

Strand Residences PUD
Z.C. Case No. 17-10
(Consolidated PUD and Related Map Amendment)

Proffer	Condition
<p>1. <u>Historic Preservation</u> (§ 305.5(e)). In connection with the PUD, the Applicant will renovate the historic Strand Theater and will seek a commercial tenant to occupy the space.</p>	<p>B.1 <u>Prior to the issuance of a final Certificate of Occupancy for the Project</u>, the Applicant shall have obtained final approval from DCRA of the building permits required for the installation of the electrical, HVAC and plumbing systems for the Strand Theater, and shall have advertised the leasing of the space for a commercial use.</p>
<p>2. <u>Affordable Housing</u> (§ 305.5(g)). The PUD will result in the creation of new housing, including additional affordable housing units, consistent with the goals of the Zoning Regulations, the Comprehensive Plan, and the Mayor's housing initiative. If the Property was developed as a matter of right under the existing MU-3 zone district, the PUD would only generate approximately 2,043 square feet of affordable housing at 60% MFI. However, the PUD will result in approximately 74,928 square feet of gross floor area devoted to households with incomes not exceeding 60% of MFI. This is a significantly greater amount of affordable housing than would have been required if the Property was developed as a matter-of-right under the existing MU-3 zone.</p>	<p>B.2 The Applicant shall provide affordable housing as set forth in this condition:</p> <ul style="list-style-type: none"> (a) The Applicant shall provide the affordable housing set forth in the following chart. The chart assumes that the Applicant will be granted an exemption from the Inclusionary Zoning regulations (“the IZ Regulations”) set forth in Subtitle C, Chapter 10 of the Zoning Regulations, pursuant to 11-C DCMR § 1001.6 (“IZ Exemption”). However, the Commission takes no position as to whether the IZ Exemption should be granted. (b) Each control period shall commence upon the issuance of the first certificate of occupancy. (c) Should the IZ Exemption be granted, the affordable housing requirements of this condition shall be stated in the covenant required by 11- DCMR § 311.6; and all units not reserved as Replacement Units shall be Affordable Non-IZ units for households not exceeding 60% of MFI. (d) Should the IZ Exemption be denied, the Applicant shall nevertheless provide affordable housing in accordance with this condition, unless the IZ Regulations impose more restrictive standards. The Applicant

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	<p>shall record the covenant required by the Inclusionary Zoning Act as to 8% of the residential gross floor of the building (which is equal to 7 units), and shall execute the monitoring and enforcement documents required by 11-X DCMR § 311.6 as to the remaining residential gross floor area.</p>
<p>3. <u>Employment and Training Opportunities</u> (§ 305.5(h)). The Applicant has entered into a First Source Employment Agreement with the Department of Employment Services, which requires that District residents are given priority for new jobs created by municipal financing and development programs. The Applicant has also entered into a SBE agreement with the District Department of Small and Local Business Development to ensure that a preference is made to District-based firms pursuing District government issued procurement opportunities. Copies of these agreements are attached as Exhibits H and I of the Applicant’s prehearing statement (Ex. 4H-4I).</p> <p>4. Within 120 days of the Zoning Commission’s final action approving the PUD, the Applicant shall host a job fair for residents of the Deanwood neighborhood and the Lincoln Heights and Richardson Dwelling communities. The job fair shall include applications for training and employment opportunities related to the construction and operation of the PUD.</p>	<p>B3. <u>Prior to the issuance of a Building Permit for the Project</u>, the Applicant shall submit to the Zoning Administrator a copy of the executed SBE Agreement with DSLBD and a copy of the executed First Source Employment Agreement with DOES.</p> <p>B.4. <u>Prior to the issuance of a building permit for the PUD</u>, the Applicant shall submit to the Zoning Administrator evidence that a job fair for training and employment opportunities related to the construction and operation of the PUD was hosted for residents of the Deanwood neighborhood and the Lincoln Heights and Richardson Dwelling communities.</p>
<p>5. <u>Building Space for Special Uses</u> (§ 305.5(j)). The Applicant is dedicating 1,223 square feet of the ground floor as a community room, which will be made available to the broader community for meetings and neighborhood activities.</p>	<p>B5. <u>For the life of the Project</u>, approximately 1,223 square feet of the ground floor of the building shall be used as a community room that will be made available to the broader community for meetings and neighborhood activities.</p>
<p>6. <u>Environment and Sustainable Benefits</u> (§ 305.5(k)). The PUD will meet the requirements of the <i>Enterprise Green Communities</i> standard for residential buildings. It will employ environmentally sustainable strategies as called for in the Green Communities standard such as high efficiency mechanical systems, lighting, and windows; low flow plumbing systems; and</p>	<p>B6. <u>Prior to the issuance of a final Certificate of Occupancy for the Project</u>, the Applicant shall furnish a copy of its preliminary Enterprise Green Communities certification application to the Zoning Administrator demonstrating that the building has been designed to meet the Enterprise Green Communities standard for residential buildings, as shown on the Enterprise Green</p>

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energy star appliances; low emitting and recycled construction materials; and an extensive green roof and courtyard.	Communities Checklist on Sheet A-34 of the Plans.
<p>7. <u>Transportation Demand Measures (§ 305.5(p))</u>. The Applicant agrees to implement the transportation demand measures provided in the memo prepared by Gorove/Slade Associates, dated November 14, 2017, and marked as Ex. 32A of the record, as modified by Sheet 41 of the Applicant’s PowerPoint presentation, marked as Ex. 33 or the record.</p>	<p>B7. <u>During the operation of the building</u>, the Applicant shall provide a Transportation Management Program, as set forth in the TDM section of the memo prepared by Gorove/Slade Associates, dated November 14, 2017 (Ex. 32A). The TDM Plan shall include the following:</p> <p>(a) The Applicant shall work with DDOT and goDCgo (DDOT’s TDM program) to implement TDM measures at the site.</p> <p>(b) The Applicant shall identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Leader will work with residents to distribute and market various transportation alternatives and options.</p> <p>(c) The Applicant shall share the full contact information of the TDM coordinator for the site with DDOT and goDCgo.</p> <p>(d) The Applicant shall provide TDM materials to new residents in the Residential Welcome Package materials.</p> <p>(e) The Applicant shall meet Zoning requirements to provide bicycle parking facilities at the proposed development. This includes secure parking located on-site and a minimum of 8 short-term bicycle parking spaces around the perimeter of the Site (in the form of 4 bicycle racks).</p> <p>(f) The Applicant shall provide a bicycle repair station to be located in the secure long-term bicycle storage room.</p> <p>(g) The Applicant shall install a Transportation Information Center Display (electronic screen) within the residential lobby containing information related to local transportation alternatives.</p> <p>(h) The Applicant shall fund the expansion of at least four (4) docks to the existing Capital Bikeshare station at the intersection of Division</p>

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	<p>Avenue and Foote Street, NE, bringing it up to the DDOT minimum standard of 19 docks, at a maximum contribution of \$2,000.</p> <p>(i) The Applicant shall work with a private carshare provider to place at least one (1) carshare vehicle on site. In the event that a carshare provider cannot be secured for this project, the Applicant will offer a one-year Capital Bikeshare membership for each unit for the initial residents of the building or offer the carshare space as an electric vehicle charging station. This contingency plan would allow for the designated carshare space to be available for unrestricted use by the Applicant.</p> <p>(j) The Applicant shall provide at least eight (8) shopping carts for residential use.</p>
<p>8. <u>Loading Management Plan</u>: the Applicant has developed a loading management plan as follows:</p> <ul style="list-style-type: none"> a. Residents, vendors, and/or on-site tenants will be required to coordinate and schedule deliveries with an assigned loading coordinator, and the loading coordinator will be on duty during delivery hours. b. Residents will be required to schedule move-in and move-outs with the loading manager through leasing regulations. c. Trucks accessing the on-site service space will be limited to a maximum of 20 feet in length. All trucks 20 feet and under must meet service zone requirements. d. Signage indicating vehicles over 20 feet in length are prohibited in the public alley will be placed in a conspicuous location to alert all drivers. e. All residents and tenants will be required to schedule any loading operation conducted using a truck greater than 20 feet in length. These operations must take place from the street parking alongside Division Avenue, NE. 	<p>B.8. <u>For the life of the Project</u>, the Applicant shall implement a loading management plan for the PUD as follows:</p> <ul style="list-style-type: none"> a. Residents, vendors, and/or on-site tenants shall be required to coordinate and schedule deliveries with an assigned loading coordinator, and the loading coordinator shall be on duty during delivery hours. b. Residents shall be required to schedule move-in and move-outs with the loading manager through leasing regulations. c. Trucks accessing the on-site service space shall be limited to a maximum of 20 feet in length. All trucks 20 feet and under must meet service zone requirements. d. Signage indicating vehicles over 20 feet in length are prohibited in the public alley shall be placed in a conspicuous location to alert all drivers. e. All residents and tenants shall be required to schedule any loading operation conducted using a truck greater than 20 feet in length. These operations must take place from the street parking alongside Division Avenue, NE.

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<p>f. Residents utilizing moving trucks greater than 20 feet in length will be required to obtain “Emergency, No Parking” signs during the duration of the move. The fees for this service will be paid by the resident.</p> <p>g. Commercial loading activity utilizing trucks greater than 20 feet will utilize parking along Division Avenue, NE.</p> <p>h. Deliveries will be scheduled such that the capacity of the service space is not exceeded. In the event that an unscheduled delivery vehicle arrives while the service space is full, that driver will be directed to return at a later time when the service space is available. Should a delivery vehicle arrive at a time when the service space is unoccupied and no delivery is immediately scheduled, the driver may utilize the service space for a short period of time.</p> <p>i. The two (2) surface spaces included in the development will not be utilized for pickup or drop-off services. These short-term spaces intended for retail purposes are located in the rear of the building, far from the residential and retail entrances on NHB Avenue, NE. Additionally, while these spaces have a direct connection to the residential building, it is at an unstaffed location. The main residential entrance along NHB Avenue, NE will have a staffed lobby where a security check can be made on who is entering the premises.</p> <p>j. Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the service space do not block vehicular traffic along the alley except during those times when a truck is actively entering or exiting the loading space.</p> <p>k. Trucks using the service space will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to</p>	<p>f. Residents utilizing moving trucks greater than 20 feet in length shall be required to obtain “Emergency, No Parking” signs during the duration of the move. The fees for this service will be paid by the resident.</p> <p>g. Commercial loading activity utilizing trucks greater than 20 feet shall utilize parking along Division Avenue, NE.</p> <p>h. Deliveries shall be scheduled such that the capacity of the service space is not exceeded. In the event that an unscheduled delivery vehicle arrives while the service space is full, that driver shall be directed to return at a later time when the service space is available. Should a delivery vehicle arrive at a time when the service space is unoccupied and no delivery is immediately scheduled, the driver may utilize the service space for a short period of time.</p> <p>i. The two (2) surface spaces included in the development shall not be utilized for pickup or drop-off services. These short-term spaces intended for retail purposes are located in the rear of the building, far from the residential and retail entrances on NHB Avenue, NE. Additionally, while these spaces have a direct connection to the residential building, it is at an unstaffed location. The main residential entrance along NHB Avenue, NE shall have a staffed lobby where a security check can be made on who is entering the premises.</p> <p>j. Inbound and outbound truck maneuvers shall be monitored to ensure that trucks accessing the service space do not block vehicular traffic along the alley except during those times when a truck is actively entering or exiting the loading space.</p> <p>k. Trucks using the service space shall not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to</p>

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<p>DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.</p> <p>l. The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager will also post these documents in a prominent location within the service area.</p> <p>m. Trash collection operations will take place from Division Avenue, NE, adjacent to the proposed curb cut. This will be accomplished with the utilization of rolling dumpsters to transfer waste from the trash room to the waste collection truck on Division Avenue, NE. Responsibility of the waste transfer from the trash room to a curbside location for the collection truck will be that of the loading manager on duty the morning of waste collection.</p> <p>n. In compliance with Design and Engineering Manual (DEM) regulations (31.5.5), the proposed curb cut for the relocated alley will be 25 feet away from the adjacent curb cut servicing a church parking lot on Division Avenue, NE. DEM regulations require five (5)-foot setbacks for on-street parking from the alley edge (45.1.3), thus not allowing enough length for on-street parking between the alley and church parking lot curb cuts. The length between the two curb cuts will be signed for no parking.</p> <p>o. Waste collection trucks will stop in front of the no parking space between the alley and church parking lot curb cuts and alley curb cut to perform waste collection without interference to traffic along</p>	<p>DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.</p> <p>l. The loading manager shall be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager shall also post these documents in a prominent location within the service area.</p> <p>m. Trash collection operations shall take place from Division Avenue, NE, adjacent to the proposed curb cut. This shall be accomplished with the utilization of rolling dumpsters to transfer waste from the trash room to the waste collection truck on Division Avenue, NE. Responsibility of the waste transfer from the trash room to a curbside location for the collection truck shall be that of the loading manager on duty the morning of waste collection.</p> <p>n. In compliance with Design and Engineering Manual (DEM) regulations (31.5.5), the proposed curb cut for the relocated alley will be 25 feet away from the adjacent curb cut servicing a church parking lot on Division Avenue, NE. DEM regulations require five (5)-foot setbacks for on-street parking from the alley edge (45.1.3), thus not allowing enough length for on-street parking between the alley and church parking lot curb cuts. The length between the two curb cuts shall be signed for no parking.</p> <p>o. Waste collection trucks shall stop in front of the no parking space between the alley and church parking lot curb cuts and alley curb cut to perform waste collection without interference to traffic along</p>

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southbound Division Avenue, NE or on-street parking.	southbound Division Avenue, NE or on-street parking.
<p>9. <u>Uses of Special Value to the Neighborhood or the District as a Whole</u> ((§ 305.5(q)). The proposed development implements the "Physical Plan" element of the New Communities Initiative. Among other things, this small area plan calls for 140 replacement units for the Lincoln Heights and Richardson Dwellings properties, in order for those properties to be redeveloped with new mixed-income residential communities.</p> <p>9. The Applicant agrees to set aside approximately 1,200 square feet of the ground floor retail/commercial space for neighborhood serving retail or services, with preference being given to a business or organization owned and/or operated by a Ward 7 SBE or CBE.</p>	<p>B.9. The Applicant shall reserve up to twenty-eight (28) units for replacement units for the Lincoln Heights and Richardson Dwellings communities. The actual number of units and control period for the replacement units shall be in accordance with the HAP contract entered into with DCHA.</p> <p>B.10. <u>For the life of the Project</u>, the PUD shall include approximately 1200 square feet of retail/commercial space at the ground floor of the building. The Applicant shall furnish evidence to the Zoning Administrator that leasing of the space was marketed to businesses or organizations owned and/or operated by Ward 7 SBEs or CBEs.</p>

Residential Unit Type	Floor Area/ % of Total*	# of Units	Income Type	Affordable Control Period	Affordable Unit Type	Notes
Total	76,888 / 100%	86	Up to 60% of MFI	Life of the Project	Rental	
Affordable Non-IZ**	6,151 / 8%	7	Up to 60% of MFI	Life of the Project	Rental	Pursuant to Sec. 1001.6
Affordable Non-IZ / Replacement Units	18,862 / 25%	Up to 28	Up to 60% of MFI		Rental	Subject to HAP Contract with DCHA***
Affordable Non-IZ	58,026 / 68%	Min. of 58	Up to 60% of MFI	Life of the Project	Rental	All units that are not replacement units shall be Affordable Non-IZ units.

- * Refers to the residential gross floor area, but the floor area may be adjusted to subtract the building core factor.
- ** If the IZ exemption is denied, these units shall be Inclusionary Zoning units instead of Affordable Non-IZ units.
- *** These shall be replacement units for the Lincoln Heights and Richardson Dwellings communities. The HAP contract will determine the actual number of replacement units and the control period for those units. At the conclusion of the control period, the former Replacement Unit shall convert to an "Affordable Non-IZ" unit.