

**MEMORANDUM**

**TO:** District of Columbia Zoning Commission  
*JLS*

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

**DATE:** October 30, 2015

**SUBJECT:** **Supplemental 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**

At its July 27, 2015 public meeting, the Zoning Commission deferred a decision regarding 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 44 residential units at 1311 E Street SE (Square 1043, Lots 142, 849-851, and 859) (the “Property”). In addition to the additional information requested by the Office of Planning, the Zoning Commission identified concerns for resolution. A summary of the Applicant’s response follows:

Zoning Commission Comment	Applicant Response	OP Analysis
<b>Transportation/Access</b>		
Demonstration of how pedestrians would travel safely along the alleys along with two-way vehicular traffic. How will pedestrians access the garage and trash areas?	The Applicant provided a pedestrian and vehicular circulation plan.	The plan should be updated to reflect the project as proposed and be entered in the record. The Applicant has provided a break in the row of townhouses fronting E Street, which provides an alternate means of access to E Street for residents.
Turning diagrams for trash and loading.	See Exhibit 10A.	OP will work with the District Department of Transportation (DDOT) to review the turning diagrams for trash and loading.
A Transportation Demand Management (TDM) plan for the Project that has been developed in coordination with DDOT.		The Applicant will coordinate with DDOT to develop a TDM plan.
<b>Site Planning</b>		
Details, including sections, for the pedestrian access to the news courtyard.	See Exhibit 10B5, Sheet A.35 and 10B7, Sheet A.42.	The Applicant has provided details for the news access.

<b>Zoning Commission Comment</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
Status of DDOT sign shop.		The Applicant and OP have reached out to DDOT and understand that there are no immediate plans to relocate the sign shop. OP also contacted DGS (via email 8/4/15); however, a response was not received.
Rear yard relief is an issue for Commissioner May.	The Applicant believes the lack of a rear yard is appropriate for the context of the industrial alley building directly to the south.	
Description of how the second level pedestrian connection would function.	See Exhibit 10B1, Sheet A.21.	The second level connection serves as floor area for a single level loft unit.
<b><i>Architecture</i></b>		
Refined architectural elevations that employ a more unified architectural style that is in keeping with the character of the surrounding Capitol Hill neighborhood. Need to make sure it fits in.	See Exhibits 10B1 – B7, Sheets A.29 through A.43.	The Applicant has revised and simplified the proposed architecture to better reflect and coordinate with the surrounding neighborhood.
Concern with materials - painted fiber cement panels, brick, painted trim, painted lap siding, painted aluminum panels, etc.	See Exhibit 10B7, Sheets A.52 through A.55.	The Applicant is proposing a refined material palette that employs red brick and standing seam metal, as well as lap siding on the carriage house.
Top floor of the apartment building not well integrated with the rest of the design in terms of materials and color. Needs to be set back more or it could be one floor lower.	See Exhibit 10B7, Sheets A.45 and A.46.	The Applicant has revised the roof design for the apartment portion of the project. The Applicant should provide a street level sightline analysis from E Street SE.
Carriage house – concern with height, desire to include a residential structure on a small lot.	See Exhibit 10B3, Sheets A.31 and A.32.	The Applicant has revised the design of the carriage house to be more in keeping with the scale, proportion and design of a typical Capitol Hill alley dwelling.
<b><i>IZ</i></b>		
Details for Inclusionary Zoning (IZ) compliance, including income type, affordable control period, and affordable unit type (rental or for-sale).	The Applicant is proposing to provide 5 IZ units: 3 townhouses and 2 flats.	OP will provide a detailed analysis in its Final Report.
<b><i>Environmental</i></b>		
Evaluation of the Project against the LEED Homes standard rather than New Construction that demonstrates achievement of a minimum of LEED Silver.	The Applicant has provided a copy of the LEED for new construction checklist that demonstrates achievement of LEED Silver.	OP will coordinate with the District Department of Energy and Environment (DOEE).

Zoning Commission Comment	Applicant Response	OP Analysis
<b>Benefits</b>		
Description of number and type of jobs to be created by the Project.		Should the Applicant proffer jobs as a project benefit, OP will provide an analysis in its Final Report.
A refined amenities package commensurate with the requested flexibility.	The Applicant has indicated that a tentative joint (CAS Riegler, Insight, and OPaL) amenity plan would include beautification and programming for the Potomac Avenue Metro plaza.	OP anticipates that the Applicant will continue to work with ANC 6B and other area developers to formulate its benefits and amenities package.

The proposed development, as revised, would include 87,703 gross square feet of development, or 2.92 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.

The Office of Planning continues to recommend that the subject application be setdown for public hearing.

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

- *A revised vehicular and pedestrian circulation plan;*
- *Sightline analysis from E Street SE;*
- *Details for Inclusionary Zoning (IZ) compliance, including income type, affordable control period, and affordable unit type (rental or for-sale); 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 and would replace an auto repair shop, parking lot, and warehouse.

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.

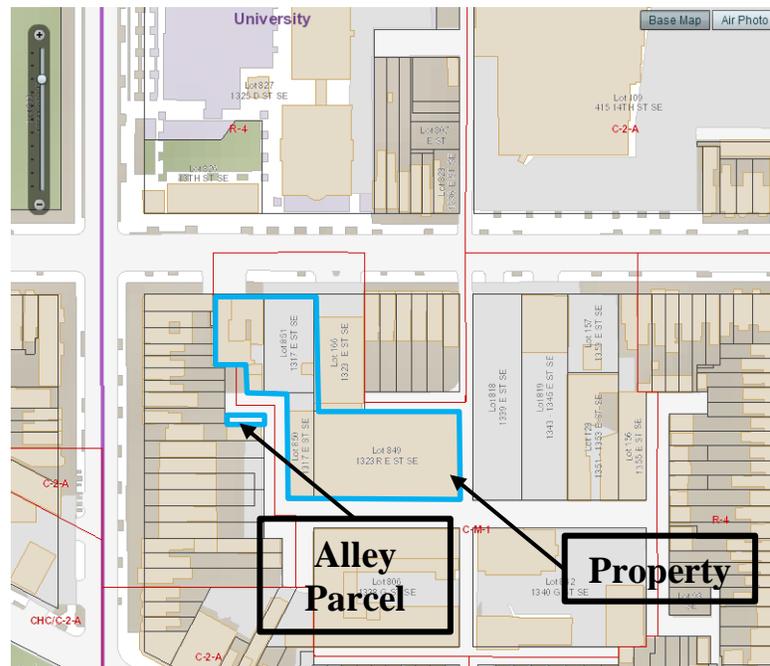


Figure 1: Location and Zoning Map

### III. PROJECT DESCRIPTION

<b>Location:</b>	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.
<b>Ward/ANC:</b>	Ward 6, ANC 6B
<b>Applicant/Owner:</b>	OPaL Development Company
<b>Current Zoning:</b>	R-4 (Alley Parcel) and C-M-1 (Property)
<b>Existing Use of the Property:</b>	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.
<b>Comprehensive Plan Future Land Use Map Designation:</b>	Moderate Density Residential
<b>Property Size:</b>	30,067 square feet (0.69 acres)
<b>Proposal:</b>	Together with a related map amendment to R-5-B, develop 44 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. <sup>2</sup>

<sup>2</sup> See the Applicant's Site Plan, Exhibit 10B1, Sheet A.18.

The total Gross Floor Area (GFA) is 87,703 square feet with 81,719 square feet of residential GFA. The proposed FAR for the site is 2.92. The FAR is below the 3.0 FAR permitted for an R-5-B/PUD.

No less than 10% of the total residential area (8,172 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).

**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 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 of the neighborhood.



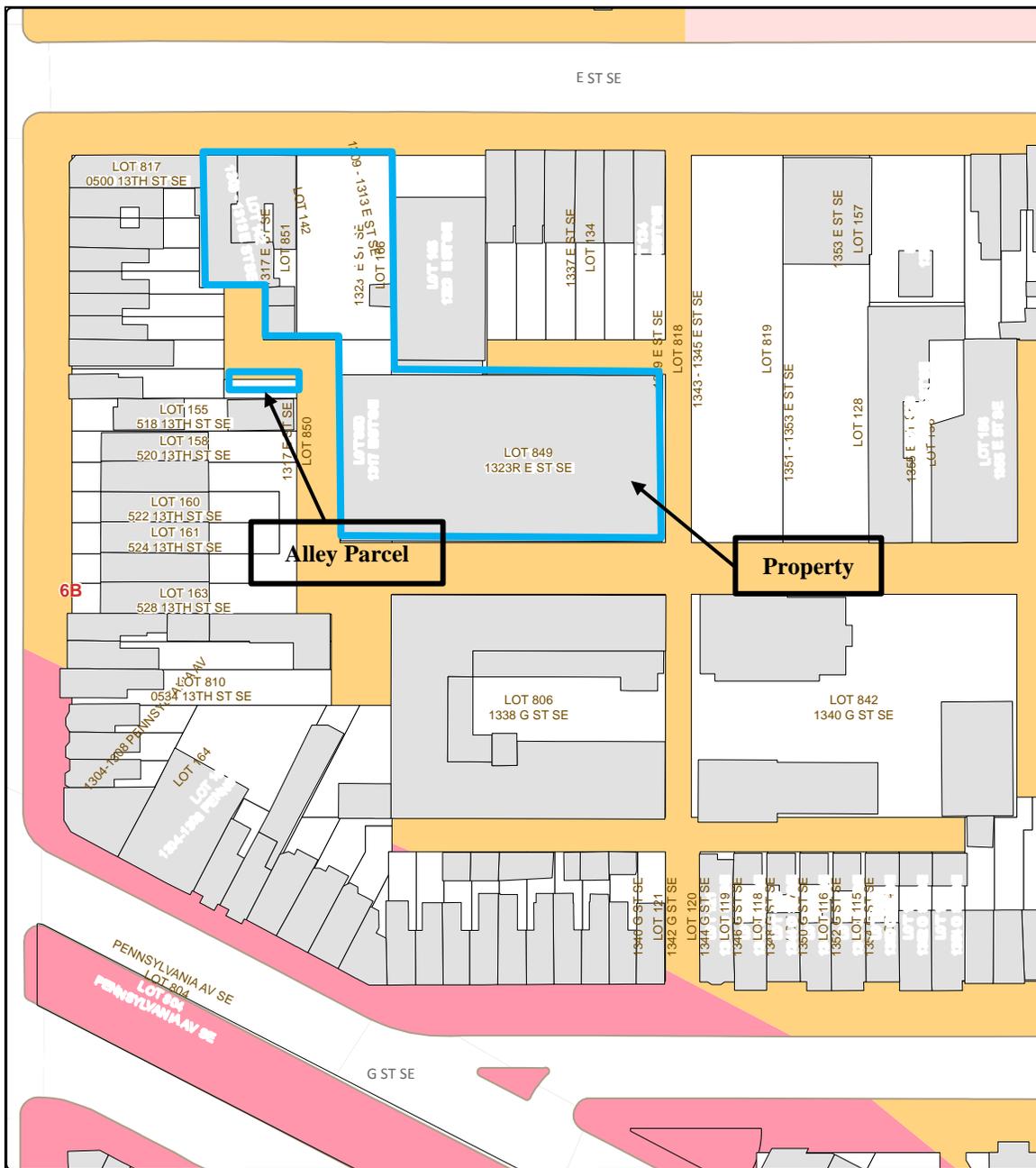


Figure 3: Comprehensive Plan Future Land Use Map

### 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 44 unit residential development in the Capitol Hill neighborhood. This is a reduction of 0020SAzX one unit from the original proposal. 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 has proposed to upgrade the street lighting and planter boxes for the sidewalks surrounding Square 1043. The Applicant, along with other area developers, is proposing to beautify and program the Potomac Avenue Metro Plaza. 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 substantially revised design that employs a more refined material palette of red brick and standing seam metal. The architectural styles are more unified with bay front townhouses facing E Street SE and a more industrial aesthetic on the townhouses and apartment building fronting the alley network. The heights of the proposed buildings range from the 26-foot tall Carriage House to 35 to 43 feet for the townhouses, and to approximately 54 feet for the apartment building portion of the project. The townhouses generally feature a three-story design with a recessed fourth floor. The apartment portion of the project would be four stories with a recessed fifth floor.

### ***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 44 residential units. The proposed development would result in the provision of the following:

Type A Townhouse	9 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 22 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 11,348 square feet of green roof, 2,520 square feet of common open space in the north courtyard, 4,704 square feet open space in the south courtyard, as well as new planters and street trees along the Project frontage at E Street SE. The areas proposed are generally consistent with the original application.

**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 Silver requirements, which is an improvement over the original application, which indicated LEED Certified. 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	Proposed <sup>3</sup>	Flexibility
Min. Area for PUD	None	None	1 acre minimum (43,560 sq. ft.)	.96 ac. (30,067 sq. ft.)	<b>Requested</b>
Height	40 ft.	50 ft.	60 ft. maximum	56 ft. 6 in.	Complies
FAR	3.0	2.16	3.0 maximum	2.86	Complies
Lot Occupancy	N/A	60%	60% maximum	76%	<b>Requested</b>
Rear Yard	4 ft./in. of height, not less than 12 ft.	4 ft./in. of height, not less than 15 ft.	4 ft./in. of height, not less than 15 ft.	0	<b>Requested</b>
Side Yard	None	None	None	None	Complies

<sup>3</sup> 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 <sup>3</sup>	Flexibility
Parking	Depends on use	1 space/2 dwelling units	1 space/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.)	<b>Requested</b>
Height	Width of alley – 25 ft.	50 ft.	60 ft. maximum	26 ft.	<b>Requested</b>
FAR	N/A	2.16	3.0 maximum	2.86	Complies
Lot Occupancy	40%	60%	60% maximum	76%	<b>Requested</b>
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	<b>Requested</b>
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	<b>Requested</b>

***Flexibility***

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

- 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 26 feet 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.

<sup>4</sup> 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 materials proposed for the Project include red brick and standing seam metal. The revised architecture is more harmonious and compatible in material, style, and massing with the surrounding residential neighborhood.

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 nine four-story townhouses with rear balconies. Six 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 Applicant is proposing a new pass-through in the middle of the string of six townhouses fronting on E Street SE.

The southern portion of the Property, surrounded by the alley system, would contain another block of 20 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 two-story single-family carriage house that would be residential in use.

(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 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.

(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 44 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 (8,172 square feet) of the site dedicated to affordable units.

The Applicant has provided the following information regarding the proposed provision of IZ units.

Residential Unit Type	GFA & Percentage of Total		Units	Income Type	Affordable Control Period	Affordable Unit Type	Notes
Total (res. area)	81,719 sq. ft.	100%	44				
Market Rate	73,547 sq. ft.	90%	39	N/A			
IZ Total	8,172 sq. ft.	10%	5	3 @ 50% AMI 2 @ 80% AMI	Perpetuity		
IZ Town A	3,646 sq. ft.		2	1 @ 50% AMI 1 @ 80% AMI	Perpetuity		3 BR + Den
Flat	2,736 sq. ft.		2	2 @ 50% AMI	Perpetuity		2 BR
Town B mod	1,900 sq. ft.		1	1 @ 80% AMI	Perpetuity		3 BR + Loft

(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 Silver standards.<sup>5</sup> 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 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 and has tentatively proposed physical improvements and programming at the Potomac Avenue Metro Plaza.

<sup>5</sup> See Exhibit 10B7, Sheet A.56.

*(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 continues to recommend that 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