



**SUPPLEMENTAL REPORT**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** <sup>JLS</sup> Jennifer Steingasser, Deputy Director  
 Development Review and Historic Preservation  
**DATE:** February 25, 2016  
**SUBJECT:** ZC #15-12 , OP Supplemental Report

**SUPPLEMENTAL ANALYSIS**

The following is additional analysis of both the Applicant’s amended IZ benefit anticipated to be filed on February 25, 2016 and analysis of the precedent scale and height transition examples provided during the Applicant’s public hearing presentation on February 4, 2015 (See Exhibit 28, Slides 45 and 46). The Zoning Commission requested OP’s analysis regarding these discussion topics during the February 4, 2016 public hearing.

Inclusionary Zoning Housing Benefit

Since the public hearing, OP met with the Applicant and staff from the Department of Housing and Community Development (DCHD) regarding the inclusion of IZ units at 50% AMI. The Applicant incorporated OP and DCHD feedback into their proposal. It is OP’s and DCHD’s understanding that the Applicant will propose the following amended housing benefit, which OP and DCHD support:

	IZ Housing Benefit—8% of the Residential GFA Unit/AMI Breakdown		
	Total IZ Mix	80% AMI	50% AMI
Studio	2	2	0
1 Bedroom	7	6	1
2 Bedroom	3	1	2
3 Bedroom	1	0	1
	13	9	4

Scale and Height Transition Examples

OP reviewed the Applicant’s height transition examples/precedent development examples on Slides 45 and 46 of Exhibit 28. These examples include locations where there is relatively short horizontal distance between existing row homes (2-3 stories) and newly constructed, taller multifamily buildings (6-7 stories). While these examples would seem to demonstrate an acceptance of 4-story height difference between row homes and new buildings, there are underlying planning and zoning differences between the Applicant’s property and the examples provided that may explain why the height/scale difference was accepted and built.



To summarize, all but one of the example developments are located in an area where there is a FLUM designation of “Medium” which is generally associated with greater height and/or density than the “Moderate” FLUM designation of 1401 Pennsylvania Avenue. Additionally, most of these areas are either subject to an overlay incentive zone (which may permit more height and/or density than the underlying zone) or be subject to a recent small area plan. As such, it would appear that because of planning and zoning guidance, during the PUD process there was an expectation of development of greater heights for each of the examples than there is/was for the Applicant’s property. However, one characteristic the Applicant’s property shares with all the provided examples is proximity to a Metro Station; in fact the Applicant’s property is the closest to a Metro Station of all the examples. Greater levels of height and density for development locations in close proximity to a Metro Station are a stated Comprehensive Plan policy goal.

The following is brief summary of zoning and planning characteristics of the Applicant’s height transition examples:

<b>Name/Address</b>	<b>Zone</b>	<b>PUD</b>	<b>FLUM Designation</b>	<b>Overlay or Small Area Plan</b>	<b>Proximity to Metro</b>
ZC #15-12, 1401 Pennsylvania Ave.	C-2-B, approval pending	#15-12	Primarily “Moderate” Commercial	No	.1 miles or ~500’ (Potomac Ave. Metro Station)
Union Row, 2125 14 <sup>th</sup> St. NW	ARTS/C-3-A	#03-26	Striped “Medium” residential and commercial	Yes, Arts Overlay. Allows for extra height and density	.3 miles or 1500’ (U Street Metro Station)
360 H, 360 H Street NE	HS-H/C-2-B	#06-01	Striped “Medium” residential and “Moderate” commercial	Yes, HS-H Overlay.	.4 miles or (~2,000’) (Union Station Metro Station)
Jefferson Marketplace, 1550 7 <sup>th</sup> Street NW	C-2-C	#08-14	Both “Moderate” residential and “Low” commercial AND “Medium” residential and commercial	No	.3 miles of 1500’ (Shaw-Howard Metro Station)
Aria on L, 300 L Street NE	C-2-B	By Right	“Moderate” Residential and Commercial	NoMA Small Area Plan	.4 miles or ~2,000’) NoMA-Gallaudet Metro Station)