



Memorandum

TO: District of Columbia Zoning Commission

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

DATE: July 18, 2014

SUBJECT: **ZC 14-09 – Setdown Report** for Consolidated Planned Unit Development (PUD) with PUD-related Map Amendments for 9th and L Streets, N.W.

I. RECOMMENDATION

The Office of Planning (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 Future Land Use and Generalized Policy maps, and would contribute to the redevelopment of the Mount Vernon Square/Shaw neighborhood. The Office of Planning will continue to work with the Applicant to ensure that the following are submitted prior to a public hearing:

1. Details concerning the proposed building's palette of materials;
2. More detailed street-level renderings depicting how the retained contributing historic buildings along 9th Street would interact with the street; and
3. A detailed rendering of the proposed building's north elevation.

II. PROPOSAL

QC 369 LLC (the "Applicant") has submitted an application for a PUD and related map amendment from DD/C-2-A and DD/C-2-C to DD/C-3-C to permit construction of a mixed-use hotel and residential building with ground floor retail development at Square 369, Lots 40, 62, 65-67, 801-805, 838, 842, 848, 859, and 878 (the "Project"). The proposal consists of a new 12-story residential building, Marriott hotel, and retail and service uses. Portions of six buildings contributing to the Shaw Historic District along 9th Street NW, as well as the Lurgan, an historic apartment building on L Street NW, would be incorporated into the design. The Applicant proposes to demolish two historically contributing buildings, located at 911 and 913 L St. NW.

Specifically, the overall development would include:

- A mixed use building with an FAR of 8.04 and combined gross floor area of 568,921 square feet, of which 346,894 square feet would be dedicated to hotel use and 222,027 square feet would be dedicated to residential uses¹;
- Retail uses along 9th Street; and
- A maximum height of 110 feet at the L Street frontage.

Phase 1 would include:

- A Residence Inn by Marriot, with 124 guest rooms designed for extended stay travelers; and
- A Courtyard Marriot, with 377 guest rooms.

¹ The Applicant's latest submission, dated June 17, 2014, also indicates that the proposed FAR would be 7.93. The correct FAR should be clarified before the public hearing.

Phase 2 would include:

- A residential portion of the building with approximately 200 units.

The overall development would also include approximately 138 parking spaces on two levels below grade; residential parking and loading would be accessed from the alley to the west of the site, and hotel parking would be accessed from 9th Street. Additionally, the new structure would have a rooftop recreation space and pool deck with a grill area, fire pit, and lounge seating.

In addition to the requested PUD-related map amendment from DD/C-2-A and DD/C-2-C to DD/C-3-C, the Applicant seeks zoning flexibility in the following areas:

1. Roof enclosures (§411)
2. Loading (§2201)
3. Compact Parking Spaces (§2115.4)

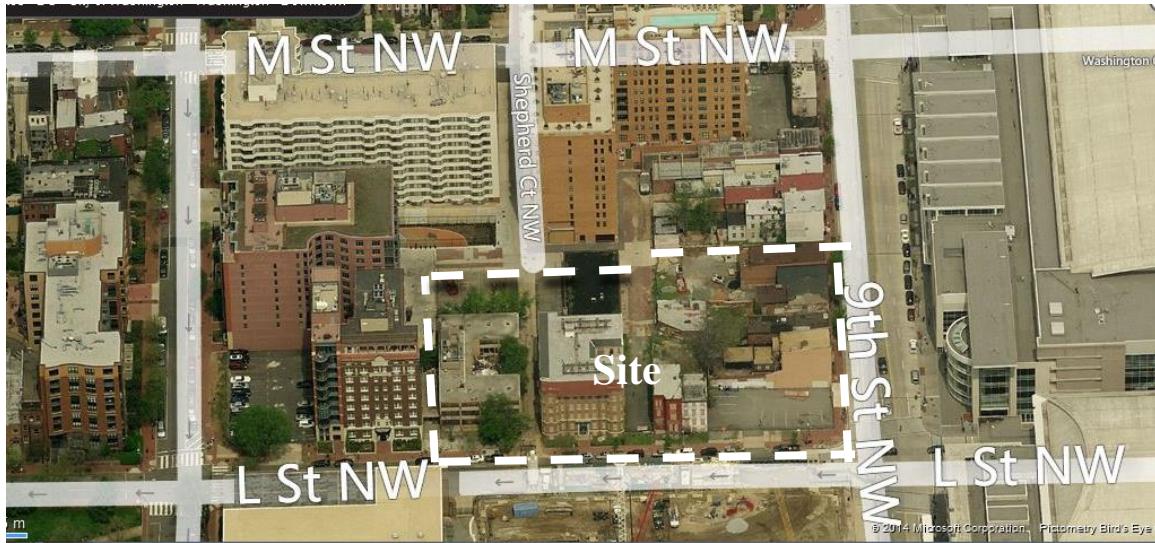
The Applicant worked with OP, the Historic Preservation Review Board (HPRB), and the community to address the height, massing, and design of the building prior to filing this application. The building scale and massing is respectful of the adjacent commercial and residential corridors along 9th and L Streets NW.

III. SITE and AREA DESCRIPTION

The site is located at the northwest corner of 9th and L Streets, N.W. and is comprised of lots 40, 62, 65-67, 801-805, 838, 842, 848, 859, and 878 in Square 369. The site is 70,787 square feet. Square 369 is split zoned, with the existing historic buildings fronting on 9th Street located in the Downtown Development Overlay (DD)/C-2-A District, and the remaining western portion of the square located in the DD/C-2-C District. The historic buildings, located on lots 65, 66, 801, 802, 838, 839, 942, 879, and 881, date from the period of significance for the Shaw Historic District (1833-1932).

The remainder of Square 369 primarily includes multifamily houses and condominiums, two and three story row dwellings with ground floor retail, and surface parking lots. Square 369 is bisected by a 15-foot wide public alley that runs north-south between L and M Streets. The square also includes several other east-west and north-south alley segments. Portions of the alleys would be closed to facilitate the proposed Project.

Surrounding squares have some mixed-use, higher density structures. To the east of the Property, on the east side of 9th Street, N.W., between Massachusetts Avenue and N Street N.W., is the Washington Convention Center; to the north of the property, zoned DD/C-2-A, are low-density commercial structures and a multifamily building; to the west of the Property is a multifamily building, zoned DD/C-2-C; and to the south of the property, across L Street, is the Marriot Marquis Hotel. The property is near four Metrorail stations (Mount Vernon Square-Convention Center, Gallery Place-Chinatown, Judiciary Square, and Union Station), and has access to Metrobus routes, the DC Circulator, 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 Near Northwest 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-1.1.1 Sustaining a Strong City Center *Provide for the continued vitality of Central Washington as a thriving business, government, retail, financial, hospitality, cultural, and residential center. Promote continued reinvestment in central city buildings, infrastructure, and public spaces; continued preservation and restoration of historic resources; and continued efforts to create safe, attractive, and pedestrian-friendly environments.*

Policy LU-1.4.1 Infill Development Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

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

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 the area adjacent to the Convention Center. The Office of Planning historic preservation staff 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-1.1.3 Balanced Growth Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing.

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-1.1.6: Housing in the Central City Absorb a substantial component of the demand for new high-density housing in Central Washington and along the Anacostia River. Absorbing the demand for higher density units within these areas is an effective way to meet housing demands, create mixed-use areas, and conserve single-family residential neighborhoods throughout the city. Mixed income, higher density downtown housing also provides the opportunity to create vibrant street life, and to support the restaurants, retail, entertainment, and other amenities that are desired and needed in the heart of the city.

The development proposes to add 200 residential units, comprised of studios, one- and two- bedroom units, along a mixed use corridor consistent with the policies of the Housing Element. The residential portion of the Project would be added during the Project’s second phase.

Economic Development Element

Policy ED 2.3.1 Growing the Hospitality Industry *Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government amenities. Strive to increase: (a) the total number of visitors to Washington; (b) the number of visitors staying in the District (rather than in suburban hotels); and (c) longer visitor stays in Washington. Promote the District not only as the preferred base for exploring the city's attractions but also the preferred overnight base for visiting regional attractions.*

Policy ED-2.3.4: Lodging and Accommodation *Support the development of a diverse range of hotel types, serving travelers with varying needs, tastes, and budgets. New hotels should be encouraged both within Central Washington and in outlying commercial areas of the city, particularly in areas which presently lack quality accommodation.*

The Project would include two hotels, supporting the development of a range of hotel types adjacent to the Convention Center. Further, the proposed Project would include ground-floor retail which could help the Convention Center corridor better meet the demand for basic goods and services.

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-2.4.1: Rehabilitation of Historic Structures

Promote appropriate preservation of historic buildings through an effective design review process. Apply design guidelines without stifling creativity, and strive for an appropriate balance between restoration and adaptation as suitable for the particular historic environment.

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.*

Policy HP-2.4.5: Protecting Historic Building Integrity

Protect historic buildings from demolition whenever possible, and protect the integrity of whole buildings. Discourage treatments like facadism or relocation of historic buildings, allowing them only when there is no feasible alternative for preservation, and only after a finding that the treatment is necessary in the public interest. Waivers or administrative flexibility should be provided in the application of building and related codes to permit maximum preservation and protection of historic resources while ensuring the health and safety of the public.

The Project would enhance the form and identity of the Mount Vernon Square/Convention Center area and would be respectful of its historic context. Buildings of similar height and scale currently exist in the immediate vicinity. In addition, the treatment of the façade would not be out of character with the surrounding historic neighborhood. The Project would preserve portions of six contributing historic structures along 9th Street NW, (demolishing the rear portions of the buildings), as well as the retention of the exterior masonry walls of the

Lurgan, a historic multifamily building along L Street NW. The Project would demolish two contributing historic buildings along L Street NW (911 and 913 L Street NW), which have been submitted in order to obtain a hearing by the Mayor's Agent.

The Applicant continues to work with HPRB, focusing on the glass connection next to the Lurgan apartments, better integrating the new construction with the historic buildings, and studying various design recommendations outlined in the staff report and by the Board. Among the design suggestions were to use intermediate height elements in the new construction that could serve to bridge the disparity in height between it and the smaller historic buildings, providing a stronger vertical emphasis to the elevations, consider the use of projections to break down the building mass, and to reduce the height of the glass infill element adjacent to the Lurgan. The design of the connection will be worked out prior to the public hearing.

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

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;

The proposed project would include street tree planting, landscaping (including a green roof), energy efficiency, methods to reduce stormwater runoff, and green engineering practices.

Urban Design Element

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 façade would be articulated through setbacks, projections, and other design elements consistent with the character of the neighborhood. The Applicant should provide a more detailed rendering of the building's north elevation.

The Project would enhance the vibrancy of the area through infill development and ground floor retail on 9th Street. The Applicant should provide more detailed street-level renderings depicting how the retained contributing historic buildings along 9th Street would interact with the street. Specifically, the renderings should show transparent windows allowing complete visual access to activated interior spaces through the existing windows, resulting in an experience that would encourage pedestrian activity and significant interaction between the indoor private space and outdoor public space.

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

The proposal would provide a mixed-use, transit-oriented development near the Mt. Vernon Square Metro Station, and provide vibrancy and an active streetscape along 9th Street that would interact with the new hotel to the south and the Convention Center to the east. The adaptive reuse of the historic structures would create an architecturally interesting streetscape.

Near Northwest Element

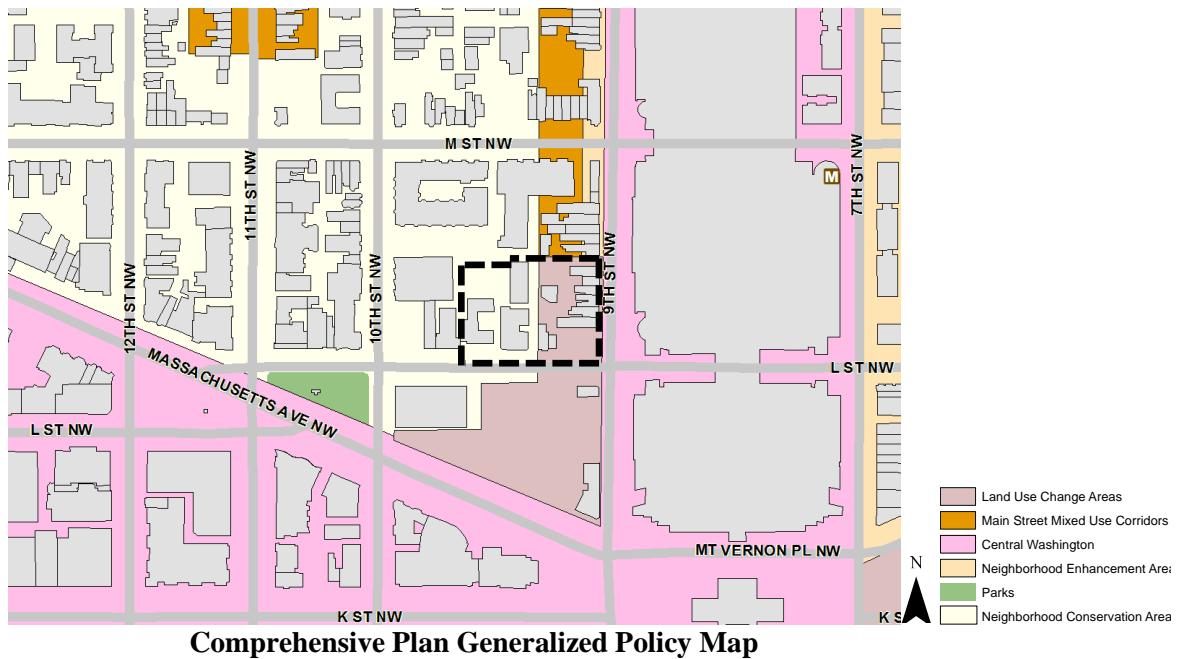
Policy NNW-1.1.4: Neighborhood Commercial Revitalization *Improve the neighborhood shopping areas along 7th, 9th, and 11th Streets NW. The success of the established businesses on these streets should be strongly encouraged, and new businesses that provide needed goods and services to area residents should be attracted.*

Policy NNW-2.1.5: 7th and 9th Street Corridors *Locate retail development within the Shaw/Convention Center Area in a manner that best serves residents, creates the best environment for businesses to succeed, and uses land already zoned for commercial uses. Continuous ground floor retail uses should be encouraged along sections of 7th and 9th Streets as designated in the 2005 Strategic Development Plan to create a traditional pedestrian-oriented Main Street pattern and establish a unified identity for the community. These corridors should attract convention-goers, residents, and visitors, and should include both new and existing businesses.*

The Project would include residential, hotel, and retail space, consistent with the goals of the Near Northwest Element. The reuse of the historic row structures provides the opportunity for active ground floor uses at a pedestrian scale.

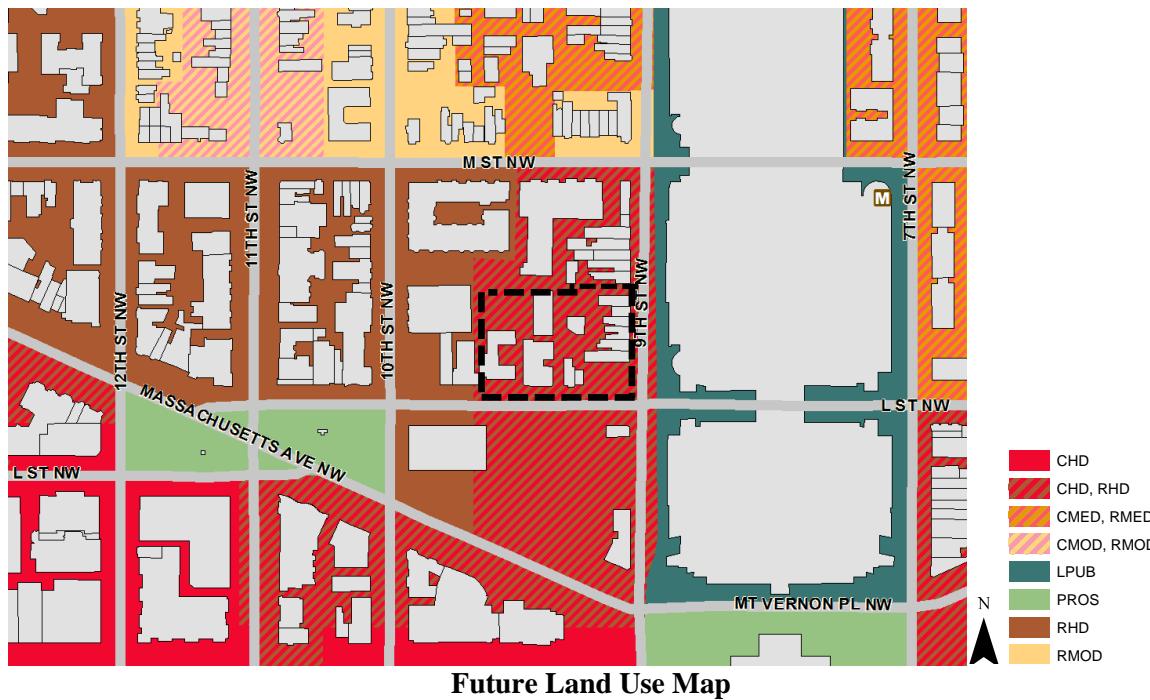
B. Comprehensive Plan Generalized Policy Map

The Generalized Policy Map designates the site as a Land Use Change Area and a Neighborhood Conservation Area. 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.



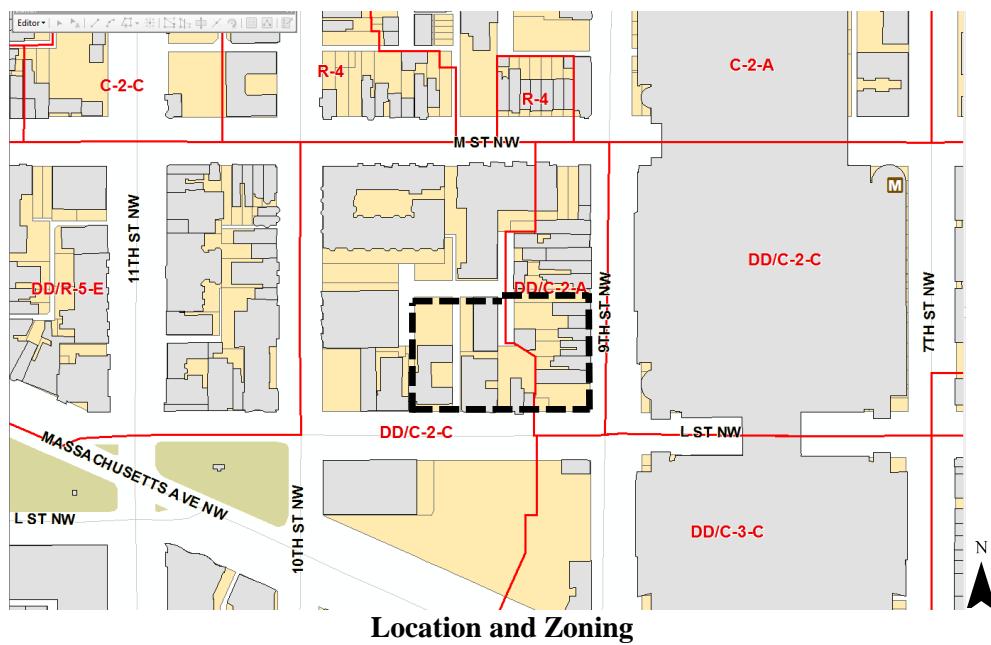
C. Future Land Use Map

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



V. ZONING

The site is currently split-zoned between the DD/C-2-A and DD/C-2-C zones. The C-2-A District is designed to provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District outside the central core. The C-2-C District is designed to serve commercial and residential functions with relatively high densities and mixed uses. The general purposes of the DD Overlay District are to create a balanced mix of uses; to guide office development, which is favored by market forces, so as to further the land use objectives for retail, hotel, residential, entertainment, arts and cultural uses; and to protect historic buildings and places while permitting sensitive and compatible new developments. The Applicant is proposing the DD/C-3-C zone, characterized by medium/high density development, including office, retail, housing, and mixed uses. A small portion of the site, totaling 7,370 square feet and comprised of the historic buildings along 9th Street, would remain zoned C-2-A.



The following table compares the existing matter of right and requested DD/C-3-C zone.

Standard	DD/C-2-A MOR	DD/C-2-C MOR	DD/C-3-C	Proposal
Height (ft.)	50 ft.	110 ft.	110 ft.	110 ft.
Lot Occupancy %	60% residential	80% residential	80% residential	100%
	100% non-residential	100% non-residential	100% non-residential	
	75% with IZ Bonus	90% with IZ Bonus	90% with IZ Bonus	
FAR	2.5 max 1.5 non-residential 3.0 with IZ bonus	8.0 max 4.5 min. residential	9.5 max 3.5 min. residential	8.04
Rear Yard	15 ft.	15 ft.	15 ft.	Complies
Side Yard	None required; if provided, 3 in/ft. of ht. but not less than 8 ft.	None required; if provided, 3 in/ft. of ht. but not less than 8 ft.	None required; if provided, 3 in/ft. of ht. but not less than 8 ft.	NA
Parking (spaces)	Apts = 1 per 2 units; Hotel = 1 per 2 sleeping rooms; +1 per 150 sf in largest function room or exhibit space	Apts = 1 per 2 units; Hotel = 1 per 2 sleeping rooms; +1 per 150 sf in largest function room or exhibit space	Apts = 1 per 2 units; Hotel = 1 per 2 sleeping rooms; +1 per 150 sf in largest function room or exhibit space	Hotel Self-Parking: 138 spaces Hotel Valet: 156 Apartments: 95
Loading	Apt House > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Hotel > 200 rooms 1 berth @ 30 ft. 1 platform @ 100 ft. 1 svc space @ 20 ft. >10,000 sf function space = 1 berth @ 30 ft. + platform @ 100 sf.	Apt House > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Hotel > 200 rooms 1 berth @ 30 ft. 1 platform @ 100 ft. 1 svc space @ 20 ft. >10,000 sf function space = 1 berth @ 30 ft. + platform @ 100 sf.	Apt House > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Hotel > 200 rooms 1 berth @ 30 ft. 1 platform @ 100 ft. 1 svc space @ 20 ft. >10,000 sf function space = 1 berth @ 30 ft. + platform @ 100 sf.	Apt House: 3 berths @ 30 ft. Hotel: 2 berths @ 45 ft. 1 svc space @ 25 ft.

VI. FLEXIBILITY

In addition to the PUD-related map amendment from DD/C-2-A and DD/C-2-B to DD/C-2-C, the following zoning flexibility is requested²:

- Multiple Roof Structures (§ 411.11)
The Applicant requests flexibility for multiple roof structure enclosures for the residential portion of the building.
- Compact Parking Spaces (§ 2115.4)
The Applicant seeks flexibility from the compact parking space requirements of § 2115.4. The Applicant 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 proposed hotel is required to provide one loading berth at 55 feet deep, one loading berth at 30 feet deep, one service platform at 100 square feet and another platform at 200 square feet, and a service/delivery space at 20 feet deep. The Project as proposed would provide two loading berths at 45 feet deep, and a service delivery space at 25 feet deep. For the residential portion of the Project, the Applicant is required to provide one

² See § 2405.7.

loading berth at 55 feet deep, one service platform at 200 square feet, and one service/delivery space at 20 feet deep. Instead, the Applicant would provide three loading berths at 30 feet deep.

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 60' of additional building height above DD/C-2-A limits. The Project proposes an FAR of 8.04; the net gain in density, compared to the DD/C-2-A and DD-C-2-C by-right amount, would be close to 236,000 square feet.

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 - § 2403.9(a)

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 L and 9th Streets. The design makes extensive use of setbacks, projections, and other elements to articulate the massing. The Project’s design is typical of other buildings recently completed on L Street and 9th Street. The design has received concept approval from HPRB as being compatible with the Shaw Historic District; the Applicant continues to work with HPRB to refine the proposed building’s façade. The Applicant should provide more details about the Project’s proposed materials, which should augment the character of the Mt. Vernon Square/Shaw neighborhood and be in context with the surrounding historic neighborhood.

(b) Site planning, and efficient and economical land utilization - § 2403.9(b)

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. Access to the parking garage and loading facilities would be located from public alleys to the north and west of the Site. Hotel drop off and pick up, including buses and taxis, would be accommodated in a layby located on L Street.

(c) Historic preservation of private or public structures, places, or parks - § 2403.9(d)

The proposed design and street orientation is consistent with the historic character of the Shaw Historic District. The design has been reviewed by the HPRB and has received concept approval. The Project incorporates the historic rowhouses along 9th Street and the historic Lurgan apartment building facing L Street. The Applicant intends to forward the demolition applications for 911 and 913 L Street NW to the Mayor's Agent for a hearing. The design team worked extensively with the HPO staff to preserve and reuse these contributing buildings.

(d) Housing - § 2403.9(f)

The Applicant proposes to provide 222,027 square feet of gross floor area devoted to residential uses comprised of 200 new residential units, including studios, one- and two- bedroom apartments. The Project would be located in the Mount Vernon Square neighborhood, which is a Housing Priority Area as provided by § 1706.8. The Project's residential component would help accomplish the balanced mixture of uses essential to a "Living Downtown". Further, the historic Lurgan apartment building would be retained and used for residential units.

(e) Environmental benefits- § 2403.9(h)

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.

(f) Uses of special value to the neighborhood or the District of Columbia as a whole § 2403.9 (i)

Events DC, who owns and manages the Convention Center, has relayed to OP the need for additional hotel rooms at various price points to meet the demands of the Convention Center. The Applicant is continuing to work with Advisory Neighborhood Commission ("ANC") 2F, to develop additional benefits and amenities.

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.