



TO: District of Columbia Zoning Commission
FROM: JLS
 Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation
DATE: July 17, 2015
SUBJECT: Preliminary Report – ZC 15-05 – Consolidated PUD at 7th and I Streets, S.W., with Related Map Amendment; Square 472, Lot 127

I. OFFICE OF PLANNING PRELIMINARY RECOMMENDATION

The Office of Planning (OP) recommends the Zoning Commission set down for public hearing the application by P.N. Hoffman & Associates and Riverside Baptist Church for a Consolidated PUD with a related map amendment from R-5-B to C-3-A, with relief from rear yard, open courts, loading, parking dimensions and groupings, roof structure requirements, and the maximum PUD-related density of the associated map amendment. With the City Council's passage of the Southwest Small Area Plan on July 14, 2015, which provides additional guidance to the Comprehensive Plan and classifies the site as suitable for medium density residential and low density commercial, the filing meets the requirements of 11DCMR §§ 2406.

If the application is set down, the additional information summarized at the end of this report will be needed to inform discussions with the adjacent neighborhood, with District agencies and with the Commission. The applicant is working with ANC 6C to identify the public benefits of special value to the neighborhood that would be commensurate with the related map amendment and increases in height and density. The applicant is also working with the District Department of Transportation (DDOT) on the scope of work needed for the transportation and parking consultant's report, and with the District Department of the Environment on measures to enhance the project's sustainability.

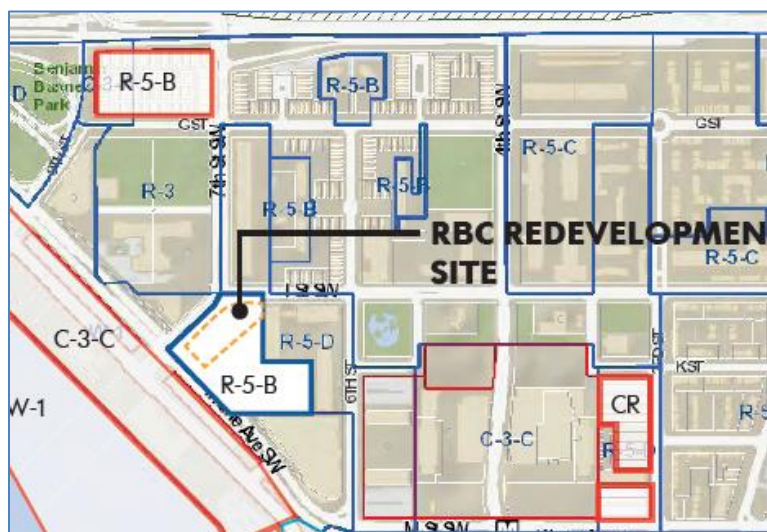


Figure 1. Proposed Consolidated PUD's Location, Nearby Base Zoning, PUD-Related Map Amendment Zoning, and Waterfront Metro Station



II. APPLICATION SUMMARY

The applicant seeks approval of a PUD for the construction of a 164,485 square foot development including:

- A new 11,455 square foot Riverside Baptist Church;
- An approximately 170-unit residential building, compliant with Inclusionary Zoning, and with 6,900 to 7,900 square feet of ground space devoted to retail, live/work and community-serving uses;
- 169 underground parking spaces (95 – 129 residential; 40 for church and other uses)
- 64 bicycle parking spaces
- LEED Silver equivalent.

The proposed project would be located on the 36,015 square-foot site of the existing Riverside Baptist Church and its surface parking lot, which occupies approximately 1/3 of the roughly triangular Square bounded by Maine Avenue, 6th Street, I Street and 7th Street in the Southwest quadrant. The site is adjacent to Arena Stage and the Waterside Towers apartment and townhouse development. Across 7th Street are the three-story Disabled American Veterans building and the 8-story Town Square apartment. The Wharf PUD is across Maine Avenue, and the Waterfront Metro Station is approximately three blocks to the east.

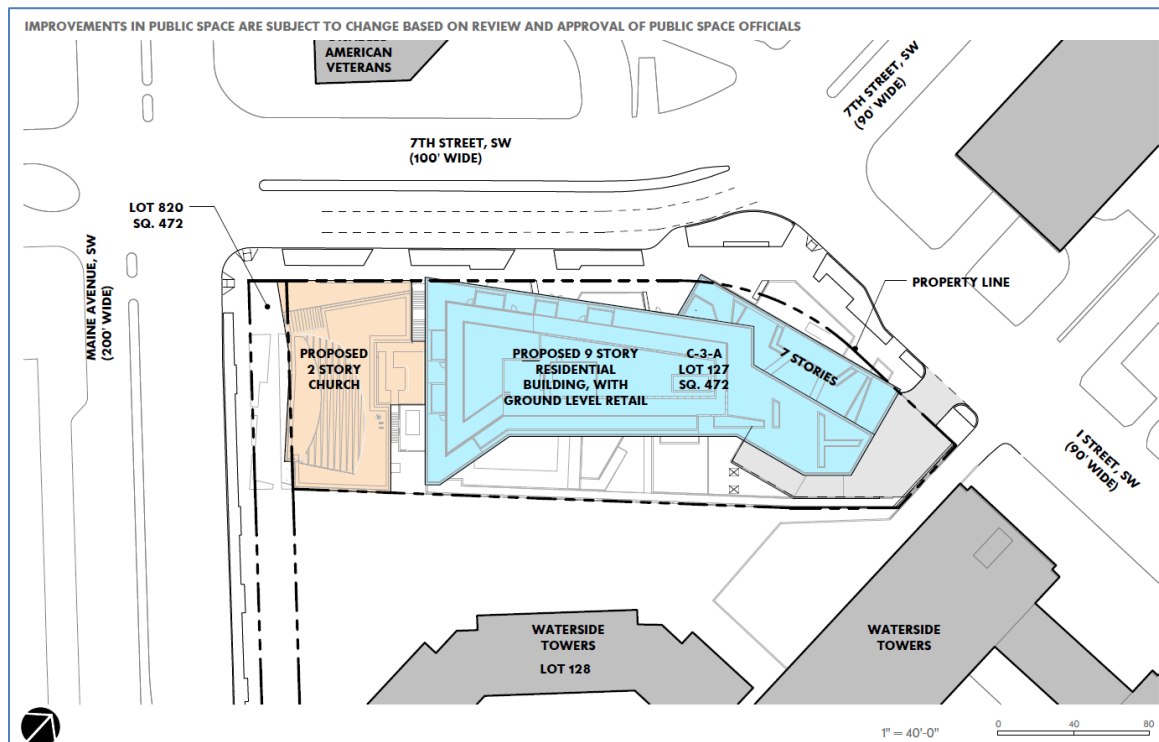


Figure 2. Proposed Generalized Site Plan (Sheet 9 of Application)

Sheets 2 – 5 of the applicant's March, 2015 submission contain additional context drawings. The property is zoned R-5-B, which permits moderate density and non-commercial uses. The associated map-amendment is requested to enable additional height and density.

FAR and Lot Occupancy: The PUD's proposes a 4.57 FAR slightly less than the maximum 4.8 FAR permitted by-right for a development with Inclusionary Zoning units in the C-3-A district, and about 2.5 times the 1.8 FAR permitted by the existing R-5-B district. The project proposes a lot occupancy of 73% which is 13% more than is permitted by the existing zoning but less than permitted for a PUD in the requested zone.

Height: The residential portion of the PUD would rise to a maximum of 90 feet and 9 stories, plus a penthouse, in the center of the site and on a portion of 7th Street. It would step-down to 77 feet and 7 stories on I Street. The church structure, which is part of the same building, would front on Maine Avenue and would be approximately 40 feet and two-stories high, plus a vertical embellishment rising to 56 feet. At its tallest, the apartment building would be 40 feet higher than is permitted an R-5-B development, but approximately 40 feet shorter than buildings in the nearby Wharf PUD. The applicant states that the proposed apartment building would be approximately 10 feet shorter than the two nearest existing apartment buildings. The project's proposed heights are illustrated on Sheets 9, 12, and 20-23 and are specified in more detail on Sheets 37-39.

Roof Structure: The applicant's March 2015 plans made assumptions about possible changes to roof structure regulations. On July 13, 2015 the applicant submitted revised roof structure plans that are based on existing penthouse requirements. OP's report analysis is based on the more recently-submitted plans. These do not appear to require roof structure relief, although OP has asked for confirmation that the proposed location of the 42-inch high railing around the roof terrace in compliant. The railing would be made of glass.

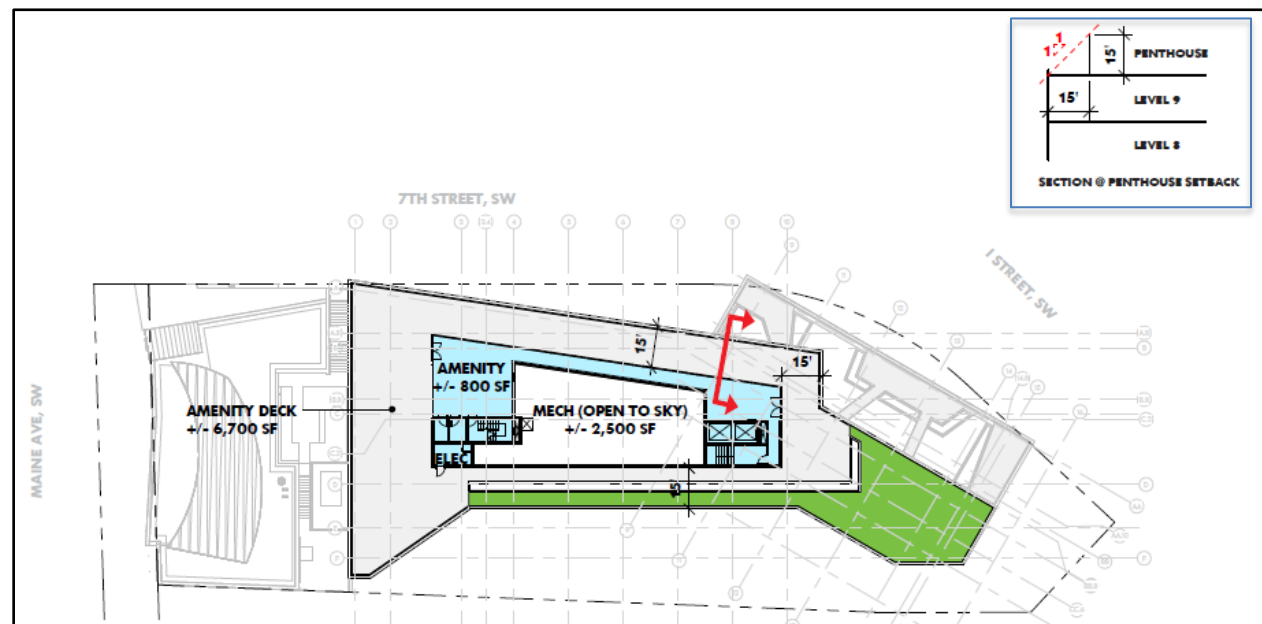


Figure 3. Revised Roof Plan (green roof also atop enclosed amenity and mechanical spaces)

Parking: The residential parking ratio of 1 space for each 1.3 to 1.75 units would provide over 50% more parking than is required by the requested C-3-A zone. The number of parking spaces for the church and for other uses would be those required by zoning. As illustrated on Sheet 11,

parking and loading would be entered primarily from a curb cut on I Street, in the northeast corner of the site, with a secondary entrance from 7th Street.

The public benefits package is described in Section VI of this report. The applicant anticipates proffering additional neighborhood-serving benefits following further discussions with the ANC. Residents' amenities include a rooftop deck and amenity space.

III. COMPREHENSIVE PLAN ANALYSIS

The proposed PUD is not inconsistent with the Comprehensive Plan. OP's land use analysis including consideration of the recently-adopted Southwest Small Area Plan, which contains a additional guidance to the Comprehensive Plan.

Southwest Small Area Plan



Figure 4. Future Land Use Change Designations, Southwest Small Area Plan
 Adopted by Council of the District of Columbia, July 14, 2015

The site is designated moderate density residential on the Comprehensive Plan's Future Land Use Map (FLUM). The Southwest Small Area Plan's Map of Changes identifies the site as appropriate for mixed-use medium density residential use (which permits churches and other places of worship), and low density commercial uses.

The proposed 4.57 FAR, of which 98% would be devoted to residential use, would be well within that typically considered appropriate for medium density land uses.

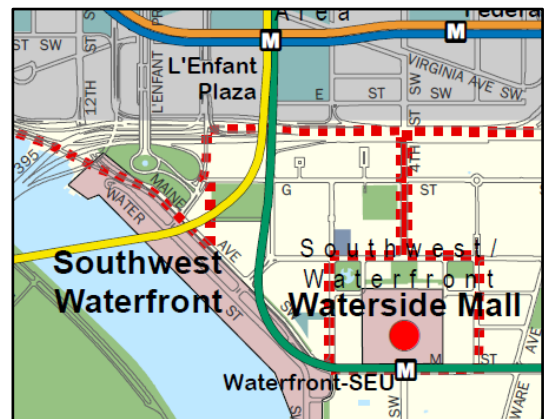


Figure 5. Comprehensive Plan Generalized Policy Map

The maximum proposed height of 90 feet is at the upper range of the medium density residential category. The height would enable the project to step-back significantly from portions of its 7th Street and I Street frontages, in which step-backs the applicant has proffered small plazas and a water-wall sculpture. The design also mitigates the taller height with a sculpted profile and façade, and a two-story height reduction along I Street.

Most importantly, the greater height of portions of the building ensures that the new church building, which is housing a 150 year old Southwest neighborhood institution, will be retained in its current location and will read as a relatively low-scale, apparently free-standing building.

The lower height and smaller scale of the church that is enabled by the greater height of the residential building is also consistent with the Small Area Plan's identification of the intersection of Maine Avenue and I Street as a gateway to the residential neighborhoods of Southwest (SW SAP, p.116, VC.9). While sharply delineating the Riverside Baptist site as suitable for medium density and change, the Small Area Plan retains the neighborhood conservation designation shown in the Comprehensive Plan's generalized policy map for the rest of the immediate area. The proposed PUD would be not inconsistent with this pattern. It would also be consistent with the SW SAP's design guidelines stressing the Southwest's modernist heritage of combining low-rise and high-rise buildings in one development to facilitate the provision of more open space (SW SAP, p. 84).

The proposed project would also be not inconsistent with written elements of the Comprehensive Plan. The Land Use, Transportation, Housing, Urban Design and Lower Anacostia Waterfront/Near Southwest Area Element include policies and recommended actions with which the proposal is congruent. The proposal would be transit-oriented (policies LU-1.3 and T-1.1.4); would retaining the church as an important community anchor (LU 2.3.6) and by providing new housing and retail uses where now there is a surface parking lots (policies LU-2.1.3, CW 1.1.1, CW-1.1.4, CW-1.1.9, H-1.1.1, H-1.1.4 and, to some extent H-1.2.3); would employ architectural and urban design using high-quality materials, varied massing and fenestration and attention to ground floor details and public benefits affecting pedestrians (policies UD 2.2.1, 2.2.7 and UD-2.2.5); would enhance environmental and sustainability objectives through the various green elements that would be built into a project intended for LEED-Silver equivalency (policies E-1.1.1, E-1.1.3, and E-2.2.1); and would be generally consistent with policies supporting the Southwest Waterfront, its major streets (AW-1.1.9) and its pedestrian connections to the waterfront (A.W. 2.1.3).

IV. COMPLIANCE WITH PUD REGULATIONS

A PUD is the most appropriate vehicle for realizing the Small Area Plan's vision of changing the land use to increase the importance of this gateway site.

The 36,015 square-foot site meets the 15,000 square foot minimum site size requirements of § 2502.1(c). With a related map amendment to C-3-A, all of the building would be within the 90 foot maximum height permitted a PUD in that zone. Portions of the building would be only 70 feet and, with the exception of the 56-foot high architectural embellishment, the church would not exceed 40 feet.

The 4.57 FAR would be 0.07 FAR greater than the maximum permitted a C-3-A PUD. The applicant has indicated that the 0.07 excess is equivalent to the amount of FAR included within the areas the applicant has stepped-back the building from its property line to provide various public benefits and amenities, but which, to sculpt the building, are overhung with unoccupied, uninhabitable space and that requires inclusion of the space below in FAR calculations. OP notes that a by-right C-3-A development with IZ is permitted 4.8 FAR – 0.3 FAR more than is permitted a PUD.

The requested relief from rear yard, parking dimensions and groupings, loading berth sizes, and uniform roof structure requirements, appear to be relatively minor within the project's overall context. Section V of this report analyzes them in more detail. The application does not appear to be using the PUD process to circumvent other zoning regulations and would, through façade and upper-level modulations, enable shaping the building's massing better to address its surroundings.

The applicant will be supplying information after a setdown giving details on traffic and parking impacts and any transportation demand management measures needed to mitigate possible impacts. Post-setdown information will also summarize the applicant's discussions with neighborhood groups and provide details on what would be the public and community benefits commensurate with the increased height, density and flexibility being requested by the PUD.

V. ZONING ANALYSIS

Table 1: Existing and Proposed Zoning, Development Potential, and Proposed Development. (Based on applicant's summary figures).						
	Permissions and Requirements			Proposed by Applicant		
Item	R-5-B Zone - By Right	C-3-A by- right w/ IZ	C-3-A PUD	Proposed	(+) or (-) from Existing By-Right	Complies w/ C-3-A PUD?
Lot Size (SF)			15,000 min.	36,015	n/a	Complies
Height (ft.) above measuring pt.	50 max	65 max	90 max	90 + penthouse (on 7thSt.) w/ step-downs to 70 (I St.) & 40 (ME)	+ 40 ft.	Complies
FAR	1.8 max	4.8	4.5	4.57 w/ PUD & IZ	+ 2.77 FAR	Relief, +.07 PUD FAR (but within max. IZ FAR)
Lot Occ. Of total site (%)	60	100	100	73	+ 13	Complies.
Total GFA	64,827	172,872	162,067	164,485	99,658	Complies
Non- Res. SF	n/a	90,037	108,045	18,344 – 19,355 (church + 1st floor non-residential uses)	6,900 – 7,900 (not church/res.)	Complies

	Permissions and Requirements			Proposed by Applicant		
Item	R-5-B Zone - By Right	C-3-A by- right w/ IZ	C-3-A PUD	Proposed	(+)or(-) from Existing By-Right	Complies w/ C-3-A PUD?
Residential SF	64,827	172,872	162,067	145,130	+80,303 -	Complies
Res. Units (Approx. @ 1,000 gsf/unit)	tbd (64)	tbd	tbd	170, +/-10%	+Approx. 116	Complies
IZ SF (based on 50% of 0.57 FAR bonus, not on 8% residential GFA)	6,483 total 3,242 low 3,241 mod. (10% res. GFA @ 50% low/ 50% mod)	14,406 sf GFA (50% of 0.8 FAR bonus)	12,965 sf GFA (8% of 4.5 FAR (162,068 sf)	11,610 SF GFA (8% of 145,130 SF) (9,205 SF net leasable SF)	(+)4,127 gsf	Complies
Affordable (IZ)Units (Approx. # @ 1,000 gfa/unit)	4 low AMI 3 mod AMI	138 mod. 51 mod.		Approx. 32 mod. AMI	(-) 4 low (+) 28 mod.	Complies
Non-Bicycle Parking	60 TOTAL Res. 32 Church, 28 Non-res. n/a (Res. 1/2 units; Church 1/10 seats; Non-res., n/a)	129 TOTAL Res. 85 Church 28 Retail 16 (Res. 1 space/2 du; Church 1 space/10 seats; Non-res 1 space /300sf >3000 sf) (≤ 40% of total as compact spaces in groupings of at least 5))		169 TOTAL Res.: 95 - 129 Church:28 Retail/other: 12 87 full 75 compact (44%) 2 van 3 accessible	(+) 107 spaces	Complies with total # spaces Relief requested: 4% add'l compact spaces in groupings < 5 spaces. unspecified dimensional relief
Bicycle Parking	4 TOTAL (Res., 1 / 2 du's; church, 0; retail, n/a)	58 TOTAL Res., 57 (1 / 3 du); Church: 0; Retail, 1. (5% required retail auto pkg.)		64 total	(+) 60	Complies
Loading Residential and Non- Residential	1 TOTAL (Res: (1) 55 ft. berth; (1) 20 ft. loading space; church, 0; non-res., n/a)	TOTAL (1) 55 ft. Res. berth; (1) 200 sf platform (1) 20 ft. Res. loading space (1) 30 ft. Retail berth (1) 100 sf platform,		TOTAL, ALL USES (2) 30 ft. berths (1)200 SF platforms and (1) 100 sf platform 0 loading spaces	(-) 1 55 ft. res. loading berth and (1) 200 sf space	Relief Requested: 1 Res. berth @ 55 ft.; 1 res. loading space @ 20 ft.
Side Yard (ft.)	8 ft.	(If provided, ≥ 3 in. / foot of height or 8 ft.)		None provided	(-) 8 ft.	Complies

Item	Permissions and Requirements			Proposed by Applicant		
	R-5-B Zone - By Right	C-3-A by-right w/ IZ	C-3-A PUD	Proposed	(+)or(-) from Existing By-Right	Complies w/ C-3-A PUD?
Rear Yard (ft.)	4 in./ ft. of height at rear of structure, but not less than 15 ft.	19.5 ft. <i>(2.5 in. /ft. of height from mean finished grade at middle of rear of structure to highest point of roof.</i>		0	- 15 feet	Relief Requested: 19.5 ft.
Open Court (ft.)	If provided, the greater of 4 in. width / ft. of height or 15 ft.	If provided, the greater of 3 in / ft. of ht. or 12 ft.		Church/Res. 25' and 18' Res./Waterside Towers 34.5' and 17'	n/a	Relief Requested: 8'11" for 18' court; 14' for 17' court
Roof Structures §§ 411.3 and 770.6(a); 411.2 and 779.6(b) and 411.5	1 equal-height enclosure with vertical walls ≤ 18.5' high, setback 1:1 from edge, ≤ 0.37 FAR equivalent. 1 permitted per elevator core, or roof level differing ≥ 1 floor.	1 roof structure 18' 6" height limit Vertical walls 1:1 setback from exterior walls below Height Act 1:1 setback from all walls above Height Act One roof structure permitted per elevator core, or roof level differing ≥ 1 floor. ;		1 roof structure 15' high Vertical walls 1:1 setback from walls above Height Act	n/a	Complies
GAR	0.4	0.25		0.25	- 0.15	Complies

A. Zoning Relief / Flexibility Under PUD Guidelines

§2405.2 – FAR Relief: The applicant has requested relief to achieve an additional 0.07 FAR beyond the maximum 4.5 FAR permitted a C-3-A. Although the applicant is providing the required Inclusionary Zoning units, and IZ permits a by-right FAR of 4.8, the applicant has exercised an abundance of caution in asking for relief to enable the 1.56% increase to 4.57 FAR.

The Zoning Commission is authorized by § 2405.3 authorizes to grant an up to 5% increase in FAR *provided the increase is essential to the successful functioning of the project and is consistent with the purpose and evaluation standards of [Chapter 24].* As noted above, the applicant has stated that the requested relief is equivalent to the amount of FAR included within

the areas the applicant has stepped-back the building from its property line to enable the provision of public-benefit plazas.

§ 2101.1 Vehicular Parking Spaces – Groupings of Compact Car Spaces, Parking Space

Dimensions: Compact car spaces are required to be at least 8 feet wide and 16 feet deep and must be provided in rows of no fewer than 5 spaces. No more than 40% of the total number of parking spaces may be compact spaces. The applicant has requested relief to enable 44% of the spaces to be compact spaces, in rows of fewer than 5, and at dimensions varying from the requirements. Prior to the public hearing the applicant should provide the following information:

- A table indicating the length of the requested compact rows;
- The dimensions of the proposed parking space size relief;
- A report from the District Department of Transportation.

§ 2201 – Loading Relief: The applicant is seeking to provide two 30-foot deep loading berths, two 100 SF loading platforms and no loading delivery spaces, rather than the required 55-foot deep residential loading berth and attendant 200 square foot loading platform, 30 foot retail loading berth and attendant 100 square foot loading platform, and 1 residential loading space. Prior to the hearing the applicant should provide information as to why the relief is being sought.

§ 774.1 – Rear Yard Relief. The applicant seeks relief to provide no rear yard. The request is based on an unusual circumstance that prevents the applicant from providing a compliant rear yard under the provisions of § 774.11. The applicant's site has frontage on I Street, S.W. and 7th S.E., but does not actually have the frontage on Maine Avenue that it appears to have. DDOT owns property between the Maine Avenue right of way and the applicant's property. Were this not the case, the applicant would be able to measure its rear yard line from the centerline of I Street, S.W., which would be compliant with zoning requirements.

§ 776 – Open Courts. As shown on Sheet 13 of the March 16, 2015 filing, the applicant would be providing four open courts, two of which would be non-compliant. One non-compliant court would be between the proposed church and the proposed residential building; the other would be between the proposed residential building and the property line of the Waterside Towers apartments, which, at that point, are set-back approximately 50 feet from the end of the applicant's proposed residential building. Prior to the public hearing the applicant should explain why such relief is requested.

Additional relief may be needed for the width of the open court comprising the exterior stairway between the proposed terrace for the church and 7th Street. OP is also concerned that the width may have an impact on secondary light and the privacy available to the adjacent 2nd and third

floor apartments, although they would have primary light from windows facing 7th Street. The applicant will need to address this.

VI. TRANSPORTATION, PARKING AND LOADING

Sheet 11 illustrates the circulation in and around the site. Parking and loading would be entered primarily from I Street, S.W., but there would be a secondary garage entrance on 7th Street, between the church and the residential building. Sheet 85 demonstrates truck turning movements.

Of the proposed 169 parking spaces, 28 would be reserved for the church during services and functions, 12 would be reserved for retail and other non-residential/ non-church uses, and between 95 and 129 spaces would be reserved for the proposed apartments. The ratio of residential parking spaces to apartments would be approximately 1 ½ times what is required by zoning. The proposed 58 bicycle spaces would comply with the number required by zoning and would be located on the first level of the garage.

Relief has been requested from loading requirements, as noted in the zoning table above. The applicant should address why this relief is requested.

The applicant has engaged Gorove /Slade consultants to perform transportation and parking-related studies, and to identify Transportation Demand Management (TDM) initiatives for the project, and will be working with the District Department of Transportation (DDOT) to ensure the study's scope and the timing of its submission are appropriate.

VII. PUD BENEFITS, AMENITIES AND PROFFERS

The public benefits and project amenities that are described on pages 23 – 28 of the application are sufficient for setdown, but a substantial number of details and design refinements will be needed to determine whether they are commensurate with the additional height and density the PUD is requesting through the related map amendment.

TABLE 2: ITEM	MITIGA- TION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	IS IT A PROFER?	NOTES FOR POST- SETDOWN
Market rate housing	No	Yes. More units than now permitted; larger than typical apts.	No	No, but inherent in project	No	n/a
8% affordable @ 80% AMI	No	Possibly. Units larger than typical, but not greater in number than	No	Yes	No	Applicant should consider strengthening #beyond minimum required and/or depth of targeted income

TABLE 2: ITEM	MITIGA- TION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	IS IT A PROFER?	NOTES FOR POST- SETDOWN
		required				
Superior Architecture	No	Probably. Needs refinement.	Yes	Yes	No	OP will work with applicant on design refinements after setdown comments, as noted.
Retention of Riverside Baptist and its community- oriented services	No	Yes	Possibly	No, but inherent in structuring of project	No	Provide details about church outreach and community services, and how new church will expand service to neighborhood and District
Modification to 7th and I SW Intersection	Partially, to enable safer se- cond garage entrance on 7 th St.	Yes, if permitted by DDOT. and if resulting plaza is well- designed	Yes	No	Yes	Details needed about additional street parking enhanced pedestrian safety, DDOT-determined feasibility and degree of proffer.
Wider sidewalks, street trees, street furniture, bike racks, other landscaping in DDOT property between Church and Maine Ave.	No	Yes	Yes	TBD. Some likely required	TBD	Details, and preliminary assessment of feasibility by DDOT needed, as well as explanation of what elements would not be typically be included in a high-profile market rate project and church replacement in this location.
Year Round Water-Wall at Residential entrance	No	Yes	Yes	No	Yes	Details to be provided after setdown
Plaza at entrance to church	No	Yes	Yes	No	Yes	Furth study needed of pedestrian circulation and likely use of proposed plaza
Transportation Demand Management (TDM) Measures	Not detailed, but many would be	TBD	TBD	Some likely to be required by DDOT	TBD. Likely not all	The applicant had not submitted a preliminary transportation study at the time this report was completed. A full study and TDM measures will be needed before a hearing.

TABLE 2: ITEM	MITIGA -TION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	IS IT A PROFER?	NOTES FOR POST- SETDOWN
Retail Space and /or Daycare	No	Yes	Yes	No	No	Clarification of whether day care is being proffered and whether ground floor space will be targeted to retail or maker-space use.
Environmental Benefits, (LEED-Silver equivalent) Green roofs,	Partially	Yes	Yes	Partially	TBD	Applicant should consider commitment to LEED Gold and should consult with DDOE on additional sustainability measures
First Source agreement	No	TBD	No	No	No commitment made	Applicant should address in pre-hearing statement

A. Affordable Housing

The applicant would be providing the minimum IZ-required set-aside of 8% of the residential square footage for the affordable housing, targeted to households earning no more than 80% of the Area Median Income (AMI).

Residential Unit Type	Res. GFA; % Total	Units (assumes approx.. 1000 GSF/unit)	Income Type	Affordable Control Period	Affordable Unit Type	Notes
Residential Total	145,130 GSF	170, +/-10%				
Market Rate	133,520GSF	158				
IZ Total Required @ 8% of Res. GFA	11,610GSF	12	Moderate	Project duration for all IZ units	Rental	Difference of 1,548 GSF and 1 unit between OP and applicant calculations. To be clarified.
IZ Total Provided	11,610 SF GSF	12	Moderate	Project duration for all IZ units		
Affordable/Non IZ	n/a	n/a	n/a	n/a	n/a	

OP strongly recommends that the applicant consider expanding its commitment to the number of Inclusionary Zoning units provided, and to including a portion of the units at a lower level of affordability.

B. Mitigation of Potentially Adverse Impacts

As part of the transportation study, the applicant will need to coordinate its examination of the following with DDOT to determine potential impacts and mitigation measures:

- The proposed closing of the slip ramp on 7th Street and the reconfiguration of a portion of the intersection of 7th Street and I Street;
- The proposed limited-access curb cut on 7th Street, between the church and the apartment building.

The applicant should provide additional graphics to demonstrate existing views and to determine the impact of the proposal on future views. Depictions of future conditions should assume full build-out of the Wharf PUD. Views should include:

- Looking southward on 7th Street, S.W. from G Street, S.W.
- From the upper stories of Capitol Park Towers on 7th Street, S.W.
- From the water side of Maine Avenue, S.W. at its intersection with 7th Street, S.W.

C. Urban Design and Architecture

The proposed project would be consistent with the SW SAP's design guidelines stressing the Southwest's modernist heritage of combining low-rise and high-rise buildings in one development to facilitate the provision of more open space. The arrangement creates an open plaza that, with the water-wall fountain, has been designed to become an amenity for building residents and a benefit for the public.

The view looking south on 7th Street, S.W. is now defined by the openness framed by the existing church and the Waterside Towers. The Wharf and the applicant's proposed PUD will significantly change this view. OP encourages the applicant to create a stronger emphasis to the proposed apartment building's termination of the vista looking south on 7th Street

The proposed church design would create a lower-scaled entrance from The Wharf to the Southwest neighborhood. It would join the St. Augustine's Episcopal Church now under construction at 6th Street and Maine Avenue, S.W. as one of the singular institutional buildings along Maine Avenue.

The site of the new church at a highly visible corner on Maine Avenue is an opportunity for creating a landmark design. OP encourages the applicant to consider whether, given the relatively small size of the building, the design would benefit from a more orderly use of architectural style references, simplification of its shape and the contrasts of materials, use of higher quality materials, and a focus on unified form making.

VIII. MATTERS REQUIRING CLARIFICATION OR ADDITIONAL CONSIDERATION BEFORE A PUBLIC HEARING

The following chart summarizes the additional information requests in this report and the suggested timing for submission.

Table 3. Additional Information Needed After Setdown	
ITEM	TIMING
Report on Traffic, Parking and Transportation Demand Management Studies and Plans	To DDOT 45 days prior to the public hearing. To OP, ANC, Community 30 days before hearing. Pre-hearing statement to Commission.
Additional Sustainability Consultation with DDOE re LEED Gold feasibility	Pre-hearing statement to Commission.
Square footages of different green roof types	To OP 25 days prior to the hearing. Pre-hearing statement to Commission.
Recommended enhancement of proposed affordable housing numbers and depth of AMI	To OP 25 days prior to the hearing. Pre-hearing statement to Commission.
Public Space design revisions, if needed, in conjunction with DDOT, particularly reconfiguration of intersection and proposed 7 th Street curb cut.	To OP and DDOT 45 days prior to the hearing. Pre-hearing statement to Commission.
Further justification of flexibility requests, particularly: • requested open court relief • compact car spaces	Pre-hearing statement to Commission.
Examination of width compliance of open court at stairs from church terrace	To OP 45 days prior to hearing. Pre-hearing statement to Commission.
Clarification and Enhancement of community benefits and amenities proposals, including • Details of furnishings, materials and landscaping of both plazas • Examination of feasibility for year-round water-wall • Landscaping of perimeter and proposed reconfigured intersection • Exploration of exterior bicycle facilities • Degree of commitment to day-care facility • Establishment of parameters for range of ground floor uses.	To ANC and Community 45 days before hearing. To OP 25 days before hearing. Pre-hearing statement to Commission.
Additional study and illustrations of views from 7 th and G Streets, S.W., facing southward, and other views noted in Section VII, B and VII. C., and possible refinement to design for termination of vista	To ANC and Community 45 days before hearing. To OP 25 days before hearing. Pre-hearing statement to Commission.
Refinements to church design	To OP 25 days before hearing. Pre-hearing statement to Commission.
Further explanation of how quality of design and materials is superior to what would be provided if project not developed as a PUD	To OP 25 days before hearing. Pre-hearing statement to Commission.
Written Commitment to First Source Agreement	Pre-hearing statement to Commission.
Materials samples	At hearing.

JLS/slc
 Stephen Cochran, project manager