

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
ZONING COMMISSION FOR THE DISTRICT OF COLUMBIA
ZONING COMMISSION ORDER NO. 14-14**

**Z.C. Case No. 14-14
JEMAL'S CDC, LLC
(Consolidated PUD and Related Map Amendment @
Square 833, Lot 47)**

DATE

Pursuant to notice, the Zoning Commission for the District of Columbia ("Commission" or "Zoning Commission") held a public hearing on May 14, 2015, to consider applications for a consolidated planned unit development ("PUD") and related zoning map amendment filed by Jemal's CDC, LLC (the "Applicant"). The Commission considered the applications pursuant to Chapters 24 and 30 of the District of Columbia Zoning Regulations, Title 11 of the District of Columbia Municipal Regulations ("DCMR"). The public hearing was conducted in accordance with the provisions of 11 DCMR § 3022. For the reasons stated below, the Commission hereby approves the applications.

FINDINGS OF FACT

The Applications, Parties, Hearings, and Post-Hearing Filings

1. On August 6, 2014, the Applicant filed applications with the Commission for consolidated review of a PUD and related zoning map amendment from the HS-H/C-2-A District to the HS-H/C-2-B District, for property located at 501 H Street, N.E. (Square 833, Lot 47) (the "Subject Property").
2. The Subject Property is located on the southeast corner of 5th and H Streets, N.E. in Ward 6, and has a land area of approximately 9,813 square feet. The Subject Property is currently improved with a single-story, 5,777 square foot building, most recently occupied by the H Street Community Development Corporation ("CDC"). This building will be razed in connection with the redevelopment of the Subject Property.
3. The Applicant proposes to redevelop the Subject Property with a six-story, mixed-use, multiple-dwelling building with approximately 47,971 square feet of gross floor area (4.89 floor area ratio ("FAR")). Approximately 15,411 square feet of gross floor area (1.57 FAR) and approximately 8,538 square feet of cellar floor area will be devoted to retail use on the cellar, first, and second levels. Approximately 32,560 square feet of gross floor area (3.32 FAR) and approximately 1,199 square feet of cellar floor area will be devoted to residential use in the cellar, fourth, fifth, and sixth levels, comprised of 28 residential units (plus or minus three units). The building will be constructed to a maximum height of 77'-5" to the top of the roof slab, and 83'-5" to the top of the six-foot parapet.

4. By report dated September 19, 2015 (Exhibit 12), the District of Columbia Office of Planning ("OP") recommended that the applications be set down for a public hearing. At its public meeting held on September 29, 2014, the Commission voted to schedule a public hearing on the applications.
5. The Applicant submitted a prehearing statement for the PUD on February 27, 2015 (Exhibit 15) and a hearing was timely scheduled. A description of the proposed development and the notice of the public hearing in this matter were published in the *D.C. Register* on March 20, 2015. The notice of public hearing was mailed to all owners of property located within 200 feet of the PUD Site and to ANC 6C on March 13, 2015.
6. At its regularly scheduled public meeting on April 8, 2015, for which notice was properly given and a quorum was present, ANC 6C voted 6-0-0 to support the applications. The ANC's resolution is included in the record at Exhibit 25.
7. On April 24, 2015, the Applicant submitted a supplemental prehearing statement (Exhibit 26) in response to comments raised by the Commission at its public meeting on September 29, 2014, and by OP and ANC 6C since filing the application. The supplemental prehearing submission included the following materials: (i) updated architectural plans and elevations (Exhibit 26A); (ii) information on the revised program for on-site parking and loading; (iii) an updated and expanded affordable housing proffer; (iv) a list of agreed-to transportation demand management ("TDM") measures and a copy of the Applicant's final transportation impact study prepared by Gorove/Slade Associates, Inc., the Applicant's transportation consultant (Exhibit 26C); (v) an enhanced list of public benefits and project amenities based on negotiations with ANC 6C; and (vi) an update on the Applicant's community outreach efforts.
8. On May 4, 2015, OP submitted its final report (Exhibit 27) recommending approval of the applications and the requested areas of zoning flexibility. On May 4, 2015, the District Department of Transportation ("DDOT") also submitted a report (Exhibit 28) finding no objection to the applications, subject to the condition that the Applicant adopt its proposed TDM measures and provide at least six new short-term bicycle parking spaces on H and 5th Streets, N.E. combined, in addition to the four existing on-street bicycle spaces in front of the Subject Property.
9. On May 14, the Applicant submitted its PowerPoint presentation (Exhibit 32), revised architectural plans and elevations (Exhibit 33) (the "Plans"), and a photograph of its materials board (Exhibit 34), all of which the Applicant presented to the Commission at the public hearing that evening.
10. The parties to the case were the Applicant and ANC 6C.
11. The Commission convened a public hearing on May 14, 2015, which was concluded that same evening. At the hearing, the Applicant presented four witnesses in support of its applications: Paul Millstein and Andrea Gourdine of Jemal's CDC, LLC; Kevin Sperry of Antunovich Associates, the project architect; and Erwin Andres of Gorove/Slade

Associates, Inc., the project transportation consultant. Based upon their professional qualifications, the Commission qualified Mr. Sperry as an expert in architecture and Mr. Andres as an expert in transportation. At the hearing, the Applicant also submitted copies of its PowerPoint presentation (Exhibit 32), revised architectural drawings (Exhibit 33), and a photograph of its materials board (Exhibit 32).

12. At the public hearing, Karen Thomas, Development Review Specialist with OP, testified in support of the applications. Ryan Westrom, Transportation Planner with DDOT, also testified in support of the applications.
13. At the public hearing, Commissioner Christopher Miller of ANC 6C testified in support of the applications.
14. The record was closed at the conclusion of the hearing, except to receive additional submissions from the Applicant, as requested by the Commission. After closing the record, the Commission took proposed action to approve the applications, and requested proposed findings of fact and conclusions of law from the Applicant.
15. On June 4, 2015, the Applicant submitted the following post-hearing items, as requested by the Commission: (i) a plan of the alley showing where the Applicant would restore the brick, (ii) a signed Memorandum of Understanding ("MOU") with ANC 6C, and (iii) draft findings of fact and conclusions of law.
16. The proposed action was referred to the National Capital Planning Commission ("NCPC") on May 18, 2015, pursuant to § 492 of the Home Rule Act.
17. The Executive Director of NCPC by delegated action dated _____, found that the proposed PUD and related map amendment would not be inconsistent with the Comprehensive Plan for the National Capitol, nor would it adversely affect any other identified federal interests.
18. The Commission took final action to approve the PUD on June 29, 2015.

The Subject Property and Surrounding Area

19. The Subject Property is located at 501 H Street, N.E., more specifically described as Lot 47 in Square 833. Square 833 is located in the northeast quadrant of the District and is bounded by H Street to the north, 6th Street to the east, G Street to the south, and 5th Street to the west. The Subject Property is located on the southeast corner of the intersection of 5th and H Streets, N.E., and is bounded by H Street to the north, private property to the east, a public alley to the south, and 5th Street to the west. The Subject Property contains approximately 9,813 square feet of land area and is rectangular in shape, with approximately 122.7 feet of linear frontage on H Street, N.E., and approximately 80 feet of linear frontage on 5th Street.

20. Square 833 includes a public alley system with varying widths and access points. The alley located at the rear of the Subject Property runs east-west between 5th and 6th Streets, has a width of approximately 12.17 feet behind the Subject Property, and narrows to a width of eight feet as it moves eastward through the Square.
21. The Subject Property is situated along the thriving H Street, N.E. commercial corridor, and is surrounded by residential, retail, service, office, and institutional uses. The Subject Property is located a half-mile from Union Station, which provides local, regional, and interstate access via Metrorail, Metrobus, the D.C. Circulator, Amtrak, and numerous regional intercity busses. The Subject Property is also located in close proximity to multiple Metrobus lines, Capital Bikeshare stations, and permanent car-share parking spaces.
22. The Subject Property is located in the housing sub-district of the H Street Overlay, and the PUD complies with all of the Overlay's provisions, except subsections 1321.2 and 1326.2, as discussed in Findings of Fact Nos. 43-46 of this Order.
23. The Subject Property is designated in the mixed-use Moderate Density Commercial and Medium Density Residential land use categories on the District of Columbia Comprehensive Plan Future Land Use Map, and is designated in a Main Street Mixed Use Corridor on the District of Columbia Comprehensive Plan Generalized Policy Map. Rezoning the Subject Property to the HS-H/C-2-B District is not inconsistent with those designations.

The PUD Project

24. The Applicant proposes to construct a six-story, mixed-use, multiple-dwelling building with approximately 47,971 square feet of gross floor area (4.89 FAR). Approximately 15,411 square feet of gross floor area (1.57 FAR) and approximately 8,538 square feet of cellar floor area will be devoted to retail use on the cellar, first, and second levels. Approximately 32,560 square feet of gross floor area (3.32 FAR) and approximately 1,199 square feet of cellar floor area will be devoted to residential use in the cellar, fourth, fifth, and sixth levels, comprised of 28 residential units (plus or minus three units). The building will be constructed to a maximum height of 77'-5" to the top of the roof slab, and 83'-5" to the top of the six-foot parapet.
25. The primary residential entrance will be on the east side of the building along H Street, with retail entrances on H Street and at the corner of the building at the intersection of H and 5th Streets. Building materials will include cast stone with aluminum storefront windows on the first and second levels (retail use) and red brick with metal coping and a black metal cornice on the third through sixth levels (residential use).
26. The project will include five on-site parking spaces located at the rear of the Subject Property and accessed from the public alley. Of those, four spaces are compact in size and one space is handicap-accessible in compliance with the Building Code. One of the compact spaces will be dedicated to a car-share company and accessible 24 hours a day

to registered car-share members. The four remaining spaces will be secured by a roll-up garage door and reserved for residential tenants.

27. Residential loading facilities will include one 24-foot loading berth and one 100 square foot loading platform, located on the southeast corner of the Subject Property. Residential loading will be accessed from the public alley and available to trucks up to 24 feet in length only. A residential trash room will be located adjacent to the residential loading facilities on the east side of the site. Retail loading will occur in the existing loading zone on 5th Street. Retail trash will be stored in a separate loading/trash room located in the southwest corner of the building, with a door leading directly to 5th Street so that loading and trash activities will not come through the alley.
28. The building will achieve a sustainability rating in accordance with the newly adopted D.C. Green Building Code, one of the most progressive green codes in the nation. As shown on Sheet 6 of the Architectural Drawings, the PUD will achieve a LEED Gold-equivalent rating. The project will also comply with the green area ratio (“GAR”) requirements set forth in Chapter 34 of the Zoning Regulations by providing approximately 1,044 square feet of bioretention facilities and an approximately 3,813 square foot green roof.
29. The Applicant will set aside no less than eight percent of the building’s residential gross floor area for affordable dwelling units devoted to households earning up to 50% of the area medium income (“AMI”) (approximately three units). This subsidy level is steeper than the subsidy required by the Inclusionary Zoning (“IZ”) regulations for the C-2-B District, which require 100% of the IZ units to be set aside for households earning up to 80% of the AMI. The subsidy is also steeper than the subsidy required for the existing C-2-A District, which requires that half of the gross floor area devoted to IZ units be set aside for households earning up to 50% of the AMI, and half of the gross floor area devoted to IZ units be set aside for households earning up to 80% of the AMI. The three IZ units will include one studio at 618 square feet, one 1-bedroom unit at 757 square feet, and one 2-bedroom unit at 921 square feet. The 2-bedroom unit is shown on the Plans (Exhibit 33) as a 1-bedroom plus den unit, but will be converted to a 2-bedroom unit by interior redesign such that each bedroom has its own window.

Existing and Proposed Zoning

30. The PUD Site is located in the HS-H/C-2-A District. The C-2 Districts are divided into C-2-A, C-2-B, and C-2-C Districts. 11 DCMR § 720.1. The C-2-A Districts are designed to provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District of Columbia outside the central core. 11 DCMR § 720.2. The C-2-A Districts are located in low and medium density residential areas with access to main highways or rapid transit stops, and include office employment centers, shopping centers, and medium-bulk mixed use centers. 11 DCMR § 720.3. The C-2-A District includes the following development requirements:

- a. A maximum matter-of-right height of 50 feet with no limit on the number of stories (11 DCMR § 770.1), and a maximum height of 65 feet as a PUD (11 DCMR § 2405.1);
- b. A maximum matter-of-right density of 2.5 FAR and 3.0 FAR utilizing the IZ bonus, all of which may be devoted to residential use, but not more than 1.5 FAR of which may be devoted to non-residential uses (11 DCMR § 771.2), a maximum density of 3.0 FAR under the PUD requirements, all of which may be devoted to residential use, but not more than 2.0 FAR of which may be devoted to non-residential uses (11 DCMR § 2405.2); and a maximum non-residential density of 0.5 FAR pursuant to the H Street Overlay regulations (11 DCMR §1321.2);
- c. A maximum lot occupancy for a building or portion of building devoted to residential use of 60 percent, and 75 percent for a project subject to IZ (11 DCMR §§ 772.1 and 2604.2);
- d. A minimum rear yard depth of 15 feet (11 DCMR § 774.1);
- e. If provided, a side yard width of at least two inches per foot of building height, but not less than six feet (11 DCMR § 775.5);
- f. If provided for a building or portion of building devoted to residential uses, at any elevation in the court, a minimum court width of four inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 15 feet (11 DCMR § 776.3), and in the case of a closed court, a minimum area of at least twice the square of the width of court based upon the height of court, but not less than 350 square feet (11 DCMR § 776.4);
- g. If provided for a building or portion of building devoted to non-residential uses, at any elevation in the court, a minimum court width of three inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 12 feet, and in the case of a closed court, a minimum area of at least twice the square of the width of court based upon the height of court, but not less than 250 square feet (11 DCMR § 776);
- h. For an apartment house, one off-street parking space for each two dwelling units, and for a retail establishment in excess of 3,000 square feet, one parking space for each additional 300 square feet of gross floor area and cellar floor area (11 DCMR § 2101.1); and
- i. For an apartment house or multiple dwelling with 50 or more dwelling units, one loading berth at 55 feet deep, one loading platform at 200 square feet, and one service/delivery space at 20 feet deep; and for a retail establishment with 5,000 to 20,000 square feet of gross floor area and cellar floor area, one loading berth at 30 feet deep and one loading platform at 100 square feet (11 DCMR § 2201.1).

31. The Subject Property is located within the Residential Sub-area of the H Street Overlay, which includes the following applicable design requirements:

- a. Buildings shall be designed and built so that not less than 75% of the streetwall(s) to a height of not less than 25 feet shall be constructed to the property line abutting the street right-of-way. Buildings on corner lots shall be constructed to both property lines abutting public streets (11 DCMR § 1324.2);
- b. In C-2 Districts within the HS Overlay District, a 70 percent residential lot occupancy shall be permitted (11 DCMR § 1324.4);
- c. Each commercial use with frontage on H Street, N.E., Florida Avenue, N.E., Maryland Avenue, N.E., 13th Street, N.E., 14th Street, N.E., or 15th Street, N.E. shall devote not less than fifty percent (50%) of the surface area of the streetwall(s) at the ground level of each building to display windows having clear or clear/low-emissivity glass, except for decorative or architectural accent, and to entrances to commercial uses or to the building (11 DCMR § 1324.8);
- d. Security grilles shall have no less than seventy percent (70%) transparency (11 DCMR § 1324.9);
- e. Each commercial use with frontage on H Street, N.E shall have an individual public entrance directly accessible from the public sidewalk. Multiple-dwellings shall have at least one primary entrance on H Street directly accessible from the sidewalk (11 DCMR § 1324.10);
- f. Buildings shall be designed so as not to preclude an entrance every 40 feet on average, for the linear frontage of the building, excluding vehicular entrances, but including entrances to ground floor uses and the main lobby (11 DCMR § 1324.11);
- g. The ground floor level of each new building or building addition that fronts on H Street shall have a uniform minimum clear floor-to-ceiling height of 14 feet 11 DCMR § 1324.12);
- h. Buildings subject to § 1324.12 shall be permitted an additional 5 feet (5 ft.) of building height over that permitted in the underlying zone (11 DCMR § 1324.13);
- i. Projection signs shall have a minimum clearance of eight feet (8 ft.) above a sidewalk and fourteen feet (14 ft.) above a driveway, project no more than three feet, six inches (3 ft., 6 in.) from the face of the building, and end a minimum of one foot (1 ft.) behind the curbline or extension of the curbline (11 DCMR § 1324.14);
- j. Façade panel signs shall not be placed so as to interrupt windows or doors and shall project no more than twelve inches (12 in.) from the face of the building (11 DCMR § 1324.15); and

- k. Roof signs are prohibited (11 DCMR § 1324.16).
32. For PUDs in the H Street Overlay, the minimum area included within the proposed PUD, including the area of public streets or alleys proposed to be closed, shall be 10,000 square feet (11 DCMR § 1326.2).
33. The Applicant is requesting a map amendment to rezone the Subject Property from the HS-H/C-2-A District to the HS-H/C-2-B District. The C-2-B District includes the following development requirements:
- a. A maximum matter-of-right height of 65 feet with no limit on the number of stories (11 DCMR §770.1), and a maximum height of 90 feet as a PUD (11 DCMR § 2405.1);
 - b. A maximum matter-of-right density of 3.5 FAR and 4.2 FAR utilizing the IZ bonus, all of which may be devoted to residential use, but not more than 1.5 FAR of which may be devoted to non-residential uses (11 DCMR § 771.2); a maximum density of 6.0 FAR under the PUD requirements, all of which may be devoted to residential use, but not more than 2.0 FAR of which may be devoted to non-residential uses (11 DCMR § 2405.2); and a maximum non-residential density of 0.5 FAR pursuant to the H Street Overlay regulations (11 DCMR §1321.2);
 - c. A maximum lot occupancy for a building or portion of building devoted to residential use of 80 percent, and 80 percent for a project subject to IZ (11 DCMR §§ 772.1 and 2604.2);
 - d. A minimum rear yard depth of 15 feet (11 DCMR § 774.1);
 - e. If provided, a side yard width of at least two wide per foot of building height, but not less than six feet (11 DCMR § 775.5);
 - f. If provided for a building or portion of building devoted to residential uses, at any elevation in the court, a minimum court width of four inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 15 feet (11 DCMR § 776.3), and in the case of a closed court, a minimum area of at least twice the square of the width of court based upon the height of court, but not less than 350 square feet (11 DCMR § 776.4);
 - g. If provided for a building or portion of building devoted to non-residential uses, at any elevation in the court, a minimum court width of three inches per foot of height, measured from the lowest level of the court to that elevation, but not less than 12 feet, and in the case of a closed court, a minimum area of at least twice the square of the width of court based upon the height of court, but not less than 250 square feet (11 DCMR 776);

- h. For an apartment house, one off-street parking space for each three dwelling units; for a retail establishment in excess of 3,000 square feet, one parking space for each additional 750 square feet of gross floor area (11 DCMR § 2101.1);
 - i. For an apartment house or multiple dwelling with 50 or more dwelling units, one loading berth at 55 feet deep, one loading platform at 200 square feet, and one service/delivery space at 20 feet deep; for a retail establishment with 5,000 to 20,000 square feet of gross floor area and cellar floor area, one loading berth at 30 feet deep and one loading platform at 100 square feet (11 DCMR § 2201.1).
34. Consistent with the HS-H/C-2-B development parameters, the Applicant will develop the Subject Property with a mix of residential and retail uses. A tabulation of the PUD's development data is included on page 4 of the Plans (Exhibit 33).

Development Incentives and Flexibility

35. The Applicant requested the following areas of flexibility from the Zoning Regulations:
36. ***Flexibility from the Parking Space Number and Size Requirements.*** Subsection 2101.1 of the Zoning Regulations requires one parking space for each three dwelling units (residential requirement), and one parking space for each 750 square feet of retail gross floor area in excess of 3,000 square feet of retail gross floor area (retail requirement). Subsection 2115.2 of the Zoning Regulations permits parking garages containing 25 or more required parking spaces to designate up to 40 percent of those parking spaces for compact cars.
37. The project will include a 28 dwelling units (plus or minus 3 units) and approximately 15,411 square feet of retail gross floor area, and is therefore required to provide 26 parking spaces (nine spaces for residential use and 17 spaces for retail use), all of which must be standard-sized spaces. However, as shown on the Plans, the Applicant is seeking flexibility to provide five parking spaces at the rear of the Subject Property, four of which will be compact in size, and one of which will be handicap-accessible in compliance with the size requirements of the Building Code. The 25-parking space threshold established by subsection 2115.2 to provide compact parking spaces is also not met, thus requiring flexibility.
38. As indicated in the Applicant's transportation report, prepared by Gorove/Slade Associates (Exhibit 26C), and as confirmed by DDOT in its report (Exhibit 28), the proposed number and size of parking spaces is sufficient to meet the anticipated vehicle parking demand for the building, given the Subject Property's convenient access to multiple alternative transportation options and its location in a walkable, mixed-use neighborhood. The Subject Property is located approximately 0.7 miles (a 14 minute walk) from Union Station, which provides local, regional, and interstate access via Metrorail, Metrobus, the D.C. Circulator Bus, Amtrak, intracity buses, and Capital Bikeshare. The Subject Property is located within 0.2 miles of nine Metrobus lines; within 0.3 miles of three Capital Bikeshare stations and eight permanent car-share

spaces; and is deemed "Very Walkable" by walkscore.com, due to its flat topography and close proximity to nearby grocery stores, restaurants and bars, coffee shops, parks, and entertainment venues. Moreover, the public good will be served by a high quality infill development project in the H Street neighborhood, which the District is seeking to revitalize and reintegrate through public and private investment.

39. The PUD is also consistent with the Comprehensive Plan's goals of investing in transit-oriented development, improving pedestrian facilities, and transforming key District arterials into multi-modal corridors that incorporate and balance a variety of mode choices, including bus or streetcar, bicycle, pedestrian, and automobile. The project will provide on-site bicycle parking and provide a number of TDM measures, as listed in Decision No. B.4.c of this Order. Together, these measures and the ample alternative transportation options in the neighborhood will help further the Comprehensive Plan's goals of connecting District neighborhoods by creating more direct connections between the various transit modes and managing the automobile capacity of principle arterials.
40. ***Flexibility from the Rear Yard Requirements.*** Pursuant to subsection 774.1 of the Zoning Regulations, the Applicant is required to provide a 15 foot rear yard. However, the Applicant is seeking flexibility to provide a rear yard that is approximately six feet wide for the first 20 feet of building height, measured to the center of the 12.17-foot-wide public alley, as permitted by subsection 774.7. For the building's height between 20 feet and 35 feet, 3 inches, there is no rear yard. For the building height above 35 feet, 3 inches, the Subject Property has a 13 foot, 10 inch deep rear yard.
41. The Applicant cannot provide a 15 foot rear yard because doing so would eliminate the southern portion of the building dedicated to parking, loading, and trash facilities, or else push this area into the main footprint of the building and eliminate retail space. There will be sufficient open space between the rear of the proposed building and the property to the south of the Subject Property, due to the existence of the 12-foot wide public alley and the proposed building's setback on the upper floors. Moreover, even though the project does not include a compliant rear yard depth, the volume of open space provided over the parking and loading facilities and within the property line is significant, such that adequate light and air will be provided to building residents.
42. ***Flexibility from the Loading Requirements.*** Subsection 2201.1 requires that the PUD include one 30 foot loading berth and one 100 square foot loading platform for the proposed retail uses. Residential loading is not required for an apartment house with fewer than 50 units. The Applicant proposes to provide one 24-foot loading berth for residential uses at the rear of the Subject Property (plus the required 100 square foot loading platform), and to provide all retail loading from 5th Street in the existing loading zone that can accommodate two 24-foot trucks. Residential loading will be limited to 24-foot long trucks, which can access the on-site loading facilities through front-in and front-out maneuvers. Retail deliveries will be loaded into the building through a door on the west façade that leads directly into the retail loading/trash room. This proposed loading configuration will adequately meet residential and retail loading demands for the

site and will not cause any adverse impacts on the surrounding streets or pedestrian network.

43. ***Flexibility from subsection 1321.2 of the H Street Overlay District.*** Subsection 1321.2 of the Zoning Regulations provides that the density for new construction in the HS-H sub-district may not exceed 0.5 FAR for non-residential uses. In this case, the Applicant proposes to provide 1.57 FAR of non-residential uses. Pursuant to subsection 1304.1, exceptions from the requirements of the Neighborhood Commercial Overlay Districts ("NC Overlay"), including the HS-H Overlay, may be approved by the Board of Zoning Adjustment ("BZA") subject to the requirements listed in subsection 1304.1. Pursuant to subsections 2405.7 and 2405.8, the Zoning Commission may approve any use that is permitted as a special exception and that would otherwise require approval of the BZA.
44. The Commission is not required to apply the special exception standards of subsection 1304.1. However, the project complies with these standards as follows: (i) the project will substantially advance the purposes of the NC Overlay and the HS-H Overlay and will not adversely affect neighboring property or be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, since the building will establish ground floor retail and residential uses that will increase pedestrian safety and enliven the street; (ii) exceptional circumstances exist that justify the waiver because the PUD will remove the existing one-story office building that detracts from the District's intent to promote new retail and residential uses in this area and because a strong retail base will further the resurgence on this portion of H Street; and (iii) vehicular access and egress are located and designed to minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions, since the proposed parking spaces will adequately accommodate parking demand and all loading is designed to minimize conflict and function effectively and efficiently for both residential and retail purposes.
45. ***Flexibility from subsection 1326.2 of the H Street Overlay District.*** Subsection 1326.2 of the Zoning Regulations provides that the minimum area included within a PUD shall be 10,000 square feet. In this case, the Subject Property has a land area of approximately 9,813 square feet, and thus requires flexibility for approximately 187 square feet. Flexibility is appropriate because the Subject Property is located in the H Street Northeast Overlay Housing Sub-District, which has a stated purpose of encouraging housing (see 11 DCMR §§ 1320.1 and 1321.1). Presently, 100 percent of the existing building on the Subject Property is devoted to commercial office use, with no housing or ground floor retail. In order to redevelop the Subject Property with a mix of desired uses, including significant new housing, including affordable housing, flexibility is needed. Moreover, the requested relief in this case is de minimis (less than two percent).
46. At the public hearing, the Applicant also requested flexibility to reduce the height of the building by up to three feet, since the Applicant had not yet determined the exact floor-to-ceiling heights in the three retail levels.

47. The Applicant requests flexibility in the following additional areas:

- a. To be able to provide a range in the number of residential units of plus or minus three units from the 28 units depicted in the Plans;
- b. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, elevators, and toilet rooms, provided that the variations do not change the exterior configuration of the structure;
- c. To vary the final selection of the exterior materials within the color ranges and material types as proposed, as shown on pages 20, 21, 23, and 24 of the Plans (Exhibit 33), based on availability at the time of construction without reducing the quality of the materials; and to make minor refinements to exterior details, locations, and dimensions, including curtainwall mullions and spandrels, window frames, doorways, glass types, belt courses, sills, bases, cornices, railings and trim; and any other changes to comply with all applicable District of Columbia laws and regulations that are otherwise necessary to obtain a final building permit;
- d. To vary the sustainable design features of the building, provided the total number of LEED points achievable for the project does not decrease below the LEED Gold equivalent rating under the LEED 2009 for New Construction and Major Renovations rating standards;
- e. For the retail area at grade level, the flexibility to vary the location and design of the ground floor components of the building in order to comply with any applicable District of Columbia laws and regulations or needs of a proposed retail tenant; and
- f. To vary the final selection of all exterior signage on the building.

Project Benefits and Amenities

48. Urban Design, Architecture, and Open Space (11 DCMR § 2403.9(a))

- a. The project implements a number of urban design and architectural best practices that will assist in the further development of H Street, NE into a major mixed-use corridor with high-quality architecture, affordable residential units for a diverse population, and neighborhood-serving retail and service establishments. The project incorporates high-quality architecture and visually-interesting and articulated building facades that will improve the visual nature of the surrounding block. The building also features high-quality materials, including cast stone with aluminum storefront windows on the first and second levels (retail use) and red brick with metal coping and a black metal cornice on the third through sixth levels (residential use). As requested by ANC 6C, the building includes at-risk windows on the east façade.

- b. The project includes streetscape improvements, including short-term bicycle racks for a minimum of 12 bicycles, benches, and street trees, that will enhance the pedestrian-friendly nature of the site's H Street location. Large street-facing windows on the building's north and west facades will enhance the urban retail presence and help create a safe, vibrant, and multi-modal neighborhood. Furthermore, the Applicant will restore the public alley to the rear (south) of the Subject Property, for a length of 157'-10" and a width of 12 feet.

49. Housing and Affordable Housing (11 DCMR § 2403.9(f))

- c. In addition to furthering the general housing objectives and policies of the Zoning Regulations and the Comprehensive Plan, the project will help satisfy the growing demand for housing in this rapidly changing neighborhood. The project will replace the Subject Property's existing non-residential uses with a new building that will contain approximately 28 residential units, amounting to approximately 32,560 square feet of gross floor area devoted to residential use. Significantly, the Applicant will set aside no less than eight percent of the building's residential gross floor area for affordable dwelling units devoted to households earning up to 50% of the area medium income ("AMI"). Based on the expected size and mix of the units in the project, eight percent will result in approximately three IZ units, or approximately 2,296 square feet of gross floor area.
- d. The proposed subsidy level is steeper than the subsidy required by the IZ regulations for the C-2-B District, which require 100% of the IZ units to be set aside for households earning up to 80% of the AMI. In the existing C-2-A District, the IZ regulations require that half of the gross floor area devoted to IZ units be set aside for households earning up to 50% of the AMI, and half of the gross floor area devoted to IZ units be set aside for households earning up to 80% of the AMI.

50. Environmental Benefits (11 DCMR § 2403.9(h))

- e. The Applicant will provide a high-quality new development in the District of Columbia that is sensitive to the natural environment. The Applicant will implement a number of strategies to enhance the inherently sustainable nature of the Subject Property's location and to promote a healthy, desirable, and comfortable lifestyle that will benefit the project's residents and minimize the building's impact on the environment. The proposed development includes landscaping, a green roof, energy efficient appliances, methods to reduce stormwater runoff, and green engineering practices.
- f. Although the Applicant is not seeking LEED-certification for the building, the project will meet a LEED Gold equivalent rating and will be designed to meet rigorous energy and environmental design standards using the LEED 2009 for New Construction and Major Renovations rating system as a guide and performance metric.

51. Transportation Benefits (11 DCMR §2403.9(c))

- g. The proposed development includes five on-site parking spaces, one of which will be dedicated to a car-share company and accessible 24 hours a day to registered car-share members. The project will also implement significant transportation demand management ("TDM") measures, including the following:
 - i. Resident Transportation Coordinator ("RTC"): The Applicant's site management will designate one employee as the RTC. Among this person's duties will be to provide information to residents, particularly incoming residents, regarding transit opportunities and schedules, as well as the location of Capital Bikeshare stations within the area and bicycle parking within the building. The RTC will generally encourage non-private automobile usage and will have related information prominently displayed in the residential lobby.
 - ii. Digital Multimedia Display: The Applicant will install a digital multimodal display known as a "TransitScreen" in the residential lobby that provides schedule information of Metrobus, Metrorail, and locations of Capital Bikeshare stations and car-share locations, among other transportation-related information.
 - iii. Bicycle Usage Program: The Applicant will provide a bicycle storage room in a secure, convenient location that will be accessible to residents at all times and can accommodate up to 24 bicycle parking spaces. The Applicant will provide a one-time Capital Bikeshare annual membership fee for each initial residential tenant of the building.
 - iv. Car Sharing: The Applicant will provide a one-time car sharing membership (totaling \$85.00) to each initial residential tenant of the building.
 - v. Transit Subsidy: The Applicant will provide a one-time \$100.00 SmarTrip card to each initial residential tenant of the building.
 - vi. Residential Parking Permit ("RPP") Program Exclusion: The Applicant will prevent residential tenants of the building from obtaining RPPs by (i) placing a clause in emphasized type in all residential leases that prohibits residents from applying for or obtaining RPPs upon pain of mandatory lease termination to the full extent permitted by law; (ii) ensuring that DDOT removes the Subject Property from the list of properties eligible for RPP, or if it is not on the list, classifying it as ineligible for RPP; (iii) should the Applicant offer any units for sale, adding a covenant that runs with the land prohibiting residents from applying for or obtaining RPPs;

and (iv) executing a covenant that runs with the land that generally embodies the aforementioned RPP restrictions.

- vii. Unlawful Parking/Stopping: The Applicant will place a provision in the leases for all commercial tenants requiring them to actively discourage visitors to their establishment from unlawfully stopping or parking automobiles in front of the Subject Property or elsewhere in the neighborhood in connection with visits to the establishment.

52. First Source Employment Agreement (11 DCMR § 2403.9(j))

- h. Expanding employment opportunities for residents and local businesses is a priority of the Applicant. Therefore, the Applicant will enter into a First Source Employment Agreement with the Department of Employment Services ("DOES") whereby the Applicant will use DOES as its first source for recruitment, referral, and placement of new hires for construction employees whose jobs are created by the PUD.

53. Uses of Special Value to the Neighborhood and the District of Columbia as a Whole (11 DCMR § 2403.9(I))

- i. The Applicant will donate \$30,000 to Ludlow-Taylor Elementary School for the purchase of new playground equipment. The Applicant will also donate an additional \$75,000 to Ludlow-Taylor Elementary School to be used to enliven the Rosa Simon Multipurpose Room by (i) purchasing new curtains, stage and utility lighting, sound system equipment, storage cabinets, folding chairs, and a room divider; (ii) purchasing and installing a new cafeteria floor; and (iii) painting the interior of the cafeteria. See Exhibit ____.

- 54. The Commission finds that the benefits and amenities package is commensurate with the level of flexibility requested.

Comprehensive Plan

- 55. The Commission finds that the PUD advances the purposes of the Comprehensive Plan, is consistent with the Future Land Use Map and Generalized Policy Map, complies with the guiding principles in the Comprehensive Plan, and furthers a number of the major elements of the Comprehensive Plan. The PUD significantly advances these purposes by promoting the social, physical and economic development of the city through the provision of a high-quality, environmentally-friendly, mixed-use development project that will add approximately 28 new residential units to the District and approximately 23,949 square feet of gross and cellar floor area devoted to new retail uses, without generating any adverse impacts

- 56. The Future Land Use Map of the Comprehensive Plan designates the Subject Property for mixed-use Medium Density Residential and Moderate Density Commercial uses.

The Medium Density Residential designation is used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. The R-5-B and R-5-C Zone districts are generally consistent with the Medium Density designation, although other zones may apply in some locations. 10A DCMR § 225.5.

57. The Moderate Density Commercial designation is used to define shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A, C-2-B, and C-3-A, although other districts may apply.
58. The proposed rezoning of the Subject Property from the HS-H/C-2-A District to the HS-H/C-2-B District is fully consistent with the Comprehensive Plan designations. The proposed C-2-B zoning classification is specifically identified as a Moderate Density Commercial zone district. One of the primary purposes of the C-2-B District is to provide commercial and residential functions within a single building, which is also consistent with the stated principle of the Subject Property's mixed-use designation. The Subject Property is also located along a major transportation corridor and is in close proximity to Union Station. Given the District's stated policy of channeling new residential growth into areas near transit stations and along bus routes, the proposed project and map amendment are consistent with the Comprehensive Plan's designation.
59. The District of Columbia Comprehensive Plan Generalized Policy Map designates the Subject Property as a Main Street Mixed Use Corridor. Main Street Mixed Use Corridors are traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. 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. 10A DCMR § 223.14. Consistent with the purposes of the Main Street Mixed Use Corridor designation, the project includes both residential and retail uses, which will help to further economic and housing opportunities and serve neighborhood needs. The existing one-story commercial office development is not consistent with these objectives.
60. The PUD is also consistent with The Comprehensive Plan's guiding principal of managing growth and change since the Applicant will redevelop the Subject Property

into a vibrant mixed-use development with approximately 28 residential units and approximately 23,949 square feet of gross and cellar floor area devoted to new retail uses, which will further the revitalization of the neighborhood. The proposed retail uses will create new neighborhood-serving jobs for District residents, provide opportunities for less-affluent households to increase their income, and help to reinvigorate the existing neighborhood fabric. The Applicant's proposal to develop a significant amount of residential and retail use is consistent with the Comprehensive Plan's acknowledgement that the growth of both residential non-nonresidential uses is critical. The project will also help connect the Subject Property to the rest of the neighborhood and the overall urban fabric by developing a vibrant mixed-use development on H Street, N.E. that will draw people from the surrounding community. Furthermore, the project will help attract a diverse population with the inclusion of a mix of residential unit sizes for households of different incomes. 10A DCMR §§ 217.2 and 217.3.

61. The PUD also furthers the objectives and policies of many of the Comprehensive Plan's major elements, as set forth in the Applicant's Statement in Support (Exhibit 4) and in the OP reports (Exhibits 12 and 27).

Office of Planning Report

62. On September 19, 2014, (Exhibit 12) OP submitted a report recommending set down of the applications. The OP report stated that OP supports the applications, that the project is not inconsistent with the Future Land Use and Generalized Policy Maps, and that the project would further objectives of the Land Use, Transportation, Housing, Economic Development, Urban Design and Capitol Hill elements and their related policies. In its report, OP requested the following information from the Applicant: (i) additional architectural detail and perspectives of the project's relationship with existing development including street level views, (ii) discussion of the parking, its impacts on the surrounding neighborhood and the building's inclusion/exclusion in DDOT's RPP program, and (iii) a refined amenities package commensurate with the requested flexibility. The Applicant subsequently provided this information to OP's satisfaction.
63. On May 4, 2015, OP submitted a second report recommending approval of the applications (Exhibit 27). This report restated that the PUD is not inconsistent with the Comprehensive Plan's Future Land Use or Generalized Policy Maps, and asserted that the benefits and amenities are commensurate with the level of relief requested.

DDOT Report

64. On May 4, 2015, DDOT submitted a report (Exhibit 28) indicating that it has no objection to the PUD, provided that (i) the Applicant adhere to the commitments for a TDM plan as proposed in the Applicant's supplemental filing and as stated on page 8 of the DDOT Report, and (ii) provide at least six additional short-term bicycle parking spaces on H or 5th Streets. The agreed-to TDM measures are set forth in Decision No. B.4.c of this Order.

ANC 6C Report

65. By letter dated April 15, 2015 (Exhibit 25), ANC 6C indicated that at its duly noticed, regularly scheduled public meeting on April 8, 2015, at which a quorum was present, ANC 6C voted unanimously to support the project. By letter dated May 13, 2015 (Exhibit 30), ANC 6C noted that at its duly noticed, regularly scheduled public meeting on May 13, 2015, ANC 6C voted unanimously to designate Commission Christopher Miller as the representative of ANC 6C on all matters pertaining to Zoning Commission Case No. 14-14.

Post-Hearing Submission

66. On November 24, 2014, the Applicant filed a post-hearing submission (Exhibit ____). The post-hearing submission included (i) a drawing showing where the public alley at the rear of the Subject Property would be restored, and (ii) an executed MOU with ANC 6C.

CONCLUSIONS OF LAW

1. Pursuant to the Zoning Regulations, the PUD process is designed to encourage high quality development that provides public benefits. 11 DCMR § 2400.1. The overall goal of the PUD process is to permit flexibility of development and other incentives, provided that the PUD project "offers a commendable number or quality of public benefits, and that it protects and advances the public health, safety, welfare, and convenience." 11 DCMR § 2400.2.
2. Under the PUD process of the Zoning Regulations, the Commission has the authority to consider this application as a consolidated PUD. The Commission may impose development conditions, guidelines, and standards which may exceed or be less than the matter-of-right standards identified for height, FAR, lot occupancy, parking and loading, or for yards and courts. The Commission may also approve uses that are permitted as special exceptions and would otherwise require approval by the Board of Zoning Adjustment.
3. Development of the property included in this application carries out the purposes of Chapter 24 of the Zoning Regulations to encourage the development of well-planned developments which will offer a variety of building types with more attractive and efficient overall planning and design, not achievable under matter-of-right development.
4. The PUD does not meet the minimum area requirements of subsections 1326.2 or 2401.1 of the Zoning Regulations, but the Commission grants the flexibility requested from these sections.
5. The PUD, as approved by the Commission, complies with the applicable height, bulk and density standards of the Zoning Regulations. The mixed uses for this project are appropriate for the Subject Property. The impact of the project on the surrounding area is not unacceptable. Accordingly, the project should be approved.

6. The applications can be approved with conditions to ensure that any potential adverse effects on the surrounding area from the development will be mitigated.
7. The Applicant's request for flexibility from the Zoning Regulations is consistent with the Comprehensive Plan. Moreover, the project's benefits and amenities are reasonable tradeoffs for the requested development flexibility.
8. Approval of the PUD is appropriate because the proposed development is consistent with the present character of the area and is not inconsistent with the Comprehensive Plan. In addition, the proposed development will promote the orderly development of the PUD Site in conformity with the entirety of the District of Columbia zone plan as embodied in the Zoning Regulations and Map of the District of Columbia.
9. The Commission is required under § 5 of the Office of Zoning Independence Act of 1990, effective September 20, 1990 (D.C. Law 8-163; D.C. Official Code § 6-623.04 (2001)), to give great weight to OP recommendations. The Commission carefully considered the OP report and, as explained in this decision, finds its recommendation to grant the applications persuasive.
10. The Commission is required under § 13(d) of the Advisory Neighborhood Commissions Act of 1975, effective March 26, 1976 (D.C. Law 1-21; D.C. Official Code § 1-309.10(d)) to give great weight to the issues and concerns raised in the written report of the affected ANC. The Commission carefully considered ANC 6C's recommendation for approval and concurs in its recommendation.
11. The application for a PUD is subject to compliance with D.C. Law 2-38, the Human Rights Act of 1977, effective December 13, 1977 (D.C. Law 2-38; D.C. Official Code § 2-1401 et seq. (2007 Repl.)).

DECISION

In consideration of the Findings of Fact and Conclusions of Law contained in this Order, the Zoning Commission for the District of Columbia **ORDERS APPROVAL** of the applications for consolidated review of a PUD and related zoning map amendment from the HS-H/C-2-A District to the HS-H/C-2-B District, for property located at 501 H Street, N.E. (Square 833, Lot 47). For the purposes of these conditions, the term "Applicant" means the person or entity then holding title to the PUD Site. If there is more than one owner, the obligations under this Order shall be joint and several. If a person or entity no longer holds title to the PUD Site, that party shall have no further obligations under this Order; however, that party remains liable for any violation of these conditions that occurred while an Owner. The approval of this PUD is subject to the guidelines, conditions, and standards set forth below.

A. Project Development

1. The PUD shall be developed in accordance with the architectural plans and elevations (the "Plans"), dated May 14, 2015 (Exhibit 33) and _____ (Exhibit __), and as modified by the guidelines, conditions and standards of this Order.
2. In accordance with the Plans, the PUD shall be a six-story, mixed-use, multiple-dwelling building with approximately 47,971 square feet of gross floor area and 4.89 FAR. Approximately 15,411 square feet of gross floor area (1.57 FAR) and approximately 8,538 square feet of cellar floor area shall be devoted to retail use on the cellar, first, and second levels. Approximately 32,560 square feet of gross floor area (3.32 FAR) and approximately 1,199 square feet of cellar floor area shall be devoted to residential use in the cellar, fourth, fifth, and sixth levels, comprised of 28 residential units (plus or minus three units). The building shall be constructed to a maximum height of 77'-5" to the top of the roof slab, and 83'-5" to the top of the six-foot parapet.
3. The Applicant shall set aside no less than eight percent of the building's residential gross floor area for affordable dwelling units devoted to households earning up to 50% of the AMI (approximately three units), as shown on Sheet 17 of the Plans (Exhibit 33). The IZ units will include one studio at 618 square feet, one 1-bedroom unit at 757 square feet, and one 2-bedroom unit at 921 square feet. The 2-bedroom unit is shown on the Plans as a 1-bedroom plus den unit, but will be converted to a 2-bedroom unit by interior redesign such that each bedroom has its own window.
4. The Applicant is granted flexibility from the parking space number and size requirements (§§ 2101.1 and 2115.2); the rear yard requirements (§ 774.1); the loading requirements (§ 2201.1); the maximum non-residential density requirements of the H Street Overlay (§ 1321.2); and the minimum PUD lot area requirements of the H Street Overlay (§ 1326.2) consistent with the Plans (Exhibit 33) and as discussed in the Development Incentives and Flexibility section of this Order.
5. The Applicant shall also have flexibility with the design of the PUD in the following areas:
 - a. To be able to reduce the height of the building by up to three feet;
 - b. To be able to provide a range in the number of residential units of plus or minus three units from the 28 units depicted in the Plans;
 - c. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, elevators, and toilet rooms, provided that the variations do not change the exterior configuration of the structure
 - d. To vary the final selection of the exterior materials within the color ranges and material types as proposed, as shown on pages 20, 21, 23, and 24 of the Plans (Exhibit 33), based on availability at the time of construction without reducing the quality of the materials; and to make minor refinements to exterior details, locations, and dimensions, including curtainwall mullions and spandrels, window

frames, doorways, glass types, belt courses, sills, bases, cornices, railings and trim; and any other changes to comply with all applicable District of Columbia laws and regulations that are otherwise necessary to obtain a final building permit;

- e. To vary the sustainable design features of the building, provided the total number of LEED points achievable for the project does not decrease below the LEED Gold equivalent rating under the LEED 2009 for New Construction and Major Renovations rating standards;
- f. For the retail area at grade level, the flexibility to vary the location and design of the ground floor components of the building in order to comply with any applicable District of Columbia laws and regulations or needs of a proposed retail tenant; and
- g. To vary the final selection of all exterior signage on the building.

B. Public Benefits

1. Urban Design, Architecture, and Open Space (11 DCMR § 2403.9(a))

- a. The project shall be developed in accordance with the architectural plans and elevations (the “Plans”), dated May 14, 2015 (Exhibit 33), as modified by the alley plan, dated June 4, 2015 (Exhibit ___), and as modified by the guidelines, conditions and standards of this Order.
- b. In accordance with the Plans, the PUD shall be a mixed-used project consisting of approximately 47,971 square feet of gross floor area, with approximately 32,560 square feet of gross floor area devoted to residential use and approximately 15,411 square feet of gross floor area devoted to retail use.
- c. In accordance with the Plans, the building shall incorporate cast stone with aluminum storefront windows on the first and second levels, and red brick with metal coping and a black metal cornice on the third through sixth levels. As shown on the Plans, the building shall include at-risk windows on the east façade.
- d. In accordance with the Plans, the project shall include short-term bicycle racks for a minimum of 12 bicycles, benches, and planters in the public space in front of the building.
- e. In accordance with the alley plan (Exhibit ___), and prior to the issuance of a certificate of occupancy for the building, the Applicant shall restore the public alley to the rear (south) of the Subject Property, for a length of 157'-10" and a width of 12 feet.

2. Housing and Affordable Housing (11 DCMR § 2403.9(f))

- a. The project shall be developed in accordance with the architectural plans and elevations (the “Plans”), dated May 14, 2015 (Exhibit 33), as modified by the alley plan, dated June 4, 2015 (Exhibit __), and as modified by the guidelines, conditions and standards of this Order.
- b. For the life of the project, a minimum of eight percent of the total residential gross floor area shall be dedicated as affordable housing consistent with Chapter 26 of the Zoning Regulations. The affordable units shall be distributed vertically and horizontally throughout the residential portion of the building and shall not be overly concentrated on any floor of the project. The building shall not have any IZ units on the top story. The proposed size and location of the IZ units are shown on page 17 of the Plans (Exhibit 33). All of the IZ units shall be devoted to households earning up to 50% of the AMI.

3. Environmental Benefits (11 DCMR § 2403.9(h))

- a. The project shall be developed in accordance with the architectural plans and elevations (the “Plans”), dated May 14, 2015 (Exhibit 33), as modified by the alley plan, dated June 4, 2015 (Exhibit __), and as modified by the guidelines, conditions and standards of this Order.
- b. The building shall be designed to include no fewer than the minimum number of points necessary to be the equivalent of a LEED Gold designation, as shown on the theoretical LEED score sheet submitted with the Plans dated May 14, 2014.

4. Transportation Benefits (11 DCMR §2403.9(c))

- a. The project shall be developed in accordance with the architectural plans and elevations (the “Plans”), dated May 14, 2015 (Exhibit 33), as modified by the alley plan, dated June 4, 2015 (Exhibit __), and as modified by the guidelines, conditions and standards of this Order.
- b. Prior to the issuance of a certificate of occupancy for the building, the Applicant shall designate one of the secure on-site vehicle parking spaces to a car-share company, and shall make that space accessible 24-hours a day to registered car-share members.
- c. For the life of the project, the Applicant shall implement the following TDM measures:
 - i. Resident Transportation Coordinator (“RTC”): Prior to the issuance of a certificate of occupancy for the building, the Applicant shall designate one employee as the RTC. Among this person’s duties will be to provide information to residents, particularly incoming residents, regarding transit opportunities and schedules, as well as the location of Capital Bikeshare stations within the area and bicycle parking within the building.

- ii. Digital Multimedia Display: Prior to the issuance of a certificate of occupancy for the building, the Applicant shall install a digital multimodal display known as a “TransitScreen” in the residential lobby that provides schedule information of Metrobus, Metrorail, and locations of Capital Bikeshare stations and car-share locations, among other transportation-related information.
- iii. Bicycle Usage Program: Prior to the issuance of a certificate of occupancy for the building, the Applicant shall provide a bicycle storage room in a secure, convenient location that will be accessible to residents at all times and can accommodate up to 24 bicycle parking spaces. At the time of initial move-in, the Applicant shall provide a one-time Capital Bikeshare annual membership fee for each initial residential tenant of the building.
- iv. Car Sharing: At the time of initial move-in, the Applicant shall provide a one-time car sharing membership (totaling \$85.00) to each initial residential tenant of the building.
- v. Transit Subsidy: At the time of initial move-in, the Applicant shall provide a one-time \$100.00 SmarTrip card to each initial residential tenant of the building.
- vi. Residential Parking Permit (“RPP”) Program Exclusion: Prior to the issuance of a certificate of occupancy for the building, the Applicant shall prevent residential tenants of the building from obtaining RPPs by (i) placing a clause in emphasized type in all residential leases that prohibits residents from applying for or obtaining RPPs upon pain of mandatory lease termination to the full extent permitted by law; (ii) ensuring that DDOT removes the Subject Property from the list of properties eligible for RPP, or if it is not on the list, classifying it as ineligible for RPP; (iii) should the Applicant offer any units for sale, adding a covenant that runs with the land prohibiting residents from applying for or obtaining RPPs; and (iv) executing a covenant that runs with the land that generally embodies the aforementioned RPP restrictions.
- vii. Unlawful Parking/Stopping: Prior to signing a lease for the commercial space in the building, the Applicant shall place a provision in the leases for all commercial tenants requiring them to actively discourage visitors to their establishment from unlawfully stopping or parking automobiles in front of the Subject Property or elsewhere in the neighborhood in connection with visits to the establishment.

5. First Source Employment Agreement (11 DCMR § 2403.9(j))
 - a. Prior to the issuance of a building permit, the Applicant shall enter into a First Source Employment Agreement with the DOES, whereby the Applicant shall use DOES as its first source for recruitment, referral, and placement of new hires for construction employees whose jobs are created by the PUD
6. Uses of Special Value to the Neighborhood and the District of Columbia as a Whole (11 DCMR § 2403.9(I))
 - a. Prior to the issuance of a certificate of occupancy for the building, the Applicant shall donate \$30,000 to Ludlow-Taylor Elementary School for the purchase of new playground equipment. The Applicant shall also donate an additional \$75,000 to Ludlow-Taylor Elementary School to enliven the Rosa Simon Multipurpose Room by (i) purchasing new curtains, stage and utility lighting, sound system equipment, storage cabinets, folding chairs, and a room divider; (ii) purchasing and installing a new cafeteria floor; and (iii) painting the interior of the cafeteria. See Exhibit ____.

C. Miscellaneous

1. No building permit shall be issued for the PUD until the Applicant has recorded a covenant in the land records of the District of Columbia, between the Applicant and the District of Columbia, that is satisfactory to the Office of the Attorney General and the Zoning Division, Department of Consumer and Regulatory Affairs. Such covenant shall bind the Applicant and all successors in title to construct and use the PUD Site in accordance with this Order, or amendment thereof by the Commission. The Applicant shall file a certified copy of the covenant with the records of the Office of Zoning.
2. The PUD shall be valid for a period of two years from the effective date of Zoning Commission Order No. 14-14. Within such time, an application must be filed for a building permit for the construction of the project as specified in 11 DCMR § 2409.1; the filing of the building permit application will vest the Order. Construction of the project must commence within three years of the effective date of this Order.
3. The Applicant is required to comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended, and this Order is conditioned upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code § 2-1401.01 et seq., (“Act”) the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination that is also prohibited by the Act. In addition, harassment based on any of the above protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be

subject to disciplinary action. The failure or refusal of the Applicant to comply shall furnish grounds for the denial or, if issued, revocation of any building permits or certificates of occupancy issued pursuant to this Order.

On May 14, 2015, upon the motion of Commissioner Cohen as seconded by Commissioner Miller, the Zoning Commission APPROVED the applications by a vote of 5-0-0 (Anthony J. Hood, Marcie I. Cohen, Robert E. Miller, Peter G. May, and Michael G. Turnbull to approve).

On June 29, 2015, upon the motion of _____, as seconded by _____, this Order was ADOPTED by the Zoning Commission at its public meeting by a vote of _____.