



Memorandum

TO: District of Columbia Zoning Commission
JLS

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

DATE: November 13, 2015

SUBJECT: **ZC 15-22 – Setdown Report** for Consolidated Planned Unit Development (PUD) with PUD-related Map Amendments for 301 Florida Avenue NE

I. RECOMMENDATION

The Office of Planning (OP) recommends this PUD application and related map amendment be **set down** for a public hearing. It is not inconsistent with the Comprehensive Plan’s objectives for the area and the Future Land Use and Generalized Policy maps, and would contribute to the redevelopment of the neighborhood. The Office of Planning will continue to work with the Applicant to ensure that the following are submitted prior to a public hearing:

- Additional street-level renderings and other plans or renderings as may be requested by the Zoning Commission at setdown;
- The locations and sizes of the four affordable housing units;
- Additional information regarding building materials;
- A more detailed benefits and amenities package, including additional details regarding streetscape improvements for a partially closed N Street NE, the affordable housing proffer, and a potential alternative plan for a new entrance to the NoMa-Gallaudet Metro Station;
- Additional information regarding the public space encroachments along Florida Avenue NE;
- A detailed loading management plan; and
- The inclusion of “maker” spaces in the Project’s retail tenant mix¹.

II. PROPOSAL

301 FL Manager LLC (the “Applicant”) has submitted an application for a PUD and related map amendment from C-M-1 to C-3-C to permit construction of a mixed-use residential building with ground floor retail development for a small, triangular lot at Square 722N, Lots 803 (the “Project”). The proposal consists of a new eight-story residential building, as well as ground floor retail uses.

Specifically, the overall development would include:

- A mixed use building with an FAR of 7.57 and combined gross floor area of 66,010 square feet, of which 61,173 square feet would be dedicated to residential use (approximately 56 units) and 4,837 square feet would be dedicated to retail uses;
- Retail uses along Florida Avenue NE, N Street NE, and 3rd Street NE;
- A maximum height of 101 feet; and

¹ “Maker” spaces are small scale, local business devoted to the creation and production of goods and services.

- 8% of the total residential gross floor area (4,837 square feet) devoted to affordable housing.

In addition to the requested PUD-related map amendment from C-M-1 to C-3-C, the Applicant seeks zoning flexibility in the following areas:

1. Minimum PUD Area (§ 2401), as the lot, at 8,720 sq.ft. is less than the 15,000 sq.ft. required;
2. Off-site Parking (§ 2101), to reduce the parking from 16 spaces required to 0 spaces proposed;
3. Loading (§ 2201), not to provide any on-site loading facilities; and
4. Inclusionary Zoning Development Standards (§ 2605), to allow the proportion of IZ studio and 1-bedroom units to all IZ units to exceed the proportion of market rate studio and 1-bedroom units to all market rate units.

The building's massing maintains the proportions of the triangular site, and is defined by two massing components: the ground floor base and the seven-story residential top. The Applicant worked with OP and the community to address the height, massing, and design of the building prior to filing this application. The building scale and massing is respectful of the emerging adjacent commercial and residential corridor along Florida Avenue NE.

The proposed building's exterior would be of a modern aesthetic but would reference the existing industrial character of the area, including sculptural steel truss columns at the corners. Further, the Project would include masonry plinths to anchor and tie the seven story building top to the ground floor base.

III. SITE and AREA DESCRIPTION

The site is located at 301 Florida Avenue NE and is comprised of Lot 803 in Square 722N. The site is 8,720 square feet. The site is a triangular lot with 203.7 linear feet of frontage on Florida Avenue NE to the northeast, approximately 178.8 linear feet of frontage on N Street NE to the south, and approximately 97.5 linear feet of frontage on 3rd Street NE to the west. The Subject Property is currently improved with a one-story building and associated surface parking.

The property is surrounded by a variety of uses including low to high density residential, industrial warehouses, and commercial uses. Industrial uses are located to the north, Gallaudet University to the east, residential uses to the southeast, large-scale residential developments to the southwest, and rail tracks and the NoMa Gallaudet Metrorail station to the west. In addition, several recently approved or in process PUDs are located in the area, and are detailed below.

- #1: ZC 05-23, Approved in 2006 (extensions/modifications were granted through 2009), Rezoning from M to C-3-A, 600 residential units and 1,000 sf retail. (3.3 FAR). The project has been built.
- #2: ZC 06-14, Approved in 2007 (extensions/modifications granted through June 2013), Rezoning from M to C-3-C, 230-270 residential units; 140-195 hotel rooms and 5,000-7,000 sf retail, which has been constructed. There is an unbuilt ~600,000 sf office building associated with the PUD. (7.08 FAR)
- #3: ZC 06-40, Approved in 2008 (extensions/modifications through 2016), Rezoning from C-M-1 to C-3-C, 170-216 residential units and 27,410 sf of retail. (5.0 FAR). The project is under construction.
- #4: ZC 14-07, Approved in June 2015, C-M-1 to C-3-C, 545-680 units and 41,042 sf of retail. (8.0 FAR)
- #5: ZC 14-12, Approved in March 2015, C-M-1 to C-3-C, existing union market uses of 62,000 sf, ~40,000 sf of theater uses, residential (260,000 min to 615,000 sf max) or office uses (104,000sf to 400,000 sf max), ~30,000 sf retail.

#6: ZC 11-25, Approved in 2012, rezoning from C-M-1 to C-3-C, 220-240 hotel rooms (4.08 FAR).

#7: ZC 14-19, Approved September 2015, C-M-1 to C-3-C, 395- 437 residential units and 10,302 sf retail. (6.21 FAR).

#8: ZC 15-01, Approved July 2015, C-M-1 to C-3-C, 285-346 residential units and 8,472 sf of retail (8.0 FAR).

#9: ZC 15-15, Application submitted June 2015, M to CR, residential (691 units), retail (63,269 sf), 67,000 square feet of underground, self-storage space, (5.1 FAR).

#10: ZC 15-19, Setdown September 2015, C-M-1 to C-3-C, 178 hotel rooms, 2,491 sf of art studio space; a second-floor gallery space of 2,035 sf, one (1) second-floor classroom space of 474 sf, and two (2) restaurants (8,714 sf) (7.97 FAR).

#11: ZC 15-24, Application submitted October 2015, Parcel 1: C-M-1 to C-3-A, residential (39,000 sf), retail (12,810 sf), office (63,000 sf), university use (44,600 sf) (4.8 FAR). Parcel 2: C-M-1 to C-3-A, residential (100,900 sf), retail (12,200 sf), university use (9,200 sf) (4.8 FAR). Parcel 3: C-M-1 to C-3-C, residential (625,300 sf), retail (54,450 sf) (7.7 FAR). Parcel 4: C-M-1 to C-3-C, residential (534,600 sf), retail (54,380 sf) (7.4 FAR).

#12: ZC 15-28, Application submitted October 2015, C-M-1 to C-3-C, 369 residential units (320,261 sf), commercial use (133,849 sf); 175 hotel rooms (6.68 FAR).



★ -- Applicant's PUD 15-22 ★ -- Potential Future PUDs □ -- Nearby, approved PUDs or PUDs currently under review

IV. COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed PUD must be determined by the Zoning Commission to be not inconsistent with the Comprehensive Plan and with other adopted public policies (§ 2403.4). The development proposal would particularly further the Land Use, Housing, Economic Development, Environmental Protection, Historic Preservation, and Urban Design Citywide Elements, as well as the Near Northwest Area Elements and policies:

Land Use Element

Policy LU-1.3 Transit Oriented Development and Corridor Development *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;*

Policy LU-1.3.2: Development Around Metrorail Stations *Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.*

Policy LU-1.4.1 Infill Development *Encourage infill development on vacant land within the city, particularly in areas where there are vacant 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.*

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 neighborhood” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others.*

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.*

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.*

The proposed mixed use development is prominently located on Florida Avenue, would capitalize on the site's proximity to several transit options, and would help to address the District's housing demand. The Subject Property is located one block from the NoMa-Gallaudet University Metrorail Station and is served by nine Metrobus routes. The Subject Property is surrounded by several different types of uses, in an area rapidly evolving into a vibrant, mixed-use destination area, and is no longer suitable for industrial activities.

The Project would improve the current site condition, which includes a one-story building and surface parking. The Office of Planning worked with the Applicant to refine the project's height and density so that the Project's scale would be appropriate given its context. The Project would include a mix of uses including ground floor retail use that would activate the street level.

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.

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks.

Action T-2.3.A: Bicycle Facilities 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.

The Project is located within easy walking distance of the NoMa-Gallaudet University Metrorail Station, and so it would support transit-oriented development, including the construction of a new mix of uses along a major transportation corridor. The proposal includes bicycle storage, and public space improvements, including new lighting, trees, planting beds, bicycle racks, and new sidewalk paving.

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.

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.

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.

Policy H-1.2.3: Mixed Income Housing Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing.

The development proposes to add 56 residential units, comprised mostly of larger three and four bedroom units, along a mixed use corridor consistent with the policies of the Housing Element. Approximately 8% of the gross residential floor area would be dedicated to affordable housing; two of the units would be set aside for households earning up to 60% of AMI (a level lower than required under the District's Inclusionary Zoning program), and two of the units would be set aside for households earning up to 80% of the AMI.

Environmental Protection Element

Policy E-1.1.1: Street Tree Planting and Maintenance Encourages the planting and maintenance of street trees in all parts of the city;

Policy E-1.1.3: Landscaping Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.

Policy E-2.2.1: Energy Efficiency Promotes the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses;

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff: Promotes an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction;

Policy E-3.1.3: Green Engineering: Promotes green engineering practices for water and wastewater systems;

The Project is located in an infill transit-oriented location and would achieve a LEED-Gold equivalent status. It would incorporate a green roof, street tree planting, landscaping, energy and water efficient systems, construction waste management techniques, methods to reduce stormwater runoff, and bicycle parking.

Urban Design Element

Policy UD-2.2.5: Creating Attractive Facades Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of 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.

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.

The proposal would provide a mixed-use, transit-oriented development near the NoMa-Gallaudet University Metro Station, and provide vibrancy and an active streetscape. The façade would be articulated through setbacks, projections, and other design elements consistent with the character of the neighborhood. The proposal includes several projections into public space; the Applicant would need to coordinate with the District Department of Transportation (DDOT) Public Space Committee.

The Project would enhance the vibrancy of the area through infill development and ground floor retail on Florida Avenue NE, N Street NE, and 3rd Street NE. The Applicant is committed to streetscape improvements consistent with current District standards. The proposed materials include metal panels, brick veneer, fiber panels, precast concrete, and stone veneer. Should the Project be setdown, the Applicant should provide a materials board at the public hearing.

Central Washington Area Element

Policy CW-1.1.1: Promoting Mixed Use Development Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally-renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and

entertainment uses, housing, and open space should be encouraged through strategic incentives so that the area remains attractive, exciting, and economically productive.

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Policy CW-1.1.9: Neighborhood-Serving Retail in Central Washington *Ensure that Central Washington's retail uses serve not only the regional market, but also the local neighborhood market created by residential development within the area. This should include basic consumer goods like drug stores, hardware stores, and grocery stores, to supplement the major anchors and specialty shops.*

Policy CW-1.1.13: Creating Active Street Life and Public Spaces *Promote active street life throughout Central Washington through the design of buildings, streets, and public spaces. This should include:*

- a. Discouraging second-level pedestrian bridges or underground walkways that drain activity from Central Washington streets;*
- b. Encouraging multiple entrances in large projects to increase street-level activity;*
- c. Managing certain streets so they can be easily closed to traffic on special occasions for use by pedestrians;*
- d. Providing streetscape improvements that make Downtown streets more comfortable and attractive;*
- e. Encouraging active ground floor uses, and discouraging wide building entrances, large internal lobbies, and street-facing garage entrances and loading areas;*
- f. Creating and managing well designed public spaces that provide space for spontaneous performances, programmed entertainment, and social interaction;*

Policy CW-1.1.14: Central Washington Multi-modal Transportation System *Develop and maintain a balanced multi-modal transportation system for Central Washington which makes optimal use of the existing street network, the Metrorail and commuter rail networks, the bus system, and public spaces including sidewalks and alleys. Mass transit should be supported as the dominant form of transportation to, from, and around the area.*

Policy CW-1.1.17: Making Central Washington's Streets More Pedestrian-Friendly

Enhance Central Washington's pedestrian network and improve pedestrian safety. This should be achieved through such measures as:

- a. Improving certain streets for pedestrian use;*
- b. Providing safe and accessible pedestrian waiting space on the widest thoroughfares;*
- c. Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions;*
- d. Restricting curb cuts and parking garage access along major streets;*
- e. Providing safe and accessible pedestrian detours at construction sites;*
- f. Encouraging sidewalk widening within private development; and*
- g. Enforcement of traffic and parking laws, such as no parking zones.*

The proposed mix of uses, including housing and retail, would attract a broader variety of activities to the area. The proposed project would contribute to an active street life and improved public spaces for pedestrians.

B. Comprehensive Plan Generalized Policy Map

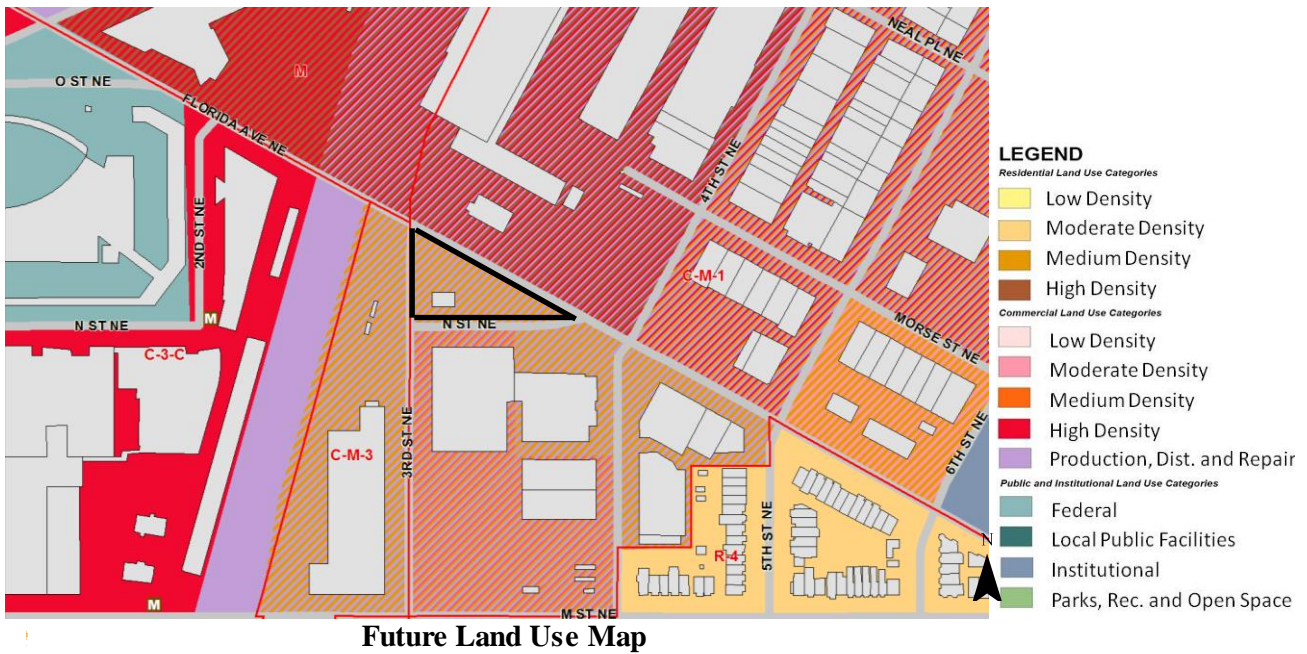
The Generalized Policy Map designates the site as a Land Use Change Area, which is defined as a large property expected to change from one land use to another. The proposed development includes a land use change from industrial to residential, which is not inconsistent with the land use designation.



Comprehensive Plan Generalized Policy Map

C. Future Land Use Map

The Future Land Use Map designates the subject site as mixed-use Medium Density Residential and Production Distribution and Repair (PDR). Medium density residential indicates areas of mid-rise (typically 4-7 story) apartment development, although may also identify areas with a mix of high-rises and row houses, or high rises surrounded by large open spaces. PDR areas are those characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services and food services, among other uses. The proposed development is not inconsistent with the land use designation, particularly if the ground floor retail is designed and programed to include creative, "maker" space consistent with the PDR stripe.



V. ZONING

The site is currently zoned C-M-1, which permits development of low bulk commercial and light manufacturing uses. The existing C-M zone does not allow for residential development and limits height to 40 feet as a matter-of-right and 60 feet through a PUD, so is considered not consistent with Comprehensive Plan direction.



The Applicant is requesting a PUD-related map amendment to C-3-C, which Permits matter-of-right development for major business and employment centers of medium/high density development, including office, retail, housing, and mixed uses, and not inconsistent with the Comprehensive Plan.

The following table compares the matter of right and requested C-3-C zone.

Standard	C-M-1 MOR	C-3-C MOR	C-3-C PUD	Proposal	Flexibility
Uses	Industrial, commercial and hotel uses	Office, retail, hotel, residential and mixed use	Office, retail, hotel, residential, hotel and mixed use	Primarily residential with ground floor retail	Use flexibility would be provided through the requested PUD-related map amendment
Height (ft.)	40 ft./3-stories	90 ft.	130 ft.	101 ft.	None required
Lot Occupancy %	Non-specified	100%	100%	100%	None required
FAR	3.0 max	6.5 max 7.8 (w/ IZ)	8.0	7.57	None required
Rear Yard	For the portion of the structure above 20' in height, 12 ft.	2.5"/vertical feet in height, but $\geq 12'$	2.5"/vertical feet in height, but $\geq 12'$	40 ft.	None required
Side Yard	None required	None required; if provided, 3 in/ft. of ht. but not less than 6 ft.	None required; if provided, 3 in/ft. of ht. but not less than 6 ft.	none	None required
Parking (spaces)	Industrial – 1 sp. / 1,000 sq.ft.	Residential: 14 spaces Retail: 2 spaces	Residential: 14 spaces Retail: 2 spaces	0	Flexibility required
Loading	Industrial (if more than 25,000 sq.ft.): 1-55 ft berth 1-30 ft space 1 – 100 sf and 1-200 sf platform	Residential: 1-55 ft berth 1-20 ft space 1-200 sf platform Retail: 1-30 ft berth 1-100 sf platform	Residential: 1-55 ft berth 1-20 ft space 1-200 sf platform Retail: 1-30 ft berth 1-100 sf platform	None proposed – loading would be provided on N Street NE	Flexibility required

VI. FLEXIBILITY

In addition to the PUD-related map amendment from C-M-1 to C-3-C, the following zoning flexibility is requested²:

- Land Area Requirements for PUD (§ 2401.1)

§ 2401.1(c) requires a minimum land area of 15,000 square feet for a PUD in the C-3-C District. The Subject Property has a land area of approximately 8,720 square feet and therefore does not meet the area requirement of § 2401.1. The Commission may waive up to 50% of the minimum area requirement, provided that the Commission finds, after a public hearing, that the Project is of exceptional merit and is in the best interest of the city or country.

- Off-Street Parking (§ 2201.1)

The Applicant requests flexibility from the off-street parking requirements of § 2101.1, which require one parking space for each four dwelling units (14 spaces) and one space for each 750 square feet of gross floor area in excess of 3,000 square feet devoted to retail space (two spaces), for a total of 16 required parking spaces, due to the small size and configuration of the lot.

² See § 2405.7.

- Loading (§ 2201.1)

§ 2201.1 requires that structures include loading facilities for each proposed use. The proposed residential use is required to provide one loading berth at 55 feet deep, one loading berth at 30 feet deep, one service platform at 100 square feet and another platform at 200 square feet, and a service/delivery space at 20 feet deep. Loading for the retail use is not required.

Due to the Subject Property's small size, irregular shape, and location at the intersection of three streets, the Applicant proposes not to provide any on-site loading facilities. Loading would occur off of N Street NE.

- IZ Proportionality (§ 2605.2)

§ 2605.2 requires that the proportion of studio, efficiency, and one-bedroom IZ units to all IZ units shall not exceed the proportion of market-rate studio, efficiency, and one-bedroom units to all market-rate units. The Project would include approximately 61,173 square feet of gross floor area devoted to residential use, and is therefore required to provide at least 4,984 square feet of gross floor area devoted to IZ units (8% of 61,173). The Project would include a total of 56 residential units.

The proposed IZ units include one studio unit, one 3-bedroom unit, and two 4-bedroom units; the proportion of IZ studio and 1-bedroom units to all IZ units (1:4 = 25%) would exceed the proportion of market rate studio and 1-bedroom units to all market rate units (6:52 = 12%). According to the Applicant, this discrepancy is due to the small number of units in the Project as well as the larger family-sized units proposed. The Applicant is also proposing to provide two of the units at 60% AMI, rather than the IZ required 80% AMI.

Should the Project be set-down, OP would continue to work with the Applicant to provide a more complete analysis and to further define the parameters of the additional flexibility requested.

VII. PUD EVALUATION STANDARDS AND PUBLIC BENEFITS AND AMENITIES

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the Zoning Regulations, and be compatible with the surrounding community, the application requests that the proposal be reviewed as a consolidated PUD. This will allow the use 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 or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.

The application requests a PUD-related map amendment, which is not inconsistent with the Comprehensive Plan, to allow approximately 61' of additional building height above C-M-1 limits. The Project proposes an FAR of 7.57; the net gain in density, compared to the C-M-1 by-right amount, would be close to 39,850 square feet. However, under the current zoning, no residential density would not be permitted on this site.

The PUD standards further provide that the “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 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. 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 application 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 - § 2403.9(a)*

The Applicant has worked closely with OP on the massing and design of the building. The design attempts to address the neighborhood’s character through the building’s materials and its articulation along Florida Avenue and N Street. The design makes extensive use of setbacks, projections, and other elements to articulate the massing. The Project would eliminate four curb cuts, which would improve the pedestrian experience. Further, the Project would include new plantings, trees, pedestrian-oriented lighting, and paving adjacent to the building.

Should the Project be setdown, the Applicant will provide more details about the Project’s proposed materials at the public hearing, (such as a materials board). The materials should augment the character and be in context with the neighborhood. Further, the Applicant should describe the rationale behind the public space encroachments along Florida Avenue, which in some areas would result in a relatively narrow sidewalk, and whether the building could be pulled back from this area. Lastly, the Applicant should describe whether the proposed projections would conform to the District of Columbia Building Code requirement for the Minimum Clearance to the Curb Line (Section 3202.7.1).

(b) *Transportation Features (Section 2403.9(c))*

The Project would not include any on-site parking, but would instead encourage use of alternative transportation modes. The Applicant is proposing to work with DDOT to develop an adequate Transportation Demand Management (TDM) Plan to encourage use of nearby public transportation options and mitigate any potential impacts created by the lack of on-site parking.

(c) *Housing - § 2403.9(f)*

The Applicant proposes to provide 61,173 square feet of gross floor area devoted to residential uses comprised of 56 new residential units, the majority of which would be three and four bedroom apartments. 8% of the total residential gross floor area (4,837 square feet) would be devoted to affordable housing, as required by the Zoning Regulations. The Applicant proposes that approximately 2,829 square feet (two units) of the residential gross floor area be set aside for households earning up to 60% AMI (a deeper subsidy than the 80% required by § 2603), as well as approximately 2,829 square feet (two units) of residential gross floor area be set aside for households earning up to 80% AMI. OP notes that the IZ regulations use 50% and 80 % AMI and has suggested the Applicant work with DHCD on the final IZ proffer.

Residential Unit Type	Net Square Feet and Percentage of Total (Approx.)	Units	Income Type	Affordable Control Period	Affordable Unit Type
Total	61,173 sf of GFA (approx. 52,171 sf of net residential area (100%))	56	NA	NA	NA
Market Rate	52,267 sf of GFA (approx. 47,987 sf of net residential area) 92%	52	Market	NA	Rental/ownership
IZ	2,829 sf of GFA (approx. 2,413 sf of net residential area)	2	80% AMI	For the life of the Project	Rental/ownership
Affordable	2,077 sf of GFA (approx. 1,771 sf of net residential area)	2	60% AMI	For the life of the Project	Rental/ownership

(d) Environmental benefits- § 2403.9(h)

The proposed development would provide a number of environmental benefits, including street tree planting and maintenance, landscaping, energy efficiency, stormwater mitigation methods, green engineering practices and an emphasis on transit and pedestrian and bike access. The Applicant anticipates that the Project would be designated as LEED Gold. Should the Project be set-down, OP will continue to work with the Applicant to ensure that the Project incorporates progressive green building elements.

(e) Uses of special value to the neighborhood or the District of Columbia as a whole § 2403.9(i)

The Applicant continues to work with ANC 6C to develop appropriate public benefits as part of the Project. The Applicant proposes to contribute \$125,000 to a fund in support of the closure of all or a portion of N Street, to be redeveloped as a public plaza. The Applicant is coordinating the potential redesigning of N Street with DDOT and Folger Pratt Development LLC, the developer of Lots 20-23, 800 in Square 772, located to the south of the Subject Property, (see Zoning Commission Case #15-28). However, DDOT and ultimately Council approval of a street closing would be required, and such an application has not been filed.

According to the Applicant, if the closure of N Street NE is not feasible, or if the fund is not created before the certificate of occupancy for the Project the Applicant proposes to instead contribute \$125,000 to the Washington Metropolitan Area Transit Authority (WMATA) for the installation of a new entrance to the NoMa-Gallaudet Metrorail station, or to another organization selected by ANC 6C.

Should the Project be set down, the Applicant should provide additional details at the public hearing concerning the potential closure of N Street, including funding mechanisms, potential design solutions, and maintenance agreements. The Applicant should also provide detail concerning the potential new entrance at the NoMA Gallaudet Metrorail station, how the proposed funds would be held and then utilized to further this desirable outcome, and provide details as to its feasibility as a potential Project amenity.

Given the Project’s current C-M-1 zoning, as well as the existing industrial character of the area, the Applicant should detail the potential inclusion of “maker” spaces in the Project’s retail tenant mix. “Maker” spaces are defined as small scale, local business devoted to the creation and production of goods and services. Not only would this provide an active streetscape, but also would be consistent with the Comprehensive Plan designation, the character of the area, and goals to encourage entrepreneurial start-up businesses owned by and employing local residents. OP would support the Applicant coordinating with other PUD developers in the vicinity to create a ground floor retail plan for the area.

VIII. AGENCY REFERRALS AND COMMENTS

Prior to a public hearing, the application will be referred to the following District agencies for review and comment:

- Department of Transportation (DDOT);
- Department of the Environment (DDOE);
- Fire and Emergency Medical Services Department (FEMS);
- DC Water;
- DC Public Schools (DCPS);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- Department of Employment Services (DOES); and
- Department of Health (DOH).

IX. CONCLUSION

The proposed PUD is not inconsistent with the Comprehensive Plan and OP recommends the application be set down for public hearing. OP will work with the Applicant to supplement the proposal as noted in this report, and to respond to any requests for additional information by the Commission.