



MEMORANDUM

TO: District of Columbia Zoning Commission
JLS

FROM: Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: July 17, 2015

SUBJECT: **Setdown Report for ZC #15-13**, Consolidated PUD and related Zoning Map Amendment from C-M-1/R-4 to R-5-B, Watkins Alley (Square 1043, Lots 142, 849-851, and 859)

I. RECOMMENDATION

OP recommends setdown of the consolidated PUD and PUD-related map amendment from the C-M-1/R-4 District to the R-5-B District requested by OPaL Development Company (the “Applicant”) to permit development of 45 residential units at 1311 E Street SE (Square 1043, Lots 142, 849-851, and 859) (the “Property”). The proposed development would replace the existing auto-related uses. The development would include 85,980 gross square feet of development, or 2.86 Floor Area Ratio (FAR), which is below the 3.0 FAR permitted under an R-5-B PUD. The proposed PUD would include a total of 45 parking spaces.

The proposal conforms to the Comprehensive Plan’s objectives for the Capitol Hill Area and would advance key Land Use and Housing goals by constructing transit-accessible infill housing on an underutilized lot, with an affordable housing component. The Property is intended for Moderate Density Residential Use and the Generalized Policy Map locates the site within an area designated for Neighborhood Conservation.

OP informed the Applicant that the following information should be provided prior to the public hearing:

- *Demonstration of how pedestrians would travel safely along the alleys along with two-way vehicular traffic;*
- *Turning diagram for trash and loading;*
- *A Transportation Demand Management (TDM) plan for the Project that has been developed in coordination with the District Department of Transportation (DDOT);*
- *Details, including sections, for the pedestrian access to the mews courtyard;*
- *Refined architectural elevations that employ a more unified architectural style that is in keeping with the character of the surrounding Capitol Hill neighborhood;*
- *Details for Inclusionary Zoning (IZ) compliance, including income type, affordable control period, and affordable unit type (rental or for-sale);*
- *Evaluation of the Project against the LEED Homes standard rather than New Construction*

that demonstrates achievement of a minimum of LEED Silver;

- *Description of number and type of jobs to be created by the Project; and*
- *A refined amenities package commensurate with the requested flexibility.*

II. SITE AND SURROUNDING AREA

The proposed development would be located on an irregularly shaped property within the Capitol Hill neighborhood. The site consists of Lots 142, 849-851, and 859 in Square 1043 for a total of 0.69 acres. The project would replace an auto repair shop, parking lot, and warehouse.

The area has seen a great deal of new development with a number of projects recently completed or in-progress. See Figure 1 below.

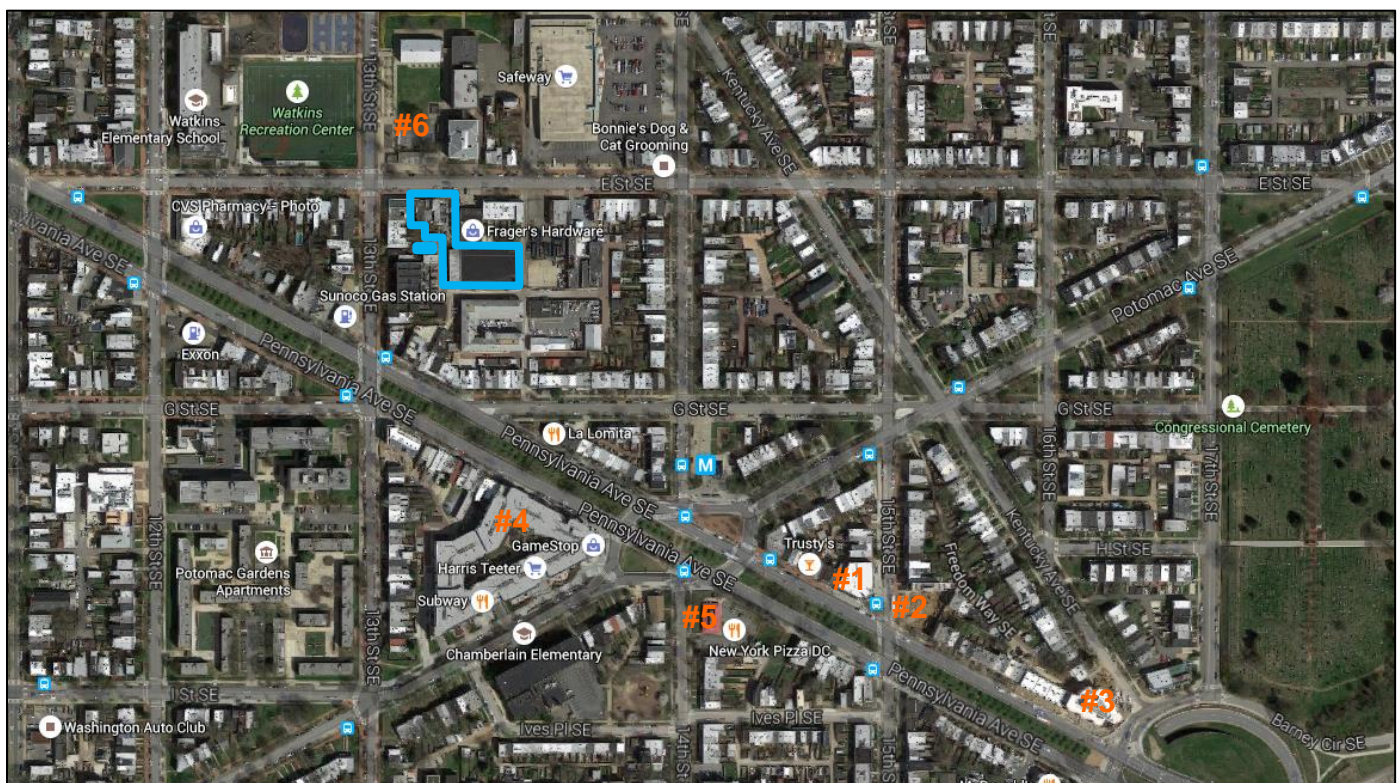


Figure 1: Vicinity Map/Aerial Photo. Approximate bounds of the Project shown in blue. 2014 Google.

- #1: BZA No. 18258, 4-story residential with ground floor retail, currently under construction, nearing completion (1442 Pennsylvania Ave. SE).
- #2: BZA No. 18713, 4-story residential building with ground floor retail, currently under construction (1500 Pennsylvania Ave. SE).
- #3: BZA No. 18544, 5-story residential building, appears to have completed construction (1550 Pennsylvania Ave. SE).
- #4: Jenkin's Row, 5-6-story, matter-of-right under C-2-B zoning, residential with ground floor retail, completed (1391 Pennsylvania Ave. SE).
- #5: ZC No. 15-12, 1401 Pennsylvania Avenue SE, Consolidated PUD and related Zoning Map Amendment from C-2-A and R-4 to C-2-B for a mixed-used building of

approximately 170 to 190 residential units (123,631 sf) and 22,478 sf of ground-floor retail, pending setdown (1401-1433 Pennsylvania Ave. SE).

- #6: BZA No. 19035, 30 one-family attached and semi-detached dwellings and flats in the R-4 District, pending BZA review (1325 D St. SE), as well as 40 condos, matter-of-right, in the Buchanan School building.

The surrounding area is a mix of residential, industrial, commercial/retail, and institutional uses. Across the street to the north is the Buchanan School site, which is zoned R-4 and slated for residential redevelopment. A hardware store, also in the C-M-1 zone is directly adjacent to the Property to the east. To the east of the mid-block alley, is a garbage truck parking lot in the C-M-1 zone that is slated for redevelopment. To the south and southeast across the alley are a DDOT facility that fabricates signs and an industrial building that are in the C-M-1 zone. A small commercial/residential building in the R-4 zone is adjacent to the Property to the west and townhouses/flats, also zoned R-4, are directly to the west across the alley. To the north and west across E Street is the Watkins Recreation Center and Elementary School. To the north and east across E Street is a Safeway supermarket in the C-2-A zone.

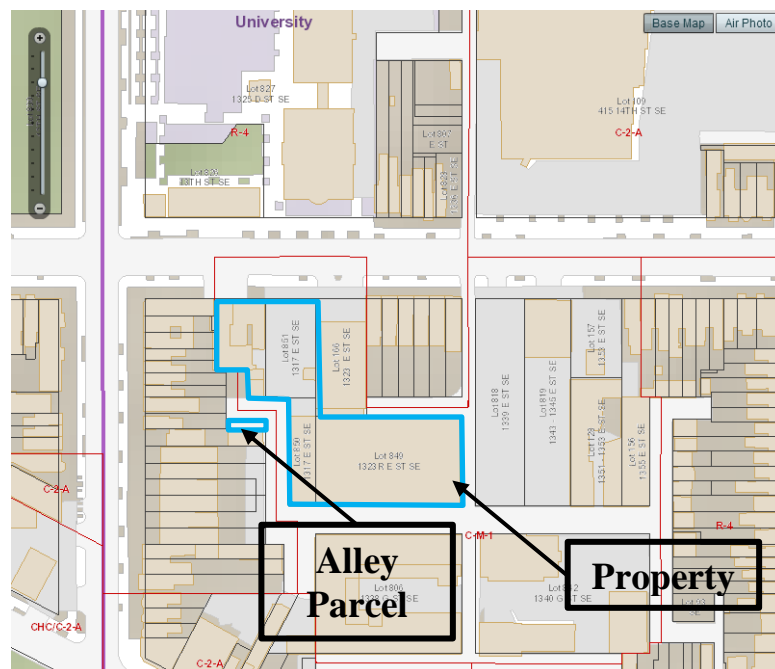


Figure 2: Location and Zoning Map

III. PROJECT DESCRIPTION

- Location:** Square 1043, Lots 142 (Alley Parcel), 849-851 and 859 (Property). The Property is approximately one-third of a mile from the Potomac Avenue Metrorail Station on the Orange and Blue Lines.
- Ward/ANC:** Ward 6, ANC 6B
- Applicant/Owner:** OPaL Development Company
- Current Zoning:** R-4 (Alley Parcel) and C-M-1 (Property)

Existing Use of the Property: The Alley Parcel is undeveloped. The Property is improved with an auto repair shop and associated auto repair parking lot, as well as a warehouse building that is also used for auto repair.

Comprehensive Plan Future Land Use Map Designation: Moderate Density Residential

Property Size: 30,067 square feet (0.69 acres)

Proposal: Together with a related map amendment to R-5-B, develop 45 residential units that would consist of a range of unit types to include a carriage house on the Alley Lot and townhomes, flats, and lofts on the Property.²

The total Gross Floor Area (GFA) is 85,980 square feet with 78,986 square feet of residential GFA. The proposed FAR for the site is 2.86. The FAR is consistent with the 3.0 FAR permitted for an R-5-B/PUD.

No less than 10% of the total residential area (7,897 square feet) would be affordable with three townhomes and two flats designated as Inclusionary Zoning (IZ) units. One unit would be designed to accommodate a senior tenant and would feature, grab bars and lever door handles.

The project would provide a total of 45 underground parking spaces and 48 bicycle spaces in a secure room in the underground parking garage.

Relief and Zoning: Pursuant to 11 DCMR Chapter 24, the Applicant/Owner seeks:

1. Consolidated PUD and related map amendment to the R-5-B District; and
2. Flexibility from the minimum area requirement for a PUD (§ 2401.1(b)), lot occupancy (§ 403.2), rear yard (§ 404.1), alley lot width (§ 2507.2), alley lot dwelling height (§ 2507.4), and parking space location (§ 2116.1).

Additional discussion of the requested flexibility can be found in **Section V** of this report.

The Applicant is working with ANC 6B to refine the amenity package prior to the public hearing.

IV. COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed PUD must not be inconsistent with the Comprehensive Plan and with adopted public policies (§ 2403.4). The development proposal is not inconsistent with the Future Land

² See the Applicant's Site Plan, June 3, 2015, Exhibit 1A1, Sheet A.18.

Use and Generalized Policy Maps and would further objectives of the Land Use, Housing, and Upper Northeast Area elements and their related policies.

A. Generalized Policy Map

The Generalized Policy Map locates the Property within a “Neighborhood Conservation Area.” New residential development is appropriate as it will aid in conserving the residential character.



Figure 3: Comprehensive Generalized Plan Policy Map

B. Future Land Use Map

The Future Land Use Map also designates the subject property for Moderate Density Residential Use. The Project would be consistent with the Moderate Density Residential Land Use category.

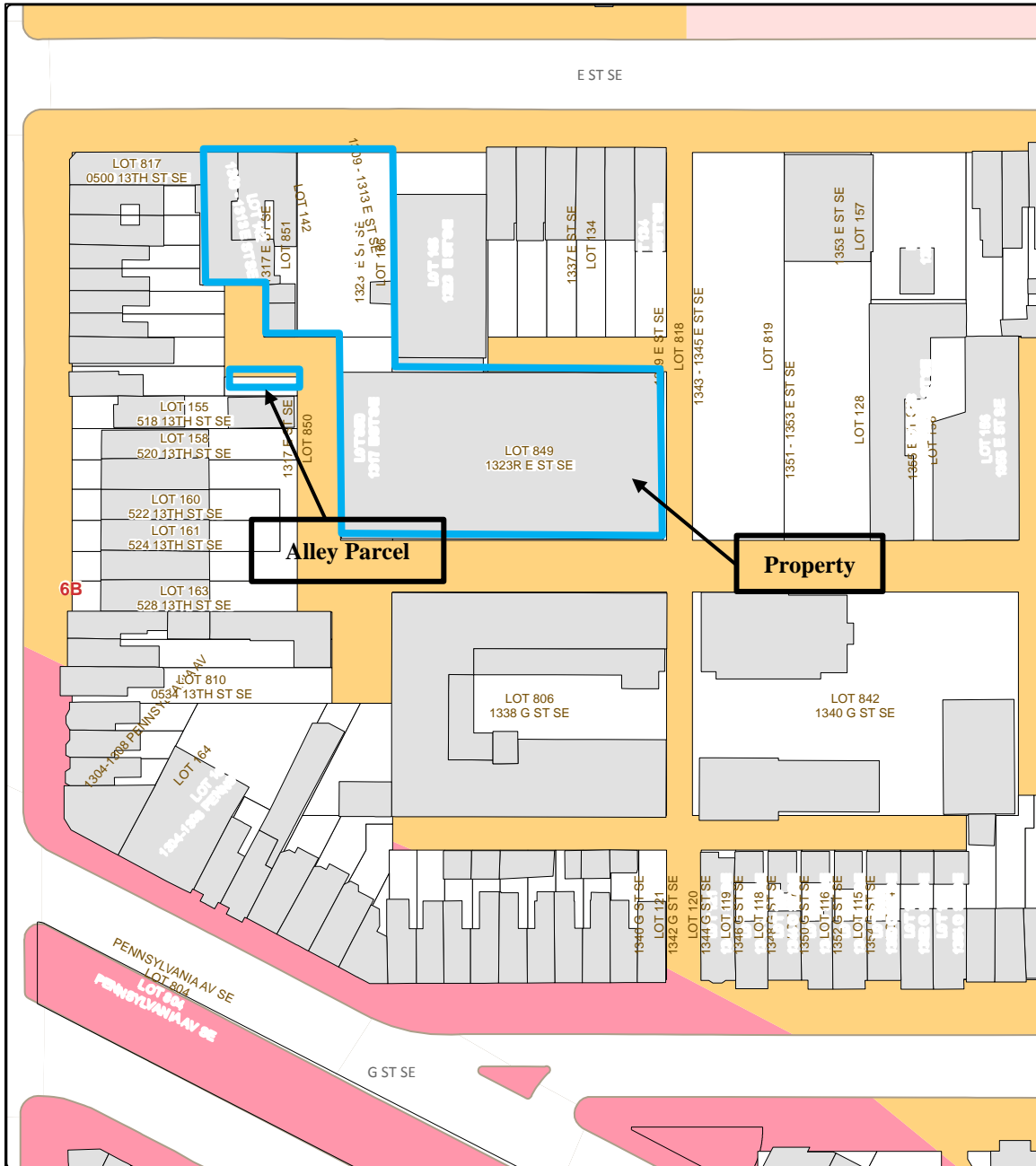


Figure 4: Comprehensive Plan Future Land Use Map

C. Comprehensive Plan Policies

The Property is located in the Capitol Hill Area of the Comprehensive Plan. There are several policies within the Capitol Hill Area Element, as well as policies in the Citywide Framework (primarily the Land Use and Housing Elements), which encourage the preservation and revitalization of the neighborhood's moderate density housing.

Capitol Hill Area Element

The project would be consistent with the following policies contained in the Capitol Hill Area Element of the Comprehensive Plan.

- **Policy CH-1.1.1: Conserving Residential Uses** – Maintain the integrity and quality of Capitol Hill’s residential uses, and recognize the importance of its historic architecture and housing stock to the entire District of Columbia. Ensure that Comprehensive Plan and zoning designations for Capitol Hill neighborhoods sustain its moderate density land use pattern. 1508.2
- **Policy CH-1.1.2: Renovation of Housing Stock** – Encourage the rehabilitation and renovation of the building stock throughout the Capitol Hill Planning Area, taking steps to preserve and restore important historic features. Where infill development occurs, its scale and character should be compatible with prevailing neighborhood densities and its design should contribute to neighborhood continuity and quality. 1508.3
- **Policy CH-1.1.7: Alleys** – Protect Capitol Hill’s system of historic alleys and develop plans for the use of large block interior spaces where appropriate. These plans should be developed in coordination with the affected Advisory Neighborhood Commissions, residents, and community groups. 1508.8

The Applicant is proposing to construct a 45 unit residential development in the Capitol Hill neighborhood. The Property is currently zoned R-4 and C-M-1 and the proposed PUD and associated map amendment to rezone to R-5-B would replace an auto-related use with residential development, including family-sized units.

Land Use Element

- **Policy LU-1.3.3: Housing Around Metrorail Stations** – Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations. 306.12
- **Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods** – Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others. 309.8
- **Policy LU-2.2.4: Neighborhood Beautification** – Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5
- **Policy LU-3.1.4: Rezoning of Industrial Areas** – Allow the rezoning of industrial land for non-industrial purposes only when the land can no longer viably support industrial or PDR activities or is located such that industry cannot co-exist adequately with adjacent existing uses. Examples include land in the immediate vicinity of Metrorail stations, sites within historic districts, and small sites in the midst of stable residential neighborhoods.

In the event such rezoning results in the displacement of active uses, assist these uses in relocating to designated PDR areas. 314.10

- ***Policy LU-3.1.5: Mitigating Industrial Land Use Impacts*** – *Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and the use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses. 314.11*

The project is consistent with the policies of the Land Use Element, as it is an infill residential project that would provide appropriately scaled, transit-accessible housing with an affordable component. The requested PUD and map amendment would rezone industrial land that is located in a residential neighborhood and is in close proximity to the Potomac Avenue Metrorail Station.

While industrially zoned land would remain in the square, there are other proposed residential development projects in the area and the Comprehensive Plan calls for Moderate Density Residential Land Use. The Applicant is coordinating with the ANC and other active applicants in the area to propose neighborhood improvements that would result in upgrades to the public realm.

Transportation Element

- ***Policy T-1.1.4: Transit-Oriented Development*** – *Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10*
- ***Policy T-2.4.1: Pedestrian Network*** – *Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city. 410.5*

The Property is located within one-third of a mile of the Potomac Avenue Metrorail Station, which is served by the Orange and Blue Lines. The area also is well-served by Metrobus. The Applicant, along with other area developers, has proposed to upgrade the street lighting and planter boxes for the sidewalks surrounding Square 1043. The project also would reduce vehicular and pedestrian conflicts along E Street SE by eliminating the three-bay wide curb cut that serves the existing auto-related use at the Property. Other benefits include the installation of a new Capital Bikeshare station near the Potomac Avenue Metrorail Station.

Urban Design Element

- ***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-2.2.7: Infill Development*** – *Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 910.15*

- **Policy UD-3.1.11: Private Sector Streetscape Improvements** – As appropriate and necessary, require streetscape improvements by the private sector in conjunction with development or renovation of adjacent properties. 913.18

The Applicant is proposing a design that would feature bay windows, dormers, and gabled roofs. The Applicant indicates that the varied architectural styles employed in the project, including Federal, Victorian, and Post-Industrial, draw from the neighborhood and would be tied together with a common color and material palette. The heights of the proposed buildings range from 32.9 to 54.8 feet and would not include any mechanical penthouses. The townhouses generally feature a three-story design with a recessed fourth floor. The townhouse facades facing the mews in the southern portion of the Property are designed to read as two-and-one-half stories.

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
- **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. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. 503.4
- **Policy H-1.2.1: Affordable Housing Production as a Civic Priority** – Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city. 504.6
- **Policy H-1.3.1: Housing for Families** – Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments. 505.6
- **Policy H-4.2.2: Housing Choice for Seniors** – Provide a wide variety of affordable housing choices for the District’s seniors, taking into account the income range and health-care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing that meets universal design standards becomes a major governmental priority. Acknowledge and support the establishment of Senior Villages throughout the city that allow seniors to remain in their homes and age in-place. 516.8

The Applicant is proposing to construct 45 residential units. The proposed development would result in the provision of the following:

Type A Townhouse	10 Units	2 Bedrooms + Loft + Den
Flat	8 Units	2 Bedrooms
Carriage House	1 Unit	1 Bedroom + Loft
Type B Townhouse	3 Units	3 Bedrooms + Loft
Type C Townhouse	17 Units	3 Bedrooms + Loft
Loft 1	3 Units	3 Bedrooms

Loft 2 3 Units 1 Bedroom + Den

The provision of 23 three-bedroom units provides family-sized housing. The project also would provide five new units of affordable housing. The IZ units would be two of the Type A Townhouses; two flats, and one Type B Townhouse.

Parks, Recreation, and Open Space Element

- ***Policy PROS-4.3.3: Common Open Space in New Development*** – Provide incentives for new and rehabilitated buildings to include “green roofs”, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5

The Applicant is proposing to provide 11,600 square feet of green roof, 2,567 square feet of common open space in the north courtyard, 4,710 square feet open space in the south courtyard, as well as new planters and street trees along the Project frontage at E Street SE.

Environmental Protection Element

- ***Policy E-1.1.1: Street Tree Planting and Maintenance*** – Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District’s neighborhoods. 603.4
- ***Policy E-3.1.1: Maximizing Permeable Surfaces*** – Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2
- ***Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff*** – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

The Applicant is proposing to meet LEED certified requirements. The Project would include permeable paving, drought tolerant landscaping, as well as landscaping and other green features, in excess of the Green Area Ratio (GAR) requirement (.40 GAR required and .42 GAR proposed).

V. ZONING

Property

Standard	C-M-1	R-5-B	R-5-B/PUD	Proposed³	Flexibility
Min. Area for PUD	None	None	1 acre minimum (43,560 sq. ft.)	.96 ac. (30,067 sq. ft.)	Requested
Height	40 ft.	50 ft.	60 ft. maximum	54 ft. 10 in.	Complies
FAR	3.0	2.16	3.0 maximum	2.86	Complies
Lot Occupancy	N/A	60%	60% maximum	76%	Requested
Rear Yard	4 ft./in. of height of building but not less than 12 ft.	4 ft./in. of height of building but not less than 15 ft.	4 ft./in. of height of building but not less than 15 ft.	0	Requested

³ See the Applicant’s Statement in Support, June 3, 2015, Exhibit 1, Page 15.

Standard	C-M-1	R-5-B	R-5-B/PUD	Proposed ³	Flexibility
Side Yard	None	None	None	None	Complies
Parking	Depends on use	1 space for every 2 dwelling units	1 space for every 2 dwelling units or 23 spaces	45 spaces	Complies

Alley Lot

Standard	R-4 Alley Lot	R-5-B	R-5-B/PUD	Proposed	Flexibility
Min. Area for PUD	2 acres min.	None	1 acre minimum (43,560 sq. ft.)	.96 ac. (30,067 sq. ft.)	Requested
Height	Width of alley – 25 ft.	50 ft.	60 ft. maximum	32 ft. 11 in.	Requested
FAR	N/A	2.16	3.0 maximum	2.86	Complies
Lot Occupancy	40%	60%	60% maximum	76%	Requested
Rear Yard	20 ft.	4 ft./in. of height of building but not less than 15 ft.	4 ft./in. of height of building but not less than 15 ft.	0	Requested
Side Yard	None required	None	None	None	Complies
Parking	1 space for every dwelling unit for one-family dwelling	1 space for every 2 dwelling units	1 space for every 2 dwelling units or 23 spaces	1 space off-site	Requested

Flexibility

The Applicant has requested flexibility from the strict application of the following provisions of the Zoning Regulations.⁴

- Waiver of minimum area requirement for a PUD (§ 2401.1(b)) - The minimum area required for a PUD in the R-5-B zone is one acre (43,560 square feet). The Project site has an area of 30,067 square feet, which is 69% of the minimum required. Per § 2401.2, the Commission may waive up to 50% of the site area requirement for residential projects.
- Lot Occupancy (§ 403.2) - The lot occupancy limit is 60%, and the Project as proposed has a lot occupancy of 76%.
- Rear Yard (§ 404.1) - The required rear yard for the Project is 15 feet; however, the Applicant is proposing to provide no rear yard.
- Alley Lot Alley Width (§ 2507.2) - The alley on which an alley lot fronts must be at least 30 feet wide to construct a single-family dwelling. The alley on which the Carriage House fronts measures 25 feet in width.
- Alley Lot Dwelling Height (§ 2507.4) - The height of a structure on an alley lot is limited to the width of the alley, which would limit the height of the Carriage House to 25 feet. The Applicant is proposing a height of 32 feet and 11 inches for the Carriage House.
- Parking Space Location (§ 2116.1) - A required parking space must be located on the same lot as the structure it is intended to serve. The parking for the Carriage House would be located across the alley in the underground garage.

⁴ See Applicant’s Statement in Support, June 3, 2015, Exhibit 1, Pages 16 – 18.

VI. PUD EVALUATION STANDARDS

The purpose and standards for PUDs are outlined in 11 DCMR, Chapter 24. Section 2400.1 and 2400.2 state that, “[t]he PUD process is designed to encourage high quality developments that provide public benefits....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 or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.” The Applicant has requested various flexibilities detailed above and also offers several public benefits and amenities.

Per § 2403.3 PUD Evaluation Standards, the PUD regulations state that “[t]he impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.”

Sections 2403.5 through 2403.13 of the Zoning Regulations state the definition and evaluation standards of public benefits and project amenities. Public benefits are tangible, quantifiable superior features of a proposed PUD that benefit the surrounding neighborhood or public in general to a significantly greater extent than would likely result from a by right project. A project amenity is a type of public benefit that is a functional or aesthetic feature of a development that adds to the attractiveness, convenience or comfort of the occupants and immediate neighbors.

In its review of a PUD application, § 2403.8 states that “...the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” To assist in the evaluation, the Applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to the typical development of the type proposed...” (§2403.12).

The Applicant has offered the following amenities and benefits as an offset to the additional development gained through the application process:

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

The Applicant is proposing a transit-oriented, infill residential project that will include a mix of 45 apartments and townhouses. The materials utilized for the Project’s exterior will vary based on unit type and location within the Project. The Applicant will use red brick and limestone on the masonry facades facing E Street SE. The “Victorian” townhouses will feature painted lap siding. The roofing for the masonry and lap siding units will be black standing seam metal. The “Federal” masonry units also will feature red brick and the roofing material will be a grey diamond pattern metal tile. The “Post-Industrial” apartment portion of the project will feature a mix of the brick and limestone finishes and will have a flat roof.⁵

With respect to the architecture, the Applicant should ensure that the varied architectural styles create a harmonious project and that the design is compatible in material, style, and massing with the surrounding residential neighborhood. The Capitol Hill Historic District begins just to the

⁵ See Applicant’s Statement in Support, June 3, 2015, Exhibit 1A2, Sheets A.46 – A.52.

west of Square 1043, across 13th Street SE, and could provide an architectural precedent for the project.

The Applicant is proposing to provide a brick sidewalk, street trees, and foundation plantings for the E Street SE frontage. Within the Property, the Applicant is proposing a northern courtyard with a central planting bed, pathway, lawn, and canopy tree. The mews in the southern portion of the site would sit above the underground parking and would feature green roof above the garage, a path, and plantings. The Applicant is proposing to install green roofs on all buildings, except for the Carriage House.

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

The northern portion of the Property, fronting on E Street SE, would contain a block of ten four-story townhouses with recessed fourth floors. Seven of these townhouses would face E Street SE and three would be perpendicular to E Street, along the western side of the Property. The three townhouses would face a courtyard that would open to the south onto the alley.

The southern portion of the Property, surrounded by the alley system, would contain another block of twenty townhouses. These townhouses would be oriented in two parallel rows fronting on a central mews. A five-story apartment building would connect the northern and southern townhouses.

The Alley Parcel, located across the alley to the west and south of the Property, would contain a three-story single-family townhouse.

The Applicant should provide additional information regarding how residents would travel through the Project to access the underground parking garage, secure bike parking, as well as trash and recycling areas. The Applicant's Statement indicates that the mews would open directly on to the alleys, and should provide sections depicting how the mews would intersect with the alleys. The Applicant should provide details, including materials, elevations, and location for any steps or walls proposed as part of the Project.

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

The Property is located approximately one-third of a mile from the Potomac Avenue Metro Station, which is served by the Orange and Blue Lines. The Property also is served by numerous Metrobus lines that run along Pennsylvania Avenue SE (30S, 30N, 32, 34, and 36 as well as the B2, J13, K11, V1, and V4). The applicant should continue to work with DDOT to develop a TDM plan for the Project.

The Applicant proposes to eliminate the existing three-bay curb cut on E Street SE, which will reduce automobile-pedestrian conflicts in the neighborhood. Access to the site would be via the existing 16-foot alley that runs north-south through the square. The civil drawings and survey list different dimensions for the alley – 15 feet versus 16 feet – and should be reconciled. The Applicant is proposing to provide 45 parking spaces in an underground parking garage. Residents would access the below grade parking via a ramp at the western side of the southern townhouse block. Garage access would be via a controlled-access garage door. The underground parking garage would serve all of the Project's residents. The ratio of parking spaces provided would be one per unit. In addition, the Project would provide underground secure bicycle parking for 48 bicycles, a ratio of more than one space per unit.

The Applicant should provide additional information regarding how pedestrians would access the underground parking garage and travel through the Property. If residents are using the alley network to reach the garage and the sidewalk at E Street SE, the applicant should ensure that pedestrians can travel safely along the alleys and that sufficient widths exist for two-way traffic and pedestrian movement. Additionally, the Applicant should provide turning movement diagrams to demonstrate how trash trucks and other large vehicles would access the site.

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

The existing Property has no historic buildings on site.

(e) Employment and training opportunities

The Project would create construction and other related jobs during the construction phase project and would provide management jobs upon completion. The Applicant should provide additional details regarding the number of potential jobs provided.

(f) Housing and affordable housing

The Project would provide 45 new residential units where none exist today. The proposed development also would result in the provision of five new units of affordable housing with no less than 10% of the GFA (7,897 square feet) of the site dedicated to affordable units.

Although the Applicant indicates that affordable housing would be provided consistent with the IZ requirements and has identified the IZ units within the Project, the Applicant should determine the targeted income type, as well as whether the units would be for sale or for rent.⁶

Residential Unit Type	GFA & Percentage of Total	Units	Income Type	Affordable Control Period	Affordable Unit Type	Notes
Total	78,968 sq. ft. 100%	45				
Market Rate	63,174 sq. ft. 90%	40	N/A			
IZ Total	7,897 sq. ft. 10%	5	TBD	TBD	TBD	
IZ Town A	1,823 sq. ft. 2.3%	1	TBD	TBD	TBD	
IZ Town A mod	1,527 sq. ft. 1.9%	1	TBD	TBD	TBD	
Flat)	2,736 sq. ft. 3.4%	2	TBD	TBD	TBD	
Town B mod	1,900 sq. ft. 2.4%	1	TBD	TBD	TBD	

(g) Social services/facilities

No social services/facilities are to be provided by this proposal.

(h) Environmental benefits

The Applicant is proposing green roofs on all buildings, as well as the use of permeable pavers to manage stormwater. The Applicant has indicated that the Project would achieve a Green Area Ratio (GAR) of 0.42 where a minimum score of 0.4 is required.

The Applicant has provided a LEED New Construction worksheet and indicates that the Project would be designed to meet LEED certified standards.⁷ The District Department of the Environment (DDOE) has suggested that the Applicant consider evaluating the Project against the LEED for Homes criteria and indicates that LEED Silver is commensurate with the Green

⁶ See Applicant's FAR and IZ Plan, June 3, 2015, Exhibit 1A1, Sheet A.16.

⁷ See Applicant's Statement in Support, June 3, 2015, Exhibit 1A2, Sheet A.53.

Construction Code and Energy Conservation Code and should be the minimum standard pursued.

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

The Applicant has proposed the following public benefits and amenities; however, the amenity package is not fully developed at this time. The Applicant continues to work with ANC 6B, the community, and other developers who are active in the area to ensure the Project meets the goals of the District and the community.

- The Applicant will design the interior of at least one residential unit as a “senior unit.” The design will include features and fixtures for suitable for seniors, such as grab bars, lever door handles, etc.
- The Applicant will pay the cost of installing a new Capital Bikeshare station near the Potomac Avenue Metrorail station, at an exact location to be determined by DDOT.
- The Applicant will repair and upgrade the 18 vegetable gardens at Watkins Elementary School.
- The Applicant will add to and upgrade street lighting and tree box planters for the sidewalks surrounding Square 1043.
- The Applicant is continuing its discussions with two other developers proposing PUDs in the immediate neighborhood to offer a joint proposal for public space improvements for the benefit of the greater neighborhood.

(j) Other public benefits and project amenities

The Applicant has not proposed other public benefits and project amenities at this time.

VII. AGENCY REFERRALS

If this application is set down for a public hearing, OP will refer it to the following District agencies for review and comment:

- Department of the Environment (DDOE);
- Department of Transportation (DDOT);
- Department of Housing and Community Development (DHCD);
- Department of Parks and Recreation (DPR);
- Department of Public Works (DPW);
- DC Public Schools (DCPS);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD);
- Washington Metropolitan Area Transit Authority (WMATA); and
- DC Water.

VIII. COMMUNITY OUTREACH

The site is located in Advisory Neighborhood Commission (ANC) 6B. The Applicant has met with ANC 6B. OP encourages the Applicant to continue its community outreach efforts throughout the public review process.

IX. CONCLUSION

The proposed PUD is not inconsistent with the Comprehensive Plan and OP recommends the application be set down for a public hearing. OP will continue to work with the Applicant to respond to any Zoning Commission requests for additional information prior to the public hearing.

JS/emv