

Memorandum

TO: District of Columbia Zoning Commission

FROM: *JL for* Jennifer Steingasser, Deputy Director Historic Preservation Development Review

DATE: September 28, 2015

SUBJECT: **ZC 15-07 – Final Report** Consolidated Planned Unit Development (PUD): 315 H Street NE (Square 777, Lots 24-28, 48 and 813-815).

I. RECOMMENDATION

OP recommends approval of the consolidated PUD in the C-2-B/HS-H District to permit redevelopment of the combined lots with an eight-story mixed-use, building consisting of:

- 105 to 135 residential units on 7 stories above ground floor retail;
- An overall density of 6.0 FAR, with lot occupancy of 76% (residential) (82% retail); and
- 30 residential parking spaces on one level below grade.

Flexibility is supported from the following requirements:

- a. §§ 411.2 and 770.6(a) Roof Structure - To allow:
 - i. A penthouse not meeting the 1:1 setback requirement with a single enclosure; and
 - ii. The penthouse to include a residential unit, pending the adoption of penthouse regulations to permit habitable space in the penthouse (ZC 14-13);
- b. § 774 Rear Yard (15 feet required, 10 feet proposed);
- c. § 2101 Parking (45 residential spaces and 5 retail spaces required; 30 residential spaces, 0 retail spaces proposed);
- d. § 2201 Loading – To allow:
 - i. A residential loading berth (1 @ 55 feet required: 1@24 feet proposed); and
 - ii. Off-site commercial loading in a permitted loading area on 4th Street NE.
- e. § 1302.4 – To allow less than the required 50% of the ground level gross floor area to designated retail uses - 48.76% proposed.
- f. § 772.1 Lot Occupancy (80% max. permitted; 82% proposed on ground level)

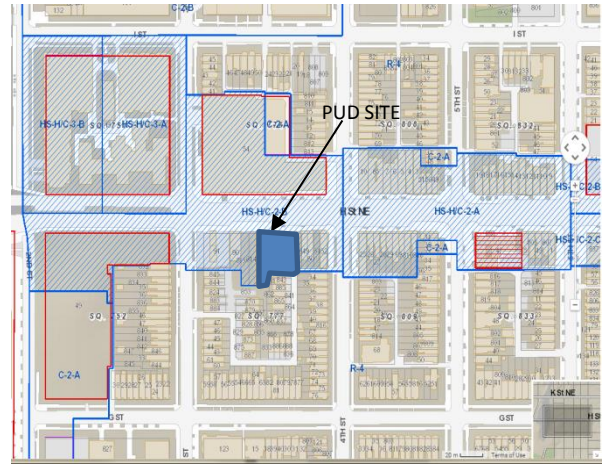
A PUD-related map amendment is not requested.

The proposed PUD is not inconsistent with the Comprehensive Plan's Generalized Policy Map, Future Land Use Map and its policy objectives outlined and attached to this report. The applicant has worked to address the concerns expressed by the Commission and OP at the setdown meeting in April, as well as with the ANC and the affected homeowners at Capitol Place, south of the project site prior to the scheduled hearing. A summary of the Commission's comments at setdown is provided in Table 6 at the end of this report.

II. APPLICATION-IN-BRIEF

Applicant: MRP Realty

Location: The site is located on the south side of H Street NE in Square 777, mid-block between 3rd Street NE and 4th Street NE and is among several large-scaled PUDs to the north, east and west, shown outlined in red in the map below. (Ward 6, ANC6C).



Location and Zoning Map

Site Area: Approximately 15,813 square feet (as surveyed by the applicant) combined as 9 lots.

Zoning: C-2-B/HS-H: C-2-B underlying the Housing Sub-District of the H Street Overlay District.

Existing

Development: The site is currently undeveloped.

Surrounding The immediate neighborhood is developed with a variety of residential and commercial uses.

Development: To the east of the vacant site, are four commercial row structures ending at 4th Street to the east. To the west, along H Street are mixed/use apartment buildings. Across H Street are commercial properties in the HS-H/C-2-C District. To the south, the Capitol Place row dwellings are just north of the Capitol Hill Historic District.

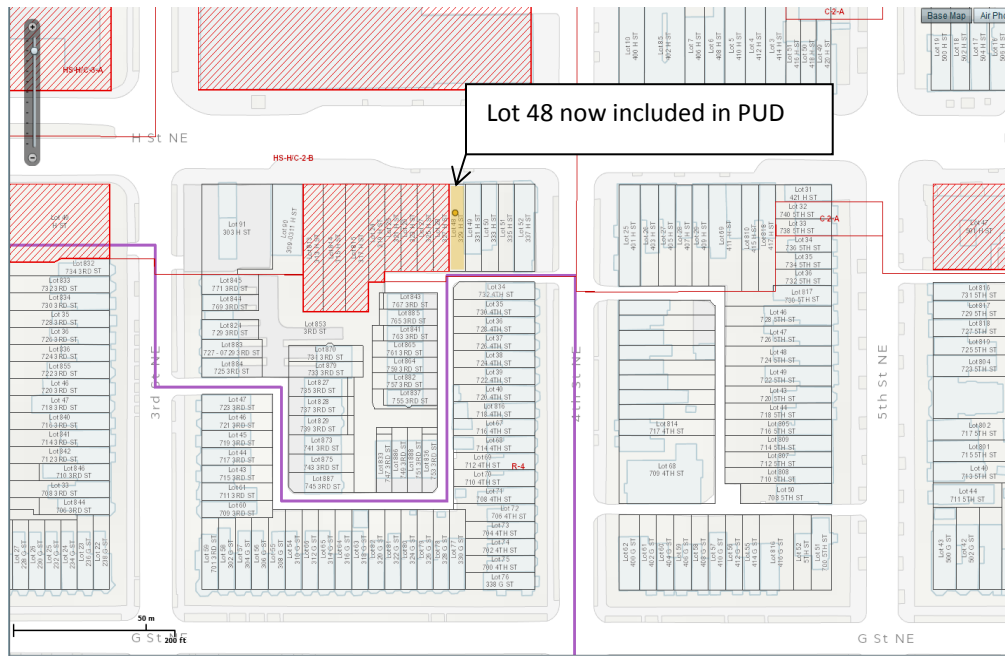
Proposal: The Applicant proposes to develop the property with a 90-foot (8-story) residential building with ground-floor retail. The 6.0 FAR mixed-use building will include approximately 88,393 square feet of residential development and 6,300 square feet of ground floor retail. The project to date will include between 105 to 135 residential units, including 7,072 square feet of affordable housing. Approximately 30 parking spaces would be provided within a single-story below-grade. No map amendment is proposed with this application.

III. BACKGROUND

The Commission set down the application at its regularly held public meeting on April 27, 2015 and requested additional information for the public hearing, including:

- Refinement of the design and improvement in perspectives to clearly show street level and alley views;
- Consideration of the at-risk elevations to include a treatment to resolve its appearance;
- An improvement to the LEED rating and its certification;
- Additional information on the alley and its impact on abutting buildings in the alley;
- Mitigation of potential adverse impacts at the rear;
- Demonstration of car and truck maneuvers in transportation management plans;
- Demonstration of access of existing homes at the rear and how they may be impacted;
- Provision of a construction management plan; and
- Provision of a completed amenities package.

Since the application was set down, the applicant met with OP and with other District agencies (DDOT and DOEE) to discuss the project. The applicant informed OP by letter on August 18, 2015 that Lot 48 (1,328 square feet) to the east of the original PUD site would now be incorporated as part of the development proposal. At the applicant's request, a new hearing date was granted by the Commission to allow additional time to present revisions to the community. The revisions viewed by the ANC were submitted to the record as Exhibit 25A on August 28, 2015. Subsequently, revisions were submitted to the Commission on September 18, 2015, noted as Exhibits 31A through 31A4 and 31B (Security Plans), in response to OP's and neighborhood concerns regarding off-site residential loading in the alley and other design issues noted in the report.



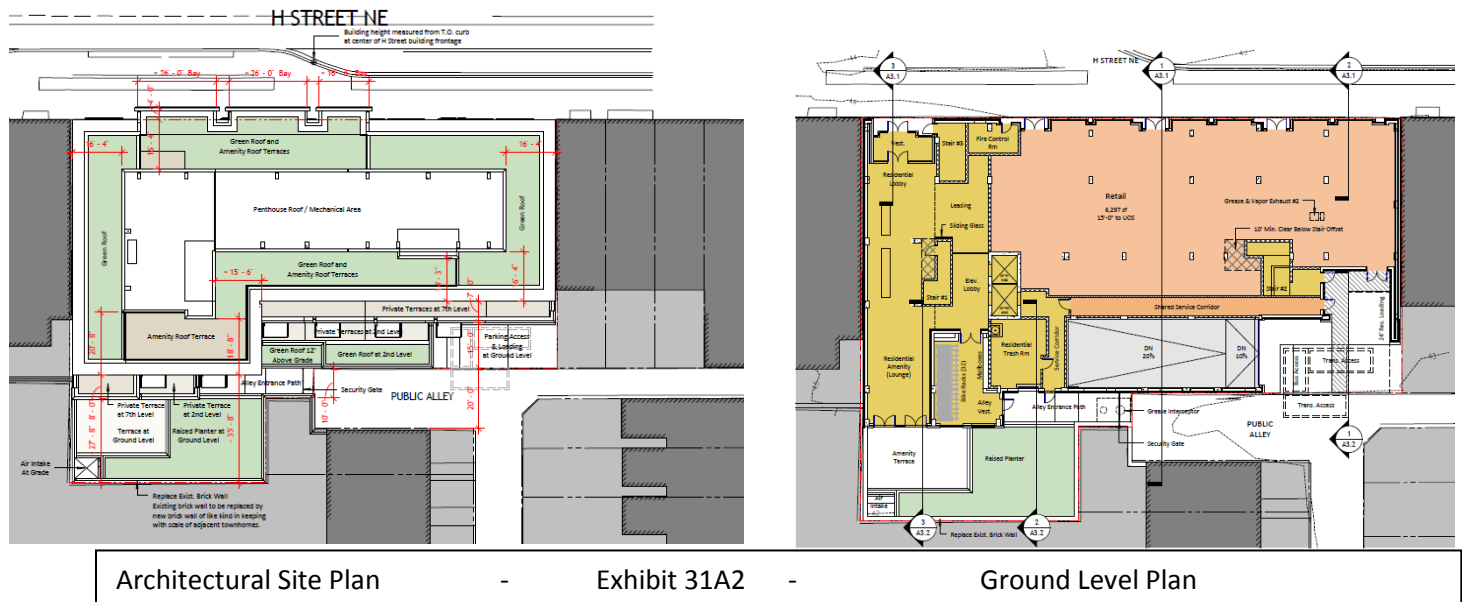
Revised PUD Site

IV. PROJECT DESCRIPTION

The project site includes nine small lots on the south side of the 300 block of H Street. In combination, the vacant parcel would form an L-shaped lot for a total area of 15,813 square feet. The parcel is proposed to be developed as an 8-story mixed-use building with a small ground floor component of retail approximately 6,300 square feet in area. The residential component would be included in floors 2 through 8 for a maximum of 135 residential units. The penthouse is proposed to have a residential unit in the alternate, if regulations are approved to permit habitable space in the penthouse, proposed under ZC#14-13 (Exhibit 31A2, Sheet A6.1). The units would be comprised primarily of junior one-bedrooms and studios, although 14, two-bedroom units are noted in the floor plans (Exhibit 31A2 –Sheet A0.7).

Residential access would be provided from H Street through the lobby proposed at the west end of the building, as well as through the rear, which would have an alley entrance path for easy access to 32 bike racks towards the south end of the lobby area and balconies proposed at the rear of the south facing units would activate the alley and improve safety. A security and lighting plan are included as a recommendation to the applicant from the Police Department.

The building would be sufficiently setback at a minimum of 27 feet from the homes at Capitol Place to the south. Landscaped private terraces at the 2nd level and raised planters at the ground level are intended to provide an attractive view of the new building as viewed from the residential properties to the south. Amenity roof terraces would also be provided and an extensive green roof would control run-off from the site. The applicant has committed to LEED Silver certification for the development.



A lower building height of 70 feet along the southern façade would break of the massing of the 90-foot building. The 7th and 8th floors would be recessed approximately 7 feet from the rear façade of the 2nd through 6th floors. The applicant worked with residents to modify the building's façade as viewed from the rear to increase the amount of brick on the facade, as well as to introduce a more traditional design, in keeping with the row character to the rear.

As indicated in the Ground Level Plan, (Exhibit 31A1 - Sheet A1.3) a significant portion of the ground floor would be devoted to residential amenity spaces and the access to the one level of below grade parking structure for 30 residential vehicles. It would also accommodate a small loading dock for a 24-foot truck. Flexibility is requested from the residential and retail loading requirements due to the compact nature of the site and the infeasibility of providing the required berth sizes on-site.

V. ZONING

The C-2-B District is designated to serve commercial and residential functions. Residential and retail uses are permitted as a matter of right. The Zone District and Overlay permits as a matter-of-right, a maximum height of 75 feet, with no limit on the number of stories, and a maximum density of 3.5 FAR (§§770.1, 770.2). The permitted density under Inclusionary Zoning is 4.2 FAR. Under the PUD guidelines, the maximum height is 90 feet and the maximum density is 6.0 FAR (§ 2405.1, 2405.2.). Parking is required at a ratio of one space for every three dwelling units and one space for each additional 750 square feet of gross floor area in excess of 3,000 square feet for retail use (§ 2101.1.).

The following table compares the matter of right standards of the underlying C-2-B district, with the C-2-B/PUD proposed for the project (based on Exhibit 12A1- Pg. A5):

Standard	C-2-B/HS-H M-O-R	C-2-B/PUD HS-H (max.)	Proposed	Flexibility
Area (sf.) §2401.1(c) §1326.2 (H St. min.)	No minimum	15,000 (min.) 10,000 (H St.)	15,813	Conforms
Height (ft.) (max.) §1324.13	75	90	90	Conforms
Lot Occupancy % - §§ 772.1, 1324.4 2604.2 Retail Residential	80% 70%	80%, 70% 80% with IZ	82% 69%-76%	Requested Conforms
FAR (max.) - §§ 2405.1, 2405.2 Residential	3.5 (4.2 with IZ)	6.0	5.6	Conforms
FAR Non-Residential (max.) (H St - § 1321.2)	0.5	0.5	0.398	Conforms
GFA (sf) Total	66,414	94,878	94,690	-
GFA (sf) residential	58,507.5	86,971.5	88,393	-
GFA (sf) retail	7,906.5	7,906.5	6,297	
GFA 9sf) retail: §1302.4 - 50% of ground floor gross floor area (12,913 sf) to be dedicated to retail use		6,456.5 (50%)	6,297 sf (48.76%)	Requested
Number of units	Vacant lot	-	105 to 135	N/A
IZ (See Section V IZ Table Summary)	8% of gfa of res. uses @ 80% AMI = 4,681sf	8% of gfa of res. uses @ 80% AMI = 6,958sf	7,072 sf @ 80%, 60% 50% AMI	Conforms
Rear Yard (ft.) (§774.7) :15 ft. min. measured from CL of alley @ 20' in height and below; rear lot line to structure @ 20' and above)	15'	15'	10 ft.	Requested
Parking (spaces) residential : §2101.1	1 per 3 du	1 per 3 du (45 spaces)	30	Requested
Parking (spaces) retail in excess of 3,000 sf	1 per 750 sf	1 per 750 sf (5 spaces)	0	Requested
Parking - § 2115.2 – 25 spaces/compact spaces, 40% max.	11	11	11	Conforms
Loading berth residential (ft. deep) §2201.1 Loading berth retail	1@ 55 1@ 30	1@ 55 1@ 30	1@24 None	Requested
Loading platform residential (sf) Loading platform retail	1@200 1@100	1@200 1@100	None	Requested
Delivery space residential (ft. deep) Delivery space retail	1@ 20 Not required for 6,297 sf retail	1@ 20 N/A	None	Requested

Table 1

The requested areas of relief are subsequently discussed beginning on page 8 of this report.

H Street Overlay Design Requirements § 1324

The design requirements are highlighted as follows:

Section	Street Design Requirement	Complies	
		Yes	No
1324.2	<i>Not less than 75% of the streetwall(s) to a height of not less than 25 ft. shall be constructed to both property lines abutting public streets.</i> The façade would abut only one public street, H Street NE. No less than 75% of the street wall/facade at the retail and first residential level along H Street would be constructed to the H Street property line. (Exhibit 31A Sheet A1.3). The breaks along the façade are intended to facilitate the opening of doors within the property line so as not to hinder pedestrian movement on the sidewalks.	✓	
1324.3	<i>Preserving an existing façade constructed before 1958 is permitted to use, for residential uses, an additional 0.5 FAR above the total density permitted in the underlying zone district for residential uses.</i> The site is currently undeveloped.	Not applicable	
1324.4	<i>In C-2 Districts within the HS Overlay District, 70% residential lot occupancy shall be permitted. 80% permitted with IZ (§ 2604.2).</i> Under § 1326.3, a maximum residential lot occupancy of 80% (with IZ bonus) is permitted within a C-2-B base zone. The project would be built at 76% lot occupancy for its residential component starting at the 2nd floor.	✓	
1324.5	<i>% of lot occupancy may be calculated on a horizontal plane located at the lowest level where residential uses begin.</i> Residential uses (other than the residential entry on the ground floor) are first shown on the second floor.	✓	
1324.6	<i>For the purposes of § 1324.5, "residential uses" includes single-family dwellings, flats, multiple dwellings, rooming and boarding houses, and community-based residential facilities.</i> Multiple dwellings/apartment units are proposed for residential uses.	✓	
1324.7	<i>Parking structures 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 provide not less than sixty-five percent (65%) of the ground level frontage as commercial space.</i> A parking structure is not proposed with this development.	Not applicable	
1324.8	<i>Each commercial use with frontage on H Street, N.E., shall devote not less than 50% of the surface area of the streetwall(s) at the ground level ...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. This requirement appears to be satisfied as proposed.</i>	✓	
1324.9	<i>Security grilles shall have no less than seventy percent (70%) transparency.</i>	Not proposed	
1324.10	<i>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 (1) primary entrance on H Street directly accessible from the sidewalk.</i> Commercial entries (3) and a residential lobby entry are shown as accessible from H Street on the submitted plans.	✓	

Section	Street Design Requirement	Complies	
		Yes	No
1324.11	<i>Buildings shall be designed so as not to preclude an entrance every forty feet (40 ft.) on average, for the linear frontage of the building, excluding vehicular entrances, but including entrances to ground floor uses and the main lobby.¹</i> The building would be 159.67 feet in width and four entrances would be evenly spaced, including the lobby entrance and 3 entrances for ground floor retail uses. (Exhibit 31A2- Sheet A1.3)	✓	
1324.12	<i>The ground floor level of each new building or building addition shall have a uniform minimum clear floor-to-ceiling height of fourteen feet (14 ft.) if the building fronts H Street, N.E</i> The floor-to-ceiling height of the ground floor, would be eighteen feet, as shown on the revised plans (Exhibit 31A2 Sheet A2.1)	✓	
1324.13	<i>Buildings subject to § 1324.12 shall be permitted an additional 5 ft. of height over that permitted in the underlying zone.</i> The underlying C-2-B district permits a maximum height of 65 feet. The applicant has proposed a building height of 90 feet, which is permitted under the C-2-B PUD standard.	✓	
1324.14	<i>Projection signs shall have a minimum clearance of 8 ft. above a sidewalk and 14 ft. above a driveway; project no more than 3 ft., 6 in. from the face of the building, and end a minimum of 1 ft. behind the curb line or extension of the curb line.</i> Facade panel signs observed on the H Street frontage are shown at approximately 12 feet above the sidewalk. However these requirements would be further reviewed when final plans are submitted at building permit review.	✓	
1324.15	<i>Façade panel signs shall not ... interrupt windows or doors and shall project no more than 12 in. from the face of the building.</i> It appears the façade panel signs have been placed so as to not interrupt windows and doors and do not appear to project more than 12” from the façade. This requirement would be addressed further at the building permit stage.	✓	
1324.16	<i>Roof signs are prohibited. –Roof signs are not shown.</i>	✓	

Table 2

¹ The Zoning Administrator determined that § 1324.11 **does not require** the building to have entrances on average every 40 feet, but rather that the design of the building must not preclude entrances every 40 feet.

FLEXIBILITY

As highlighted on the table above, the Applicant has requested flexibility from certain zoning requirements under the provisions of § 2405.7.

Roof Structure: § 411.3, § 770.6 (b)

The revised plans include a 7-foot setback of the 7th and 8th floors at the rear. Further, the mechanical penthouse and the stair to the east (Stair #2) are not shown in one enclosure of equal height. Although the penthouse would meet required setbacks from the H Street facade, two areas at the rear of the building would not satisfy the 1:1 setback requirement (16 ft. 4" required), including:

1. One area along the south facade of the penthouse in the location of Stair #2 - 14 ft. 3 ins from the roof's edge; and
2. At the southeast area of the penthouse - 15 ft. 6 ins. from the roof's edge.

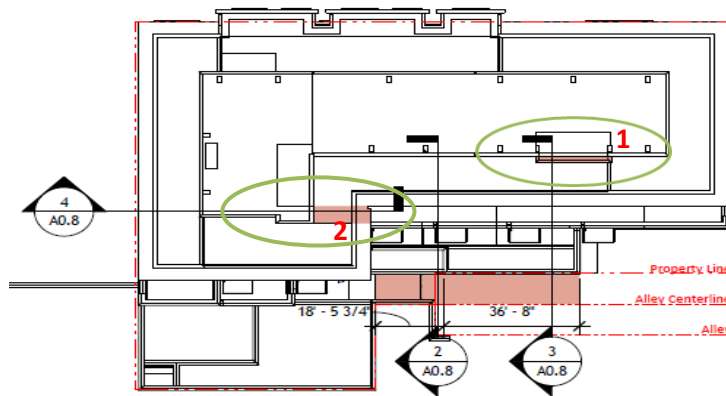


Exhibit 31A1, Sheet A0.8

The penthouse structure should not be immediately visible from the public alley at the rear or from the sidewalk along the front of the building. The 7th and 8th floors are setback 7 feet from the roof's edge, and the penthouse would be a minimum of 38 feet from the rear property line. The alley's 20-foot width would create an effective separation of 56 feet from the closest alley-dwelling (Lot 87) at the rear (Exhibit 31A1, Sheet A0.8 – Rear Yard, Section 1 Plan). The penthouse and alley dwellings run parallel to each other, in an east west direction, where there are no direct views, so the penthouse should not be readily visible from these homes. Shadows should also not be detrimental to the residences, since the building would be to the north (See Exhibit 31A2 – Sheets A5.1, A5.2 - Shadow Studies). The proposed height and massing at 90 feet are shifted to the H Street frontage, where it would be consistent with the development height permitted under the PUD.

In the highlighted area #1 shown in the above diagram, the stair enclosure is lower in height than the mechanical penthouse, as it was shifted 2 feet outward from the main penthouse structure to accommodate design changes. As such, the massing would appear greater at the rear if the stair enclosure was unnecessarily made equal in height or included in one enclosure. Thus, separate enclosures for the mechanical and stair penthouses would be supported. OP considers the difference between the required and proposed setback to be minimal, so as not to impair the intent of the Regulations.

Penthouse Habitable Space

Proposed regulations to permit habitable space are under consideration by the Commission in ZC# 14-13. In anticipation of the regulations' approval, the Applicant requested a residential unit within the proposed penthouse. The additional residential gross floor area would be subject to IZ Regulations. Should the flexibility be granted, the affordable housing proffer would increase from 7,072 square feet to a total of 7,139 square feet reserved for affordable housing.

OP does not object to the requested relief from proposed residential penthouse unit in the alternate, subject to the approval of the proposed regulations under ZC 14-13.

Parking - §§ 2101, 2114.

Residential parking is required at 1 space per 3 units for a total of 45 spaces and 30 would be provided. The retail uses would require 5 spaces, however, no retail spaces would be provided (§ 2101.1). Flexibility is requested from the on-site parking requirements for both use categories, as the lot's size and width limit the ability to accommodate 50 spaces on one level of below grade parking, as proposed. Below-grade parking of 30 spaces would include 11 compact and 19 full-size spaces.

The project site's irregularly shaped rear yard and width inhibits a cost-effective provision of the full complement of required parking spaces on the lot. Two levels of parking would have diminishing returns due to the ramping system and required drive aisle widths beyond the proposed first level. The applicant's Comprehensive Transportation Review (CTR) (Exhibit 31D) includes a comprehensive Transportation Demand Management Plan (TDM) with the following components:

- A Transportation Management Coordinator (TMC);
- Provision of a transit screen for real-time updates for residents and visitors to the building;
- A marketing program established by the TMC promoting alternative incentives;
- Alternative transportation incentives, including the provision of the following to the first occupant of each unit:
 - Annual car share membership and application fee;
 - \$100.00 Smartrip card;
 - An annual Capitol Bikeshare membership for a period not to exceed 2 years;
 - Access to a secure indoor bike parking facility for 50 spaces with a repair station; and
 - Carpool and rideshare information, all to be included in its marketing program.
- RPP Restrictions: Inclusion of a clause in all residential leases that prohibit tenants from obtaining visitor or Residential Permit Parking passes for use within a mile of the building, along with the applicant's attempt to remove the property from the list of properties eligible for RPP from DMV's database.

The project site is within walking and biking distance to downtown and within the reach of mass transit facilities at Union Station. Several car share locations also exist around the project site and other smart transportation alternatives are available through smartphone applications. OP has no objection to the requested flexibility, as the TDM plan complements the development site's location amidst the readily available transportation options.

Loading

Retail

Trucks would not be allowed to park and make deliveries from H Street due to the pending streetcar system. Retail loading was discussed with DDOT and preliminary recommendations by DDOT are supportive of commercial loading from the existing loading area on 4th Street. Additional information from the applicant and DDOT would be provided at the public hearing regarding this preference. Tenants would be directed to the 4th Street loading zone for any curbside deliveries.

Residential

The Applicant previously requested flexibility in the design to provide one, 30-foot berth for residential use within the public alley space. However, the neighbor to the south of the proposed loading dock area at Lot 87 expressed the following concerns to OP including:

- Truck access through the narrow 10-foot wide alley;
- Truck turning movements;
- Noise;
- Concerns about pollution from idling trucks during delivery; and the
- Lack of showing by the applicant of the feasibility of loading within the property's boundaries.

These concerns were referred to the applicant and OP requested additional information, including various site designs to show why loading was not, or could not be included within the site given the recent 16-foot wide lot acquisition to the east of the original PUD site. The applicant subsequently modified the design to include an on-site, 24-foot residential loading dock with a supporting loading management plan, which is also intended to support off-site retail loading, proposed from the existing 4th Street loading area. (Exhibit 31A1, Sheet A1.3).

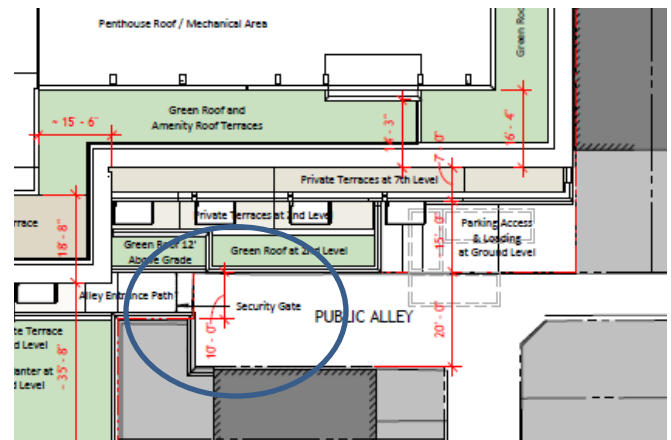
The loading management plan provided at Exhibit 12B1 is anticipated to mitigate vehicular conflicts with other alley users and reduce potential adverse impacts to the neighborhood. Generally, trucks accessing the alley would be limited to a maximum of 24 feet in length and move-in/out would be scheduled to use the dock. A loading manager would be hired to ensure the dock's capacity is not exceeded and to manage the inbound and outbound trucks through the 10-foot wide alley via 4th Street. It is not anticipated that move-in/move out would occur all at once, or as a constant activity. Periodically, when it would occur, it would be scheduled and managed by the building's management for trucks no larger than 24 feet in length. If DDOT is supportive of on-site loading proposed by the applicant, and its attendant loading management plan, then OP would support flexibility from the residential loading requirement.

Rear Yard

The proposed design does not provide the required 15-foot rear yard at the ground floor level measured from the centerline of the alley at one location, due to the required ramping system and the desire to provide more meaningful retail space within the building.

However, the requirement is satisfied at the upper floors, above 20 feet from the rear property boundary.

The irregular shape of the rear yard creates a practical difficulty in meeting the required setback equally along the rear yard. Thus, the rear yard measurements vary and in parts exceed the requirements.



OP does not object to the requested relief from this requirement.

H Street Overlay-Designated and Restricted Uses § 1302.4

Regulations require that designated uses under §1302.2 occupy a minimum of 50% of the gross floor area of the ground level of the building. The revised design would be required to provide a minimum of 6,456.5 square feet and 6,297 square feet of retail space (48.76%) is proposed. The plan was modified to include an on-site loading dock for the residential uses, previously proposed in the alley. The retail area to the east of the site was altered to accommodate the on-site loading area for 24-foot long trucks. The requested flexibility is not anticipated to impair the intent of the Regulations, as the minimal area loss would be outweighed by the provision of an on-site loading area for residential purposes.

Lot Occupancy

Regulations require that in a commercial district, no building or portion...devoted to a residential use, including accessory buildings...shall occupy the lot...in excess of 80% (for the C-2-B District) (§772.1)). The design proposes 82% lot occupancy on the ground level which would be primarily residential amenity space, including the alley vestibule area, which is designed to align with the 10-foot wide alley entrance path, which provides a visual entrance to the building from the rear. This additional area would provide a clear sightline to 4th Street through the 10-foot wide alley, enhancing the safety concerns for future and existing residents who currently use the alley to access their homes. OP does not object to the requested lot occupancy relief.

VI. PUD EVALUATION STANDARDS

The Applicant requests the proposal be reviewed as a consolidated PUD. The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24.

§ 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” This will allow the utilization of the flexibility stated in § 2400.2.

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

The proposed development will be constructed on a vacant site. Thus, the development would add to the District’s housing stock and complement the revitalization of a vital arterial in the District. Comments were requested from the District Departments of Transportation (DDOT), Energy and the Environment (DOEE) and DC Water. A comparison of the gains over a matter-of-right development is highlighted below (based on Exhibit 31A):

Standard	C-2-B/HS-H (M-O-R)	C-2-B /HS-H (PUD)	Proposed	Gains over M-O-R
Area (sf.) (H St. PUD §1326.2)	No minimum	10,000	15,813	0 sf.
Height (ft.)	75	90	90	15 ft.
Lot Occupancy % - Retail	80%	80%	82% (ret.)	3% (retail)
Residential - H St.-§ 1324.13	70%	80%	69%-76%	6% (residential)
FAR (max.) (overall)	4.2 (with IZ)	6.0	6.0	1.8 (overall)
GFA (sf) residential	58,507.5	86,971.5	88,393	29,885.5 sf.
GFA (sf) retail	7,906.5	7,906.5	6,297	0 sf.

Table 3

The development gains in this project include two additional stories with an attendant increase in density, to accommodate an increase in the residential component of the project, including residential amenity space on the ground floor.

VII. PUBLIC BENEFITS AND AMENITIES

§ 2403.9 address the requirement for public benefits and amenities as follows:

“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

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

The architectural context of H Street NE is characterized by traditional two and three story brick buildings infilled with new higher height mixed use buildings clad primarily in brick using a traditional architectural language of punched window openings and brick detailing. In addition to the predominance of brick in both the existing and new development, many of the buildings also feature creative use of projections such as ground floor shop windows and upper story bay windows or oriel.

The proposed architecture of 315 H Street is a contemporary design using modern principles of facade organization, contemporary building materials, and simple clean detailing. The ground floor retail facade is composed in dark brick creating a direct reference the lower scale brick buildings adjacent to the site. The

storefronts are constructed using an aluminum storefront system with a recessed doors and notches to create a rhythm to the storefronts and the appearance of show windows that reference the surrounding retail storefront context. The upper floors of the building are organized within a white box that frames the edge of the building and separates it from the base by a slightly recessed 2nd floor. The primary facade would be clad in black fiber cement panels with a regular grid of window openings creating a contemporary flat appearance that is articulated by an alternating rhythm of patio doors and divided windows. The three projection bays accent the elevation with a composition of burnt orange composite panels and varied window openings, but also add to the overall complexity and busy feeling of the façade.

The rear façade is well articulated to provide areas of open spaces, beginning at the ground level, which has a terrace at the southeast corner of the site, and a raised planter area at ground level. The open spaces supports landscaping shown in these areas, as well as through green roofs, beginning at the 2nd level above the underground garage at the south of the property and on the main roof of the building. The site includes up to 5,432 square feet of green roof and landscaped areas (Exhibit 31A4 C6 – Green Area Worksheet).

A security gate along its property boundary at the alley would not be provided, as a concession to the neighborhood's request and to DDOT's recommendation. Such a gate would potentially impede other users' ease of use at the junction where the 20-foot wide alley stub joins with the narrow 10-foot portion, which exits onto 4th Street. The applicant has included a security and lighting plan (Exhibit 31B) as a result of its meeting with the Metropolitan Police Department and the community, as alley security is of concern by both the applicant and the surrounding neighbors. The addition of cameras, lighting and movement of bicyclists through the alley, which is encouraged in the design, would alleviate some of the security concerns of the surrounding neighbors.

H Street Strategic Development Plan

The proposal satisfies the elements of the H Street NE Strategic Development Plan, which identifies the 300 block of H Street (north and south sides) as a Type I development site, where it is anticipated that the parcel... *“support future development of multi-story, multi-use buildings which contain enough parking to meet demands of retail, office and residential uses. Type I Development can be encouraged in areas served by transit stops and where the needs of the largest number of people can be met.”* The development guidelines in comparison to the proposed project are highlighted for reference at the end of the report.

The proposed design is well composed and makes several gestures towards respecting the existing built context, most notably the brick retail base and use of projections; however, the detailing and material selections of the design may warrant further study. OP encourages further design refinements to the window designs and the projection design to reference the architectural detail language of traditional masonry architecture to ensure the building is sensitive to the neighborhood context.

OP recommends:

- *To break-up the potential flatness of the façade, the applicant is encouraged to examine recessing the upper story windows on the H street façade six to eight inches to emphasize the grid reading of the black fiberboard, create shadow lines, and reference masonry punched openings.*
- *To reduce the busy reading of the façade, the applicant is encouraged to reduce and simplify the mullion design of the windows by possibly removing the top horizontal mullion to create a more asymmetrical reading that encourages the reading of floor levels rather than superimposed grids.*
- *To create a reading of unit masonry such as terra cotta panels or brick.*

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

The project site is within a Main Street Mixed Use Corridor under the Comprehensive Plan, where it is anticipated that new development would support transit use and enhance the pedestrian environment, as proposed with this project.

The original PUD site was recently expanded with the addition of Lot 48 to the east, adding 16 feet in length but no additional depth/width. The project site is compact and its lot's width varies due to its irregular shape;

between 120 feet at the west lot line to 82 feet at the eastern edge of the lot. The applicant explained the difficulty in attempting to work within the confines of the irregular shape and the alley's narrow width, while respecting the townhomes at the rear. The shape was a consideration in the location of the building's core functions, the unit locations, residential amenities and the provision of below-grade parking. The proposed development effectively maximizes the irregularly shaped site, as it satisfies most of the bulk and yard requirements under the PUD.

The contextual perspectives of the rear and its relationship with the residential row homes to the rear have been improved in the latest submission (Exhibit 31A; Sheet A4.3, 4.4). Balconies previously included with apartments closest to the Mews, shown in Exhibit 12A Sheet A23, A24, have been removed. Balconies appear at the rear on the 3rd through 6th floors 35 feet from the property line to mitigate the privacy concerns of the two-story residential row home residents to the south (Compare with Exhibit 25A South Building Elevation, and Exhibit 31A2: Sheet A4.3, A4.4).

A one-bedroom and den residential unit may be included in the penthouse level, should the Commission approve ZC 14-13 to permit habitable space within penthouse structures. An alternate habitable penthouse plan is submitted as requested by OP - Exhibit 31A3, Sheet A6.1.

(c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts.

A vibrant mix of residential, retail, service and arts uses has re-emerged along the H Street corridor, supported by an accessible transportation network. The site is within the walk shed of Union Station (approximately 0.5 miles), which is the hub of Amtrak, the Circulator Bus and interstate bus lines. In the near future, the H Street/Benning Road Streetcar line will be operational. The development provides for less than required on-site parking and is paired with a robust TDM plan, in recognition of the variety of transportation choices available at this location.

Below-grade parking for 30 residential units would be provided but it is anticipated that minimal residential parking with frequent ingress and egress would occur. Further residents would not be allowed on-street parking due to the proposed RPP restrictions that would be included in the rental agreement or deed covenants.

H Street's pedestrian facilities have been redesigned and improved more recently to complement the street car's operation. The applicant's Comprehensive Transportation Review (CTR) (Exhibit 31D) noted that most pedestrian facilities near the site meet DDOT's standards and provide a quality walking environment (CTR- page 7). Pedestrian access for the project site is proposed strictly along H Street. Bicycles accessing the site to the cellar and first floor would do so from the alley, which would provide more eyes at the rear for improved alley safety. Outdoor bike racks for residential and retail tenants would also be installed along H Street and 4th Street.

The project would provide one, 24-foot loading dock for residential use, which would be managed by an on-site loading manager to restrict the use of trucks larger than 24 feet to the site. Commercial trash pick-up would take place from the alley and trash dumpsters would be managed, so as not to remain in the alley. DDOT's comments regarding the project's traffic analysis would be presented separately to the record and at the public hearing.

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

There are no applicable historic elements to be considered at this site.

(e) Housing and affordable housing

The project proposes a maximum of 135 units. Affordable housing would be provided according to the minimum IZ requirement of 8% of gross floor area of residential uses which equates to 7,072 sf. The introduction of residential use in an underutilized site is consistent with planning goals of the Comprehensive Plan. A summary is provided and compared with the requirements of the set-aside requirements of Section 2603.

Summary of Inclusionary and Affordable Set Asides (§ 2603.1 & 2603.2)

Residential Unit Type	GFA / Percentage of Total	Units	Income Type	Affordable Control Period	Affordable Unit Type	Notes
Total - Apartments	88,393 sf/100%	135 (max)				
Market Rate	81,321 sf/ 92%	124 (max)				
IZ - Units	5,304 sf/ 6% of units		80% AMI	Life of the Project	TBD	
IZ – Units	884 sf/1% of units		60% AMI	Life of the Project	TBD	
IZ Units	884 sf/1% units		50% AMI	Life of the Project	TBD	
Affordable/Non-IZ	NA	NA	NA	NA	NA	

Table 4 Information Provided by Applicant – At this time, the applicant has not determined the number of units or location of the units that would be offered as rental or through condominium ownership. **Exhibit 31A1 – Sheet A0.7**

2603.2 An inclusionary development of steel and concrete frame construction located in the zone districts stated in § 2603.1 or any development located in a C-2-B, C-2-B-1, C-2-C, C-3, CR, R-5-C, R-5-D, SP, USN, W-2, or W-3 Zone District shall devote the greater of eight percent (8%) of the gross floor area being devoted to residential use or fifty percent (50%) of the bonus density utilized for inclusionary units..

IZ requires: 8% residential GFA devoted to residential use: $8\% \times 88,393 = 7,071 \text{ sf}$

Proposed: 7,072 sf. Therefore, the IZ requirement is satisfied, and the lower levels of affordability would be a PUD benefit.

(f) Social services/facilities

No social services are to be provided by this proposal.

(g) Environmental benefits

The proposed development provides some environmental benefits which include green roofs, on-site stormwater management, energy efficient lighting and appliances, low-flow plumbing fixtures. The project will be LEED certified Silver and satisfy the GAR requirements.

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

The applicant has developed an amenity package in conjunction with the Capital Place Homeowners Association to the south of the project and with the ANC 6C. The table is OP's categorization of proposed items to date:

Table 5

Applicant's Amenities/Benefits	Required	Mitigation	Public Benefit	Project Amenity
New housing and retail			X	
Affordable housing	X			
At least 2 at lower AMI levels (60% and 50% AMI – valued at \$260K).			X	X
Contextual Arch/Urban Design (streetscape & public realm)			X	
Environmental Benefits				
Achievement of LEED Silver (\$454,000)	X	X	X	
More bicycle spaces than required.		X	X	X
Restricting RPP participation		X		
Robust TDM- including Bike share/SmarTrip/ZipCar memberships for all residents for 2 years: Transit screen; Additional bike storage on ground floor, as requested by ANC. 4 bike racks on H, 2 on 4 th , and 50 space indoors	X	X	X	X
Loading Management Plan		X		
Re-paving of portion of alley and beyond what would be required based on construction activities (applying permeable concrete - \$45,000)	X	X	X	X
At least 100 sf of storage space in the building for use by ANC (\$45,000 valued at loss of parking space)				X
Improvements and upgrades to common areas in Capitol Place: Landscaping and lighting improvements to Capitol Place HOA: Tree box improvements on east side of 3 rd St. between G Street and H Street (\$50,000).				X
Refurbishing of common wall with Capitol Place HOA	X	X		

VIII. AGENCY COMMENTS

The application was referred to the following:

- District Department of Transportation (DDOT);
- District Department of Energy and the Environment (DOEE);
- Department of Housing and Community Development (DHCD); and
- DC Police.

The agency reports will be submitted under separate cover.

IX. COMMUNITY COMMENTS

The applicant met and negotiated concerns with homeowners of the Capital Place Homeowners Association. The association voted to support the subject application. (Letter to the ANC 6C, dated September 10, 2015 – Exhibit 31E).

On September 10, 2015, the ANC 6C voted to support the application, with stated conditions, agreed to by the applicant. The ANC's report will be submitted separately to the record.

The Capitol Hill Restoration Society contacted OP to express concerns regarding the building's height and the façade treatment of the east and west elevations, since the building was just north of the Capitol Hill Historic District. The applicant met with the CHRS's representative to discuss their concerns.

X. SUMMARY ZC/OP COMMENTS

Commission/OP Comments	Applicant's Response	OP's Response
Refinement of the design and improvement in perspectives to clearly show the project, including street level and alley views;	The applicant submitted improved drawings under Exhibit 31 A3 Sheet A4.3	The drawings are improved over the setdown edition.
Consideration of the at-risk elevations to include a treatment to resolve its appearance	The applicant proposed a different material in consultation with the affected residents to reduce glare.	OP is supportive of the design direction and materials choice.
An improvement to the LEED rating and its certification;	The applicant proposes to obtain LEED Silver certification at an approximate cost of \$454K.	Supported by OP.
Mitigation of adverse impacts at the rear	The applicant met with the Capitol Place HOA to discuss impacts and mitigation as well as other amenities. Potential impacts were mitigated by placing residential loading on-site and by commitment to a construction management plan with Capitol Place Home Owners Association (CPHOA).	The applicant made diligent efforts to meet with the affected parties and arrived at an agreement. Exhibit 31A provides a list of proffered benefits and amenities for the project.
Additional information on the alley and its impact on abutting buildings in the alley	The applicant provided improved renderings to demonstrate the relationship between the proposed building and the homes to the south.	The shadow study has been provided as well as site section and Elevations (Exhibit 31 A3- Sheets A 3.4 and A4.6)
Demonstration of car and truck maneuvers in transportation management plans	A revised CTR (Exhibit 31D – pgs. 16-19) includes the requested maneuvers.	Provided. DDOT's comments will be provided prior to or at the hearing.
Demonstration of access of existing homes at the rear and how they may be impacted	This information was not provided in the CTR.	OP anticipates the information would be provided at the public hearing.
Provision of a construction management plan	The applicant committed to a construction management plan in cooperation with the CPHOA	The construction management plan is anticipated to be provided to the record prior to final action in this case.
Provision of a completed amenities package	An amenities package is included with elements requested by both the ANC 6C and the CPHOA.	The amenities package would continue to be refined and will be submitted to the record prior to final action.

Table 6

Attachments:

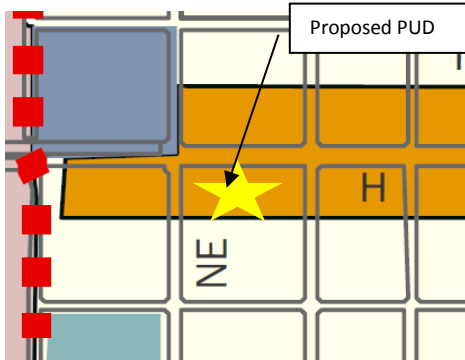
- I. Comprehensive Plan and Public Policies
- II. H Street Strategic Development Plan (HSSDP) Guidelines for Type I Development

ATTACHMENT: I

COMPREHENSIVE PLAN AND PUBLIC POLICIES

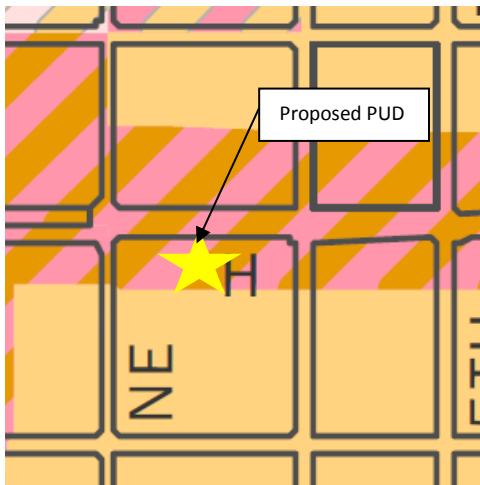
The proposed PUD must be not inconsistent with the Comprehensive Plan and with adopted public policies (§ 2403.4). The development proposal is not inconsistent with the Future Land Use and Generalized Policy Maps and would further objectives of the Land Use, Transportation, Housing, Economic Development, Urban Design and Capitol Hill elements and their related policies.

A. Comprehensive Plan Generalized Policy Map



The Generalized Policy Map locates the subject site within a main street mixed use corridor. This type of corridor is a traditional commercial business corridor with a concentration of older storefronts along the street, facilitating a pedestrian-oriented environment. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. The infill development of ground floor retail at the base of a new residential building is in keeping with this general policy. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.

B. Future Land Use Map



The map indicates that the property is within a mixed land use category of Moderate Density Commercial and Medium Density Residential. The proposed project is not inconsistent with this designation, as mixed-use developments of primarily residential uses with ground floor retail are permitted and encouraged in these areas. Retail, office and service businesses are typical, predominant commercial uses.

C. Comprehensive Plan Policies and Objectives

Land Use Element

- *Fully capitalizing on the investment made in Metrorail requires better use of the land around transit stations and along transit corridors...The same is true for those corridors where light rail or bus rapid transit service has been proposed. 306.2*
- *Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:*
 - *A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;*
 - *A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;*
 - *A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; 306.4*

The proposed mixed use development would enable future residents to capitalize on the location's proximity to several transit options, and would help to address the District's housing demand. It would also contribute to the continued transformation of this section of the H Street corridor.

Policy LU-1.4.1: Infill Development

Encourage infill development on vacant land within the city, particularly in areas where there are vacation lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. (307.5)

The proposed development is best characterized as infill development on a vacant property that is a gap in the urban fabric and rich pedestrian experience of the H Street corridor. The development, through its defined retail base and massing, complements the existing physical development pattern of the corridor

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District's Medium and High-Density residential areas. Limit the encroachment of large scale, incompatible commercial uses into these areas, and make these areas more attractive, pedestrian-friendly, and transit accessible.(309.15)

The proposed residential building is on the main line of many Metro bus routes, as well as along a pending street car line. The primarily residential building would add new residents to support existing smaller-scale commercial businesses, as well as new local business opportunities, which are locating to this vibrant corridor.

Policy LU-2.1.11: Residential Parking Requirements

Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flows. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. (309.16)

The Applicant requests to provide 30 residential parking spaces, where 45 residential and 5 retail spaces are required. The project is approximately 0.5 miles from the Union Station Metro Rail station and the site fronts on a Metrobus corridor and the pending streetcar line. To mitigate potential impacts of future reduced private parking availability, a robust TDM program is proposed by the Applicant.

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects which improve the visual quality of the District's neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. (310.5)

The redevelopment of the site would add to the visual improvement of the H Street corridor through the introduction of a retail base along the public space/streetscape, as well as proposed streetscape improvements.

Transportation Element

Policy T-2.3.3: Bicycle Safety and Action T-2.3.A: Bicycle Facilities

Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist (409.10). Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. (409.11)

The proposed building would have secure bicycle parking area for 24 bicycles, as well as a bicycle repair area to be shown on the plans (p.6, Burden of Proof Statement).

Housing Element

Policy H-1.1.1: Private Sector Support

Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. (503.2)

The proposal includes new housing that will contribute to the high demand for housing in a desirable location, consistent with the land use policies and objectives cited herein.

Policy H-1.1.3: Balanced Growth

Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. (503.4)

The project would include up to 135 new residential units on vacant and underutilized land in a prominent corridor of the city.

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. (503.5)

The proposal consists of a primarily residential building with ground floor retail on commercially-zoned land, along a main street mixed-use corridor, within 0.5 miles of a Metrorail station.

Environmental Protection Element

Policy E-2.2.1: Energy Efficiency

Promote the efficient use of energy, additional use of renewable energy and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees. (610.3)

The Applicant has agreed to provide energy efficient lighting and appliances, and low-flow plumbing fixtures, which facilitate efficient use of energy and reduction of unnecessary energy expenses.

Policy E-3.2.1: Support for Green Building

Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities. (614.2)

OP is satisfied that the applicant committed to LEED Silver certification. The building would include a 5,000 square foot green roof, as well as the sustainable elements mentioned above, which would benefit both the residents of the building and community as a whole.

Urban Design Element

Policy UD-1.4.1: Avenues/Boulevards and Urban Form

Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateway or view corridors within the city. (906.6)

H Street is identified as a "Major Avenues, Boulevards and Gateways" in the Comprehensive Plan (906.7). The proposed project will improve the H Street corridor's aesthetic and visual character through its retail base and overall development on a vacant, underutilized site.

Policy UD-2.2.1: Neighborhood Character and Identity

Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. (910.6)

Policy UD-2.2.4: Transitions in Building Intensity *Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood. (910.11)*

The proposed infill development is typical in scale and massing of new development along the H Street frontage. The rear has been addressed in cooperation with the neighbors to the south at Capitol Place and the massing provides an appropriate transition between the two-story row homes in the alley (Exhibit 31A2: Sheet A4.3, A4.4).

Policy UD-2.2.6: Maintaining Facade Lines

Generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic facade line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm. (910.14)

Generally, the building would maintain the established façade lines at the pedestrian level and would complement the established rhythm along the street.

Policy UD-2.2.7: Infill Development

Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. (910.15)

The proposed infill project would be generally consistent with new development along H Street in terms of scale, height and density.

Policy UD-3.1.1: Improving Streetscape Design

Improve the appearance and identity of the District streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street 'furniture' and adjacent building facades. (913.8)

Policy UD-3.1.5: Streetscapes and Mobility

Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling and driving. Bus shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travels. (913.12)

Policy UD-3.1.7: Improving the Street Environment

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

The development would have ground floor retail uses with clear glass store front windows and no curb cuts.

Economic Development Element:***Policy ED-2.2.3: Neighborhood Shopping***

Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites.

Policy ED-3.1.1: Neighborhood Commercial Vitality

Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents.

The proposal would develop this vacant site with a mixed-use building including new retail space, thus expanding retail goods and services, as well as job opportunities to existing and future residents.

Capitol Hill Area Element:

The Comprehensive Plan places the property within the Capitol Hill Area Element and describes the area as being developed with a mix of residential and small-scale commercial uses. It anticipates that future development be directed to the H Street corridor, which is already zoned for commercial use and where redevelopment could reinforce the fabric of the neighborhood and provide needed housing and retail services. The policies generally recommend that residential use be retained and enhanced by new housing. The proposed development is not inconsistent with the area element.

Policy CH-1.1.3: Upgrading Commercial Districts:

Reinforce and upgrade the major commercial districts of Capitol Hill, including the H Street and Benning Road corridors.

Policy CH-2.1.2: Clustering of Retail

Recognize that the existing supply of retail space on the H Street NE corridor may exceed demand, and that retail development should therefore be clustered on the 700-1100 blocks. 1511.7

This proposal would support these policies by enabling the redevelopment of a vacant site and adding valuable retail square footage. It conforms to the Comprehensive Plan's policy objectives for the Capitol Hill Policy Focus Area, including the H Street corridor's "urban living" district between 2nd Street and 7th Street NE, which is intended for medium-density residential development, with ground-floor retail uses.

Attachment II

H Street Strategic Development Plan (HSSDP) Guidelines for Type I Development

Item and Guidelines	Proposed Project
Building Envelope: Buildings are to be set on the front and side property lines. In the rear, buildings may be set back from the rear property line, but are not required to create a yard. Buildings may maximize lot coverage and should be between 4-8 stories tall.	0' setback from property line at front and side streets; - 10- 27' setback from property line at rear yard; - Building Height: 8 stories
Encroachments: Encroachments are permitted only at 8 feet above the sidewalk and higher	Projections over ROW starting at eight feet above the sidewalk for a horizontal distance of six feet
Parking : Front, Side, Rear, Below Grade Shall occur behind the building or located below-grade. Not permitted through the front or side.	Parking would be located in one level below grade.
Storefronts: • Windows and doors of commercial establishments should occupy no less than 60% of the total storefront. • Windows should be set a maximum of 18 inches above the ground and within 12 inches of the finished ceiling. • Transom windows are encouraged above doors and storefronts. • Black glass, opaque glass and other “false window” techniques are prohibited. • Garage, security and service doors shall not face a street. • Wire mesh security grilles shall be mounted on the inside of buildings.	Conforms
Windows and Doors • A window or door “opening” consists of the rough masonry opening or rough wall opening into which the window or door is placed. All window and door openings shall be vertical in proportion, and any subsequent divisions of openings (lites, sashes, etc.) shall also be in the configuration of vertically oriented rectangles. • Vertically-oriented rectangular windows may be grouped or “ganged” in a horizontal opening whose length does not exceed twice its height. • Windows and doors shall be located no less than 24 inches from building corners	Conforms
Awnings and Canopies Every building shall clearly express a base, a body and a top.	Not shown or proposed to date
Walls: Blank walls or blind facades are not permitted; Every building shall clearly express a base, a body and a top.; Transitions from base to body shall be made in one of two ways: • Horizontally, through a shift in vertical plane toward the interior, or • Vertically, through a change in building materials or the use of trim along a level line. Transitions from body to top shall be made in one of two ways • Horizontally, through a shift in vertical plane toward the exterior, or • Vertically, through a change in building materials or the use of trim along a level line. Walls may be finished in brick, stucco, metal or lightweight concrete panels, or architectural glass panels. More than one material may be used. Transitions in wall materials must occur along all visible sides of a building, and shall always follow a horizontal and level line.	Conforms
Roof, Parapet, Cornice: • Building roofs shall be flat. • Other roof shapes (hips, gables, domes) may be used on one portion of a building, not to exceed 500 square feet in plan. • Flat roofs may be constructed of any material (permitted by all applicable building codes), while other roof shapes shall be finished in metal or natural slate tiles. • Flat roofs shall include a parapet above the roof facing any front or side street. Refer to Standards for Parapets. • Any equipment placed on a building roof shall be screened by parapet walls or other devices rendering the equipment invisible from the street. • Roofs extending beyond the building wall and are highly visible from below shall have a finished, decorative soffit.	A flat roof is proposed