDOE);
- Fire and Emergency Medical Services Department (FEMS);
- DC Water;
- DC Public Schools (DCPS);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- Department of Employment Services (DOES); and
- Department of Health (DOH).

IX. CONCLUSION

The proposed PUD is not inconsistent with the Comprehensive Plan and OP recommends the application be set down for public hearing. OP will work with the Applicant to supplement the proposal as noted in this report, and to respond to any requests for additional information by the Commission.