

Office of Planning Comment	Applicant's Response
Further justification of flexibility requests, particularly for roof structures, discussion of setbacks from open courts (newly requested), and discussion of absence of one roof structure's 1:1 setback above Height Act.	As requested, the Applicant has revised the roof plan such that the northern roof structure on the 12th floor roof level achieves a 1:1 setback from the northern wall edge. To achieve this, the roof structure steps from 11'-3" to 18'-6" to the south. The need for flexibility from 11 DCMR §§ 411 and 700.6 arises for the following reasons: (i) there will be multiple roof structures, (ii) the roof structures cannot be setback from all exterior walls at a distance equal to their height above the roof, and (iii) two roof structures will have walls of unequal heights. The building includes two roof structures on the roof of the 9th level of the building, and two roof structures on the upper roof of the western wing of the building. The northernmost roof structure on the 9th level has a height of 16 feet and is set back at least 1:1 from the eastern and western edges of the roof. The southern roof structure on the 9th level is 16 feet in height and is set back at least 1:1 from all exterior walls. The two roof structures on the western wing of the building each meet the setback requirements from 3rd Street, M Street and the northern alley. However, given the width of the roof of the western wing of the building, relief is required for the northernmost penthouse for multiple heights to achieve a 1:1 setback along the northern edge, and also setback relief is required along its eastern and court-side edges. The southern-most roof structure has a height that steps from 16 feet to 18 feet, 6 inches, and meets the setback requirement from all street frontages. However, relief is required since the roof structure is adjacent to an interior courtyard and has multiple heights.

	Each roof structure is a necessary feature. The structures have been separated due to the Building Code requirement for separation of egress, as well as the desire to break up massing on the roof. The structures require setback relief only along the internal courts and along the alley. The structures otherwise meet the setback requirements from all street frontages. It should also be noted that the Applicant is providing the greatest possible setbacks, given the size of the roofs and the internal configuration of the building. The location and number of structures are driven by the layout and design of the residential units. The roof plans, as proposed, will not adversely impact the light and air of adjacent buildings since each element has been located to minimize its visibility.
More detailed drawings of roof structures and perspective views of overall roofscape.	As noted in the OP report, the Applicant submitted more detailed drawings and perspectives of the roof structures as part of the Applicant's supplemental prehearing submission, dated June 19, 2015, and included in the record at Exhibit 23A1-A7. In addition, the Applicant will provide material samples for the roof structures at the public hearing.
Specification of lowest number and ratio of parking spaces the Applicant would provide if the requested flexibility is granted.	The Applicant will provide a minimum of 166 parking spaces (146 residential spaces (0.35 parking ratio) and 20 retail spaces).
Clarification and Enhancement of Certain Public Space Community Benefits Proffers.	Attached hereto is a chart indicating the Applicant's proposed public benefits/project amenities and corresponding conditions as required pursuant to Section 2403.18 of the Zoning Regulations.
Retention of "Police Parking Only" space, in new location.	The Applicant shall request that DDOT remove the "Police Parking Only" restriction on street parking located on the east side of 3rd Street, adjacent to the site. Removal of the existing "Police Parking Only" restriction will result in the return of curb-side space to public on-street parking.

Contribution to ANC for community room furnishings.	As indicated in the Applicant's proposed public benefits/amenities chart attached hereto, the Applicant will contribute funds to Planned Parenthood of Metropolitan Washington for the purpose of purchasing furniture and equipment for the organization's community room.
Additional study of façade treatment facing Abbey Place.	The Applicant has proposed to spend up to \$50,000 for the installation of public art on M Street at the terminus of Abbey Place. The sculpture will be reviewed and approved by DDOT during the public space permitting process.
TDM commitment to prohibit residential parking permits.	The Applicant will include in its residential leases a provision that prohibits tenants from obtaining a Residential Parking Permit ("RPP") from the D.C. Department of Motor Vehicles ("DMV"), under penalty of lease termination.
Materials samples.	The Applicant will provide materials samples at the public hearing.
Further explanation of why ground level architectural enhancements constitute a proffer and public benefit.	The Applicant believes that the proposed ground level architectural enhancements constitute a public benefit. The current zoning classification of C-M-1 allows for low bulk commercial and light manufacturing uses, which generally require durable building materials with few architectural enhancements. The proposed project will incorporate enhanced architectural building materials such as storefront glazing, architectural metal panels, pre-cast concrete, and manganese iron-spot brick. The aesthetic quality of the proposed building materials is a significant improvement over the subject property's current improvements and the materials associated with C-M-1 uses. The building's architectural improvement will enhance the surrounding neighborhood and the value of this public benefit reflects the cost premium associated with the proposed building's

	exterior skin system applied to the surface area of a typical C-M-1 building.
Explanation of what constitutes quality equivalency when substituting materials for those shown in drawings.	The Applicant does not anticipate having to make any significant changes to the exterior materials for the proposed building. However, consistent with the flexibility granted in other PUD approvals, the Applicant requests flexibility for the design of the PUD to vary the final selection of the exterior materials within the color ranges and material types as proposed (refer to materiality sheets A41-A44) and based on availability at the time of construction. Any substituted materials will be comparable in terms of costs, durability, and appearance to the material types shown on sheets A41-A44. The Applicant also requests flexibility to make minor refinements to exterior materials, details, and dimensions, including belt courses, bases, cornices, railings, roof skylights, roof structures, architectural embellishments and trim, venting, window mullions and spacing, or any other changes to comply with the District of Columbia Building Code or that are necessary to obtain a final building permit or any other applicable approvals.
Clarification of the makeup of the approximately 24,500 square feet of “green space” noted in April 21, 2015 filing.	As shown on Sheet L10 of the architectural plans (Exhibit 23A), there will be approximately 3,366 square feet of planting on 24 inches of soil-on grade; approximately 14,857 square feet of green roof less than 8 inches; approximately 5,283 square feet of green roof greater than 8 inches; and approximately 414 square feet of urban agriculture.

Responses to DDOT Comments

Provide annual bikeshare membership to all residential tenants and retail employees for three years.	Based on the DDOT report, the Applicant has withdrawn its proffers to construct curb extensions and to contribute funds to install bollards. In lieu of these amenities, the Applicant has adopted DDOT's recommendation, and for the first three years of the project, the Applicant will offer an annual Capital Bikeshare membership to all initial renters of each residential unit and to the first (20) retail employees of the retailers in the building.
Provide two additional long-term secure bicycle parking spaces for retail employees.	The Applicant has adopted DDOT's recommendation, and will provide two additional long-term secure bicycle parking spaces for retail employees.

Responses to DDOE Comments

Meet or exceed the performance requirements of the DC Green Construction Code. Demonstrate a minimum 26% increase over ASHRAE 90.1-2007.	The Applicant has designed the building to meet the performance metrics of the DC Green Construction Code. In addition, the Applicant will achieve a 20% increase over ASHRAE 90.1-2007. The project is designed using a high efficiency heat pump condenser water system using cooling towers and high efficiency boilers. This type of system will utilize high efficiency heat pumps within the residential units and amenity spaces. The system design provides heat recovery within the project when portions of the building require heating and other portions of the building require cooling, which results in less overall energy usage. This type of system is typical for a high efficiency residential project of this size in this market. This type of system typically achieves an 18%-22% increase over the prescribed ASHRAE 90.1-2007 baseline standard. While a 26% increase above the prescribed ASHRAE 90.1-2007 baseline is often achievable in commercial office buildings, it is impractical in a multi-family residential mixed-use
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	development. A heat pump condenser water system is proposed for the following reasons: 1. Energy saving heat recovery systems that exchange heat between exhaust and outside air would most likely be required. These systems are difficult to apply within a residential project due to the amount of ductwork required to connect every residential unit together. Energy recovery systems require additional ceiling plenum height that would result in the deletion of a floor of the project. The additional ductwork, building construction, and additional fan horsepower would offset a portion of the energy savings. 2. A chilled water system would most likely be required to provide cooling in lieu of the heat pump condenser water system. A chilled water system would require additional mechanical equipment space and require additional construction materials. Chilled water systems are more complex and require a higher ongoing level of building maintenance not typical to a residential building. A chilled water system also moves the electrical use of the refrigeration cycle from the residential unit electrical panels to the “house” electrical system. This typically results in people being less “energy conscious” since they can set their thermostats colder and not directly see added energy costs. 3. A central hot water system would most likely be required to provide heating in lieu of the heat pump condenser water system. A separate hot water piping system, resulting in a “4-pipe system” (2 chilled water pipes and 2 hot water pipes) would be
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	recommended rather than a “2-pipe” system. A “4 pipe system” would allow residential units to either heat or cool at any point of the year which will be required. A “2-pipe” system does not allow simultaneous heating and cooling, which can result in discomfort for occupants. A central hot water system would require additional mechanical equipment space and additional piping requiring additional construction materials. Central hot water systems are more complex and will require a higher level of ongoing building maintenance not typical to a residential building. A central hot water system also moves a portion of the energy use of the heating from the residential unit, within their heat pump, electrical panel to the “house” system. This typically results in people being less “energy conscious” since they can set their thermostats warmer and not directly see added energy costs. 4. Architectural design changes to the project would be required to house the additional mechanical equipment and/or to provide higher additional building insulation, shading, or other energy saving methods that are not typical to residential projects. The design team will strive to achieve the maximum possible percentage over the prescribed ASHRAE 90.1-2007 baseline system using the current design of the project. The final results of the energy modeling to demonstrate the percentage over the prescribed ASHRAE 90.1-2007 baseline system will be issued as part of the LEED submission to ultimately achieve certified LEED Silver for the project.
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Incorporate renewable energy for a minimum of 1% of the building's energy use.	To achieve 1% renewable energy for this project, it is estimated that a photovoltaic array of approximately 6,000 square feet would be required (including both clearance and maintenance areas). An area of this size cannot be accommodated in this project without a detrimental effect on the green roof and amenity areas currently provided in the design.
Exceed on-site stormwater management requirements or invest in the Stormwater Retention Credit Trading Program.	The building will exceed the minimum stormwater management requirements. Based on review and approval of final Stormwater Management Plans submitted to DDOE and receipt of the as-built approval once construction is completed, the Applicant will consider registering additional Stormwater Retention Credits at that time.
Reduce the number of parking spaces.	The Applicant's proposed parking ratio will meet the anticipated demand for on-site parking. The proposed parking equates to a retail parking supply of approximately 1.55 spaces per 1,000 square feet and a residential parking supply of approximately 0.40 spaces per unit. This amount of parking is typical for new developments in the District, especially those with multi-modal access such as this PUD. In the event that fewer parking spaces are needed, the Applicant requests flexibility to reduce the number of parking spaces to a minimum total of 166 spaces comprised of 146 residential spaces (0.35 per unit) and 20 retail parking spaces.