



# THE LADY BIRD

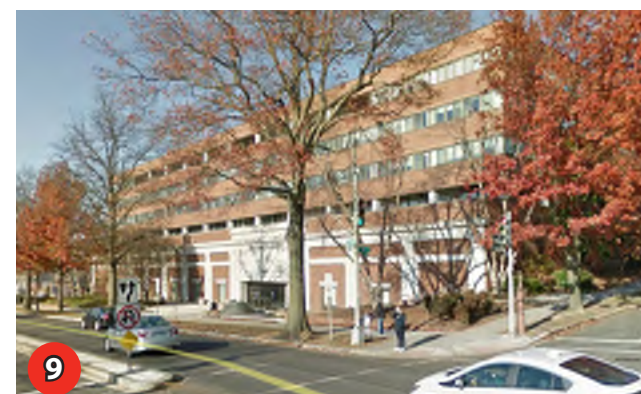
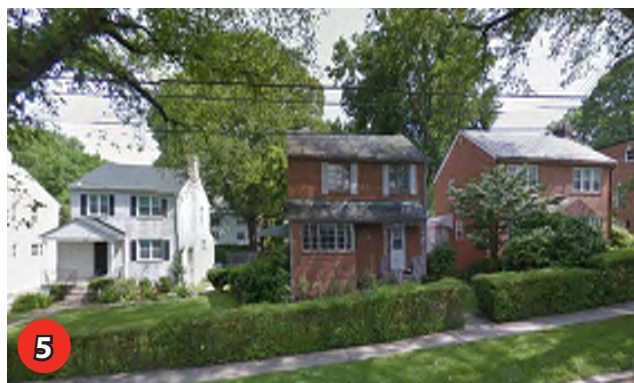
VALOR DEVELOPMENT  
TORTI GALLAS URBAN

ISSUED:

CONSOLIDATED PLANNED UNIT DEVELOPMENT APPLICATION.....	5/4/2019
PRE HEARING SUBMISSION .....	9/17/2019
HEARING .....	10/7/2019







CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

Site Photos



9/17/2019

G03



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

### Illustrative Site Plan with Context



9/17/2019

A01



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

# THE LADY BIRD

AT GRADE ↔ BURIED



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

### Lower Level Floor Plan / Garage Level Plan (G1)

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08

0 10 20 40 10/7/2019  
A02



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

Note: The arrangement of temporary furnishing for illustrative purposes only.

9/17/2019

YUMA STREET ENTRANCE LANDSCAPE PLAN

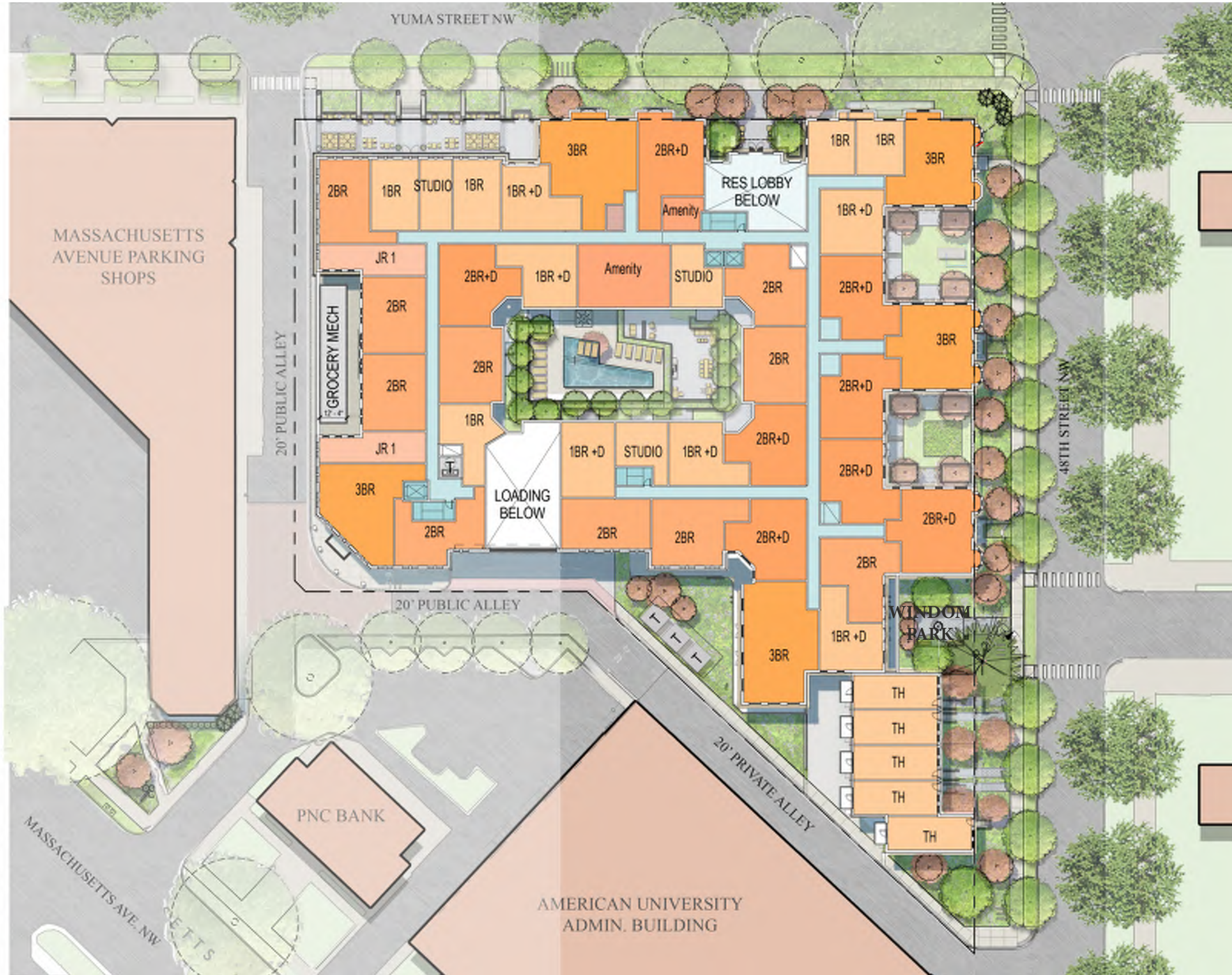
L3

AT GRADE ↔ BURIED





ABOVE GRADE ↔ AT GRADE



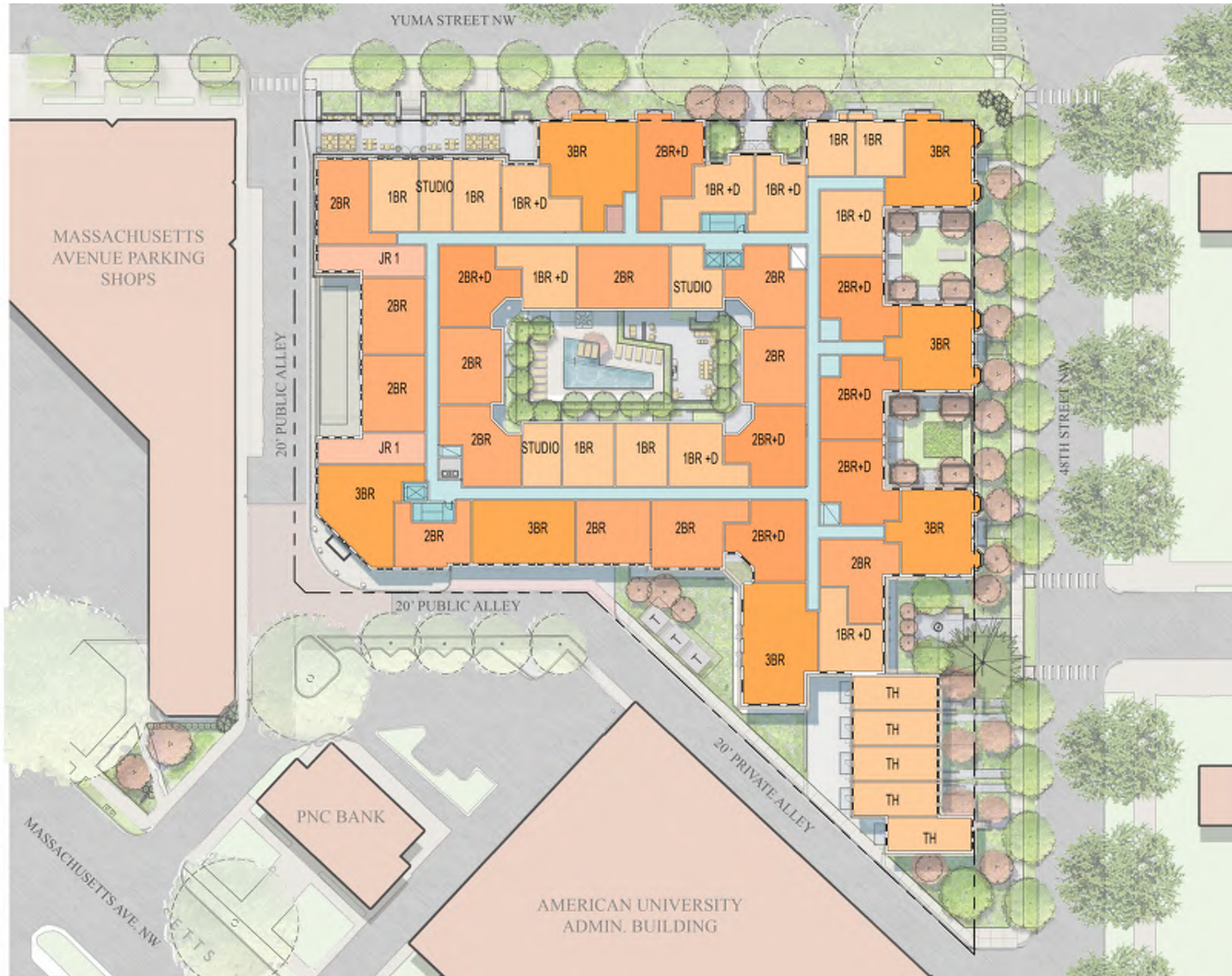
CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

### First Floor Plan

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08

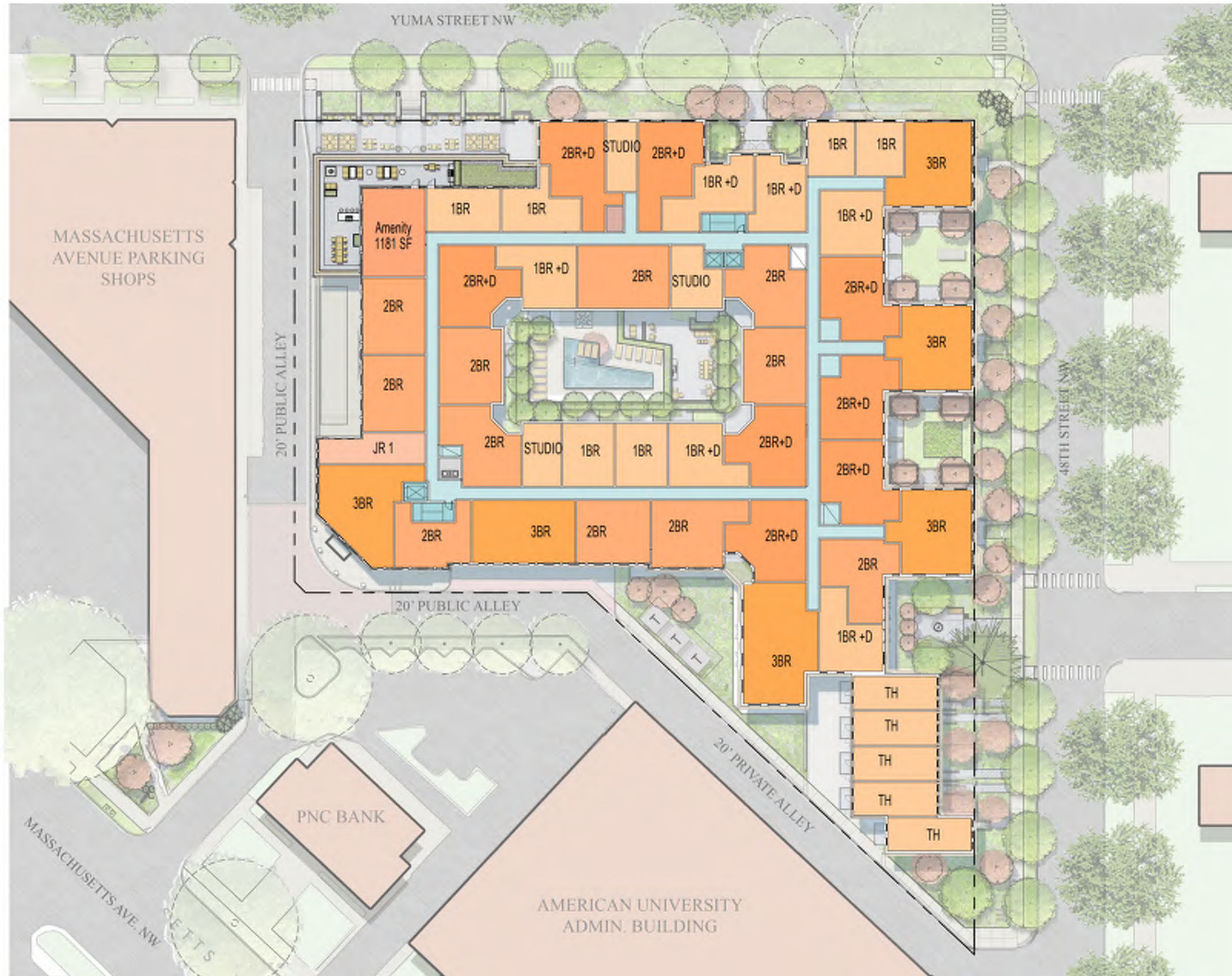
0 10 20 40 9/17/2019  
A04





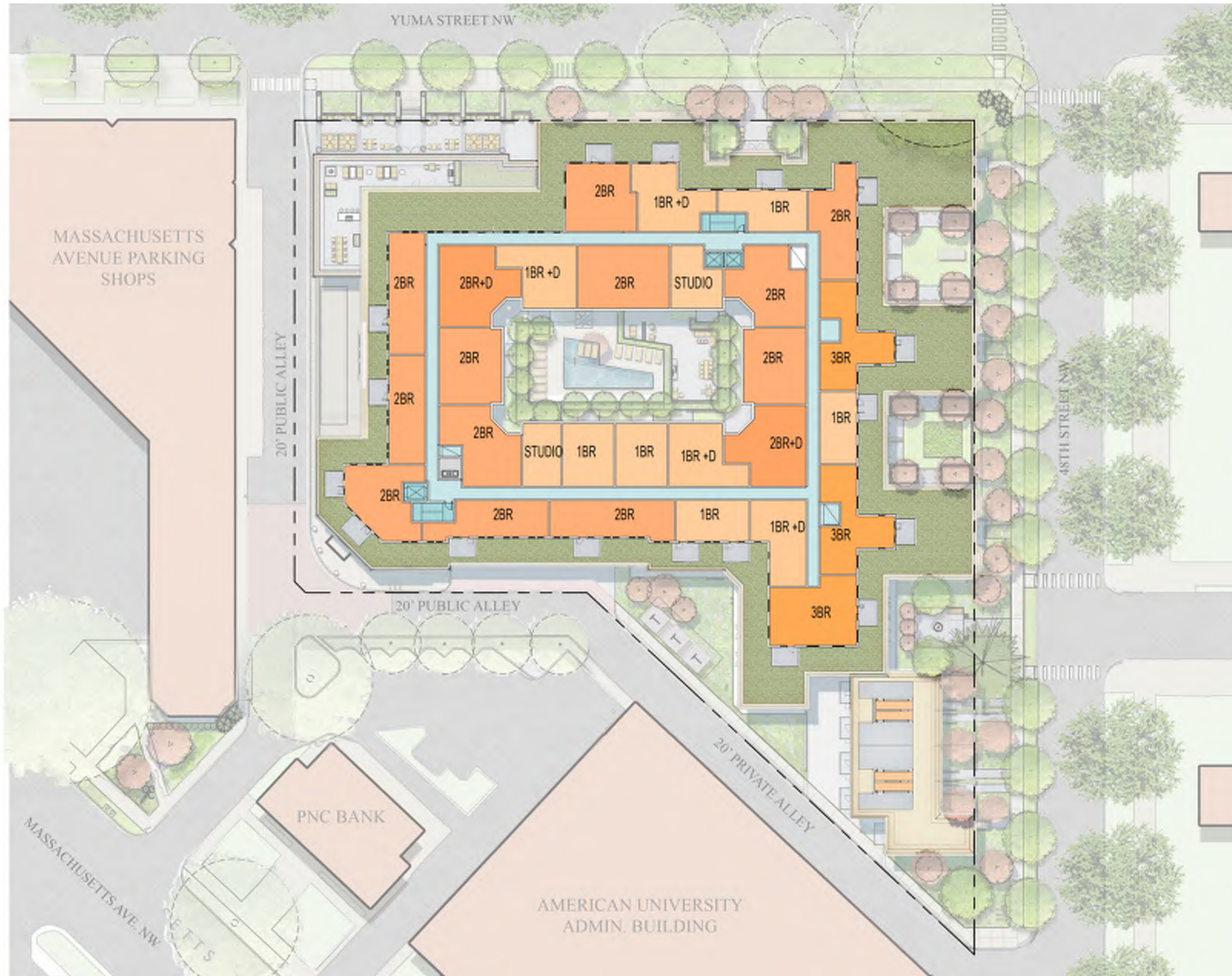
Typical Floor Plan (2nd and 3rd)

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08



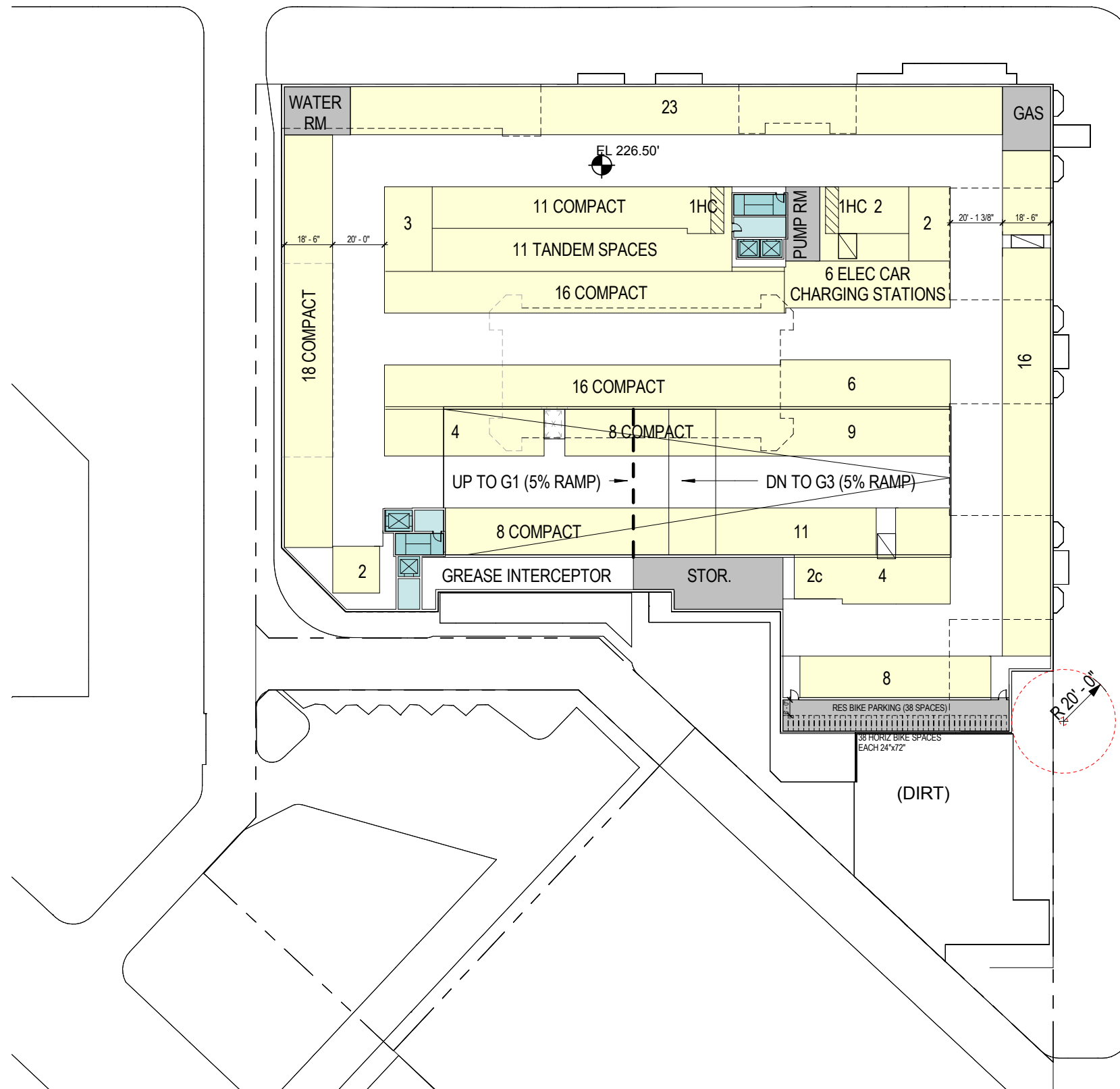
### Fourth Floor Plan

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08



Penthouse Plan

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08

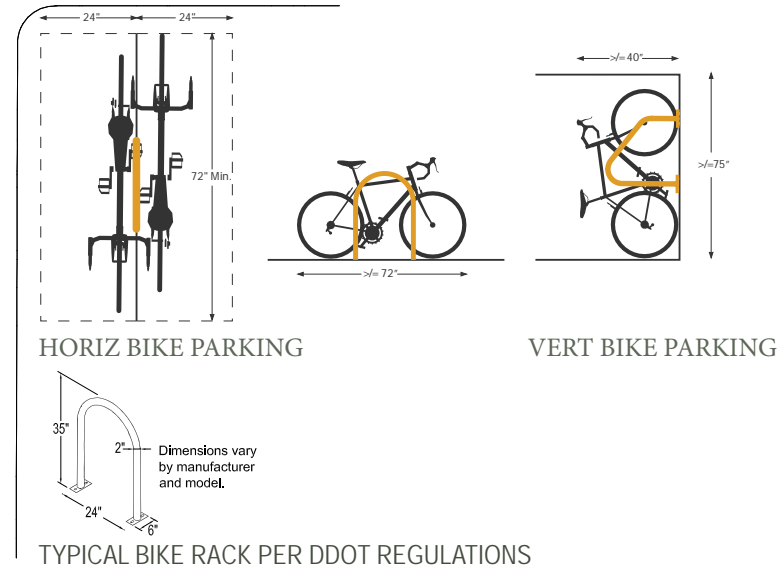


G1 -	92 SPACES
G2 -	177 SPACES
G3 -	101 SPACES
<b>TOTAL - 370 SPACES</b>	

(+ 22 TANDEM SPACES)  
 Note: Up to 50% of the required parking spaces may be compact spaces, a min. of 8 feet wide by 16' deep. All other parking spaces shall be a min. of 9' wide by 19' deep. All drive aisles shall be a min. of 20' wide. 8 car charging stations will be provided

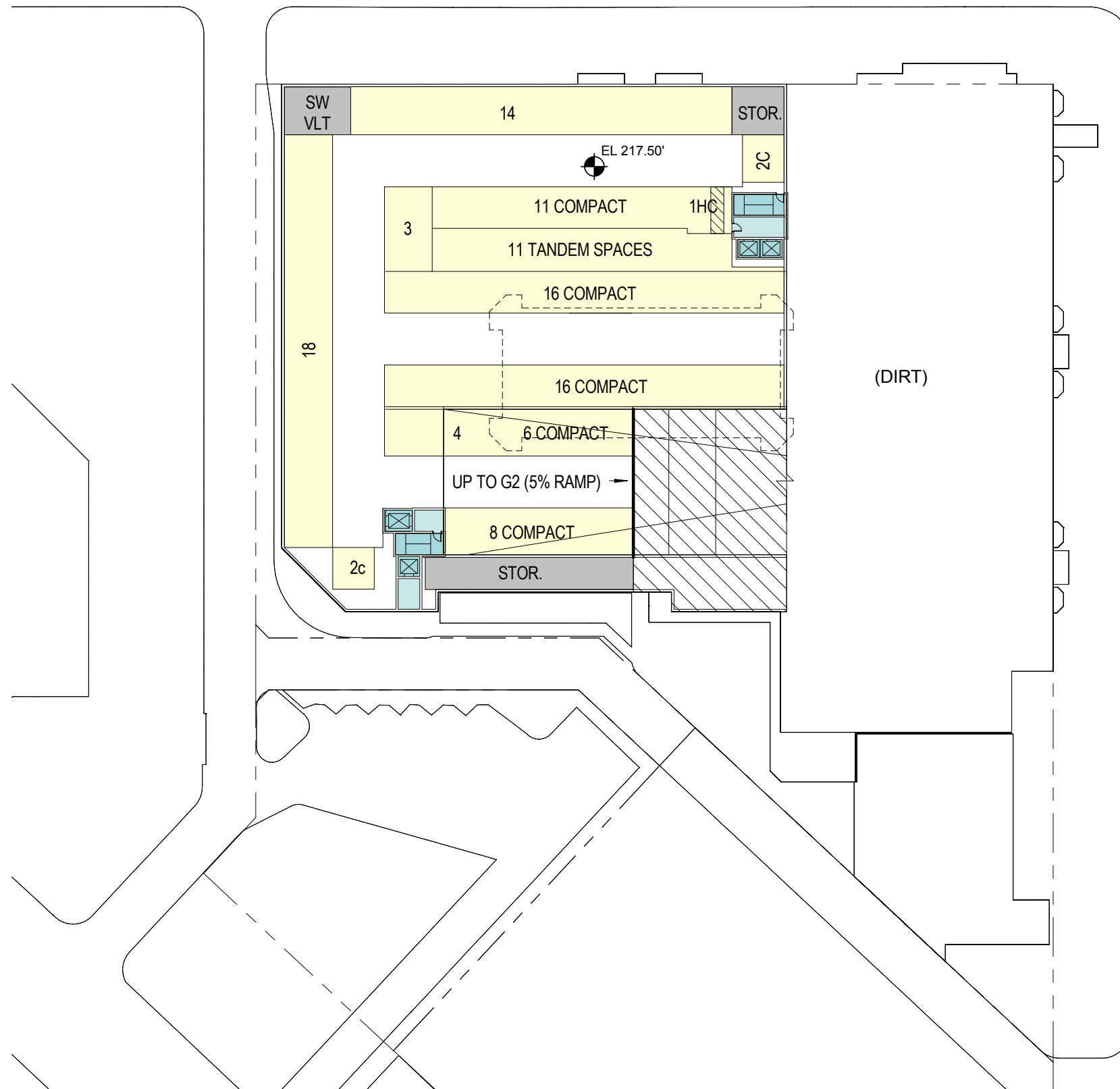
Note: 50% of bike parking will be on the first level (G1). 25% of bikes will have access to an electric outlet for eBike charging.

Note: 8 electric car charging stations provided, see plans for locations



Garage Level Plan (G2)

Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur. For additional dimensions see sheet A08



G1 -	92 SPACES
G2 -	177 SPACES
G3 -	101 SPACES
<b>TOTAL - 370 SPACES</b>	
(+ 22 TANDEM SPACES)	

Note: Up to 50% of the required parking spaces may be compact spaces, a min. of 8 feet wide by 16' deep. All other parking spaces shall be a min. of 9' wide by 19' deep. All drive aisles shall be a min. of 20' wide.



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

9/17/2019

View from East - Proposed (Windom Place NW)

Note: Rendering view, angle and lighting chosen to best illustrate design intent.

50 MM Lens (Produced in Lumion) A13





CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

View from East - Proposed (Windom Place NW)

Note: Photo taken with Canon EOS 6D full frame camera with Canon EF 50mm/1.8 STM lens used to prepare this rendering in order to show building inserted into current context. This rendering is intended to best illustrate design intent in current context.

9/17/2019

50 MM Lens A19



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

9/17/2019

View from Northeast - Proposed (48th and Yuma Street)

Note: Rendering view, angle and lighting chosen to best illustrate design intent.

50 MM Lens (Produced in Lumion) A14



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

View from Northeast - Proposed (48th and Yuma Street)

Note: Photo taken with Canon EOS 6D full frame camera with Canon EF 50mm/1.8 STM lens used to prepare this rendering in order to show building inserted into current context. This rendering is intended to best illustrate design intent in current context.

9/17/2019

50 MM Lens A21



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

9/17/2019

View from Northwest - Proposed (North Side of Yuma Street)

Note: Rendering view, angle and lighting chosen to best illustrate design intent.

50 MM Lens (Produced in Lumion) A15



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

View from Northwest - Proposed (North Side of Yuma Street)

Note: Photo taken with Canon EOS 6D full frame camera with Canon EF 50mm/1.8 STM lens used to prepare this rendering in order to show building inserted into current context. This rendering is intended to best illustrate design intent in current context.

9/17/2019

50 MM Lens A23



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

9/17/2019

View from West - Proposed (From Massachusetts Avenue)

Note: Rendering view, angle and lighting chosen to best illustrate design intent.

50 MM Lens (Produced in Lumion) A16



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

View from West - Proposed (From Massachusetts Avenue)

Note: Photo taken with Canon EOS 6D full frame camera with Canon EF 50mm/1.8 STM lens used to prepare this rendering in order to show building inserted into current context. This rendering is intended to best illustrate design intent in current context.

9/17/2019

50 MM Lens A25



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

View from Yuma - Existing Public Alley

Note: Wide angle lens used for photo. 50 MM lens too narrow capture full extent of alley.

9/17/2019

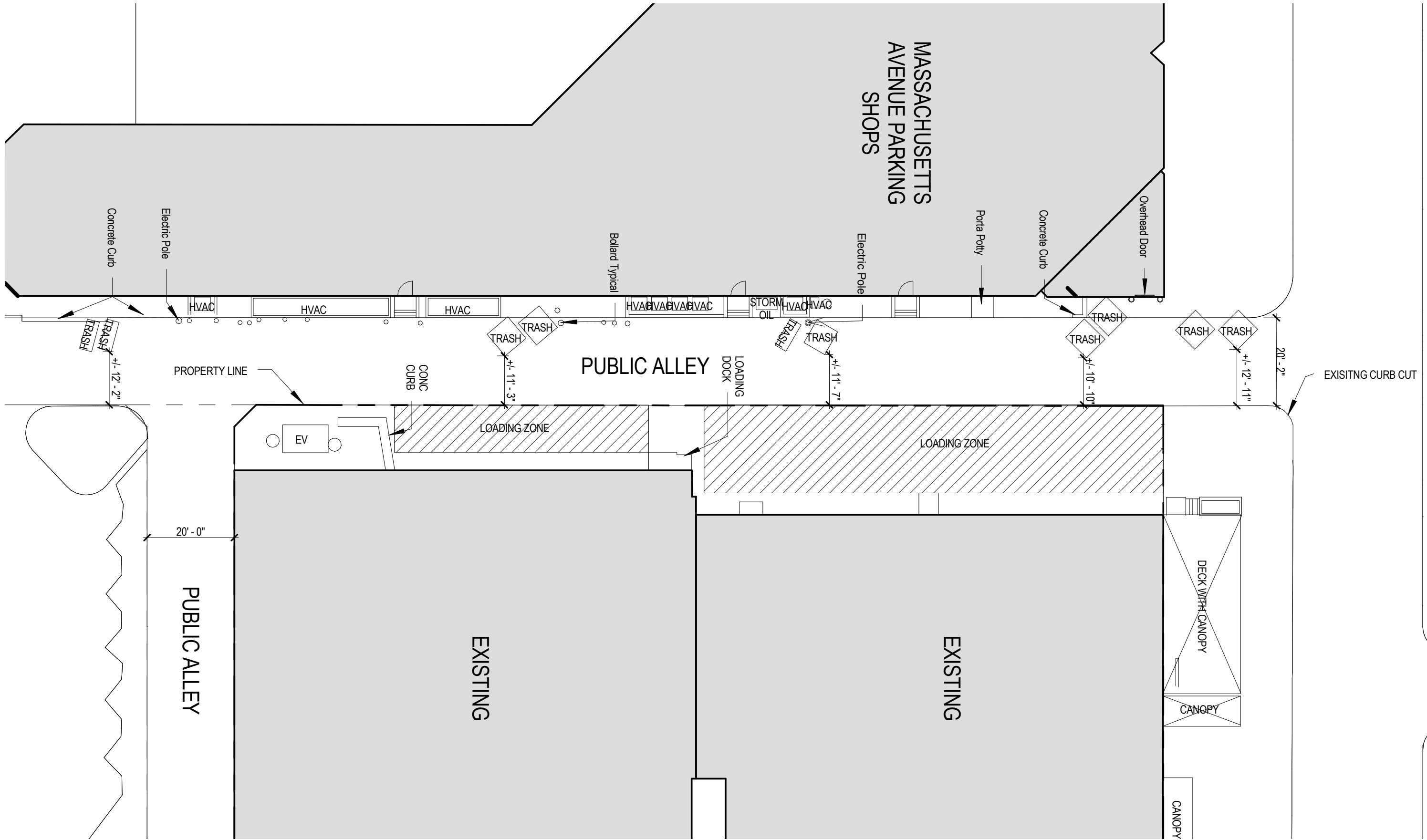
CL05



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD





CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

Public Alley Existing Condition with Proposed Building



9/17/2019

CL03

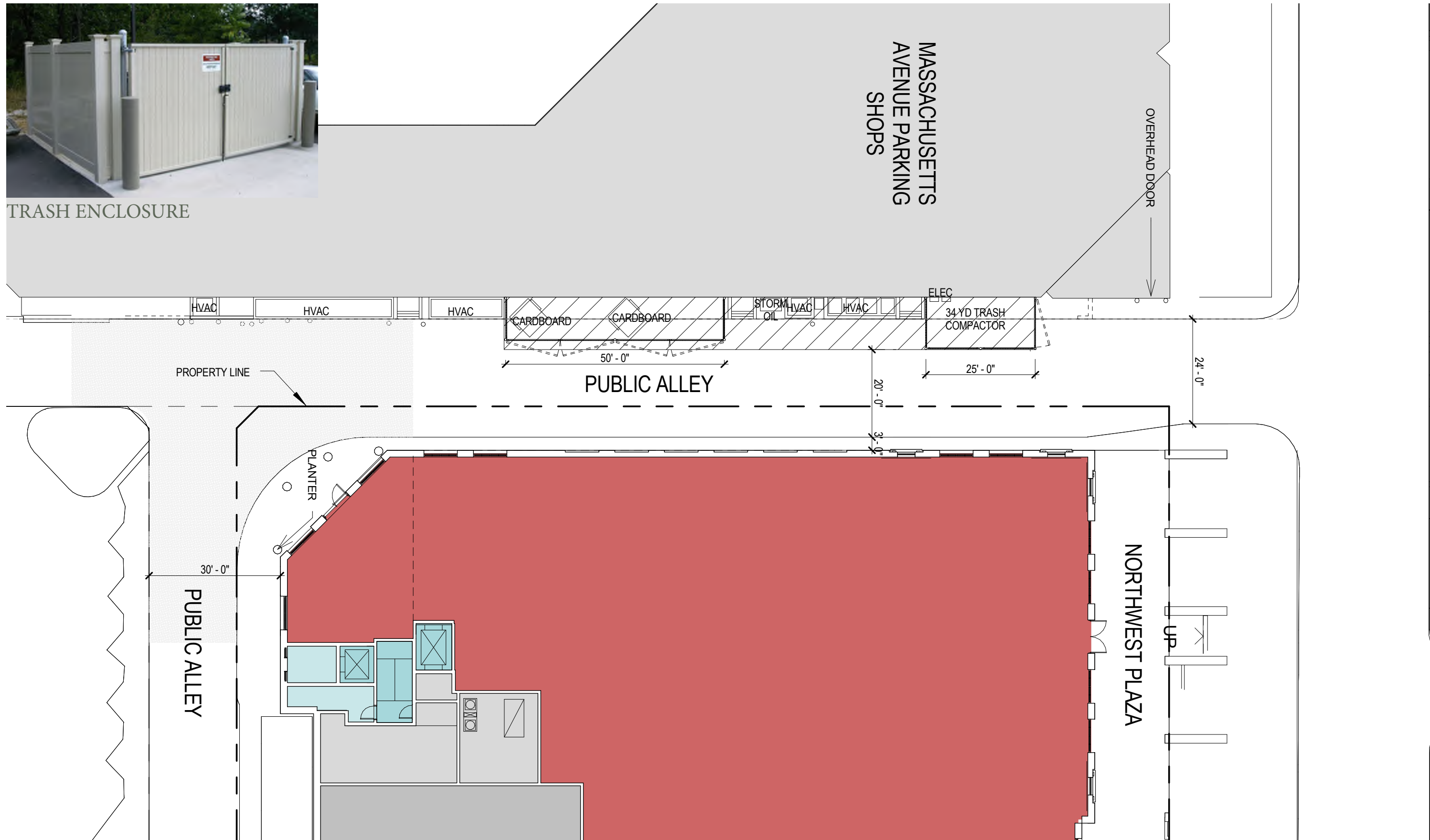


VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



TRASH ENCLOSURE



CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

Public Alley Proposed



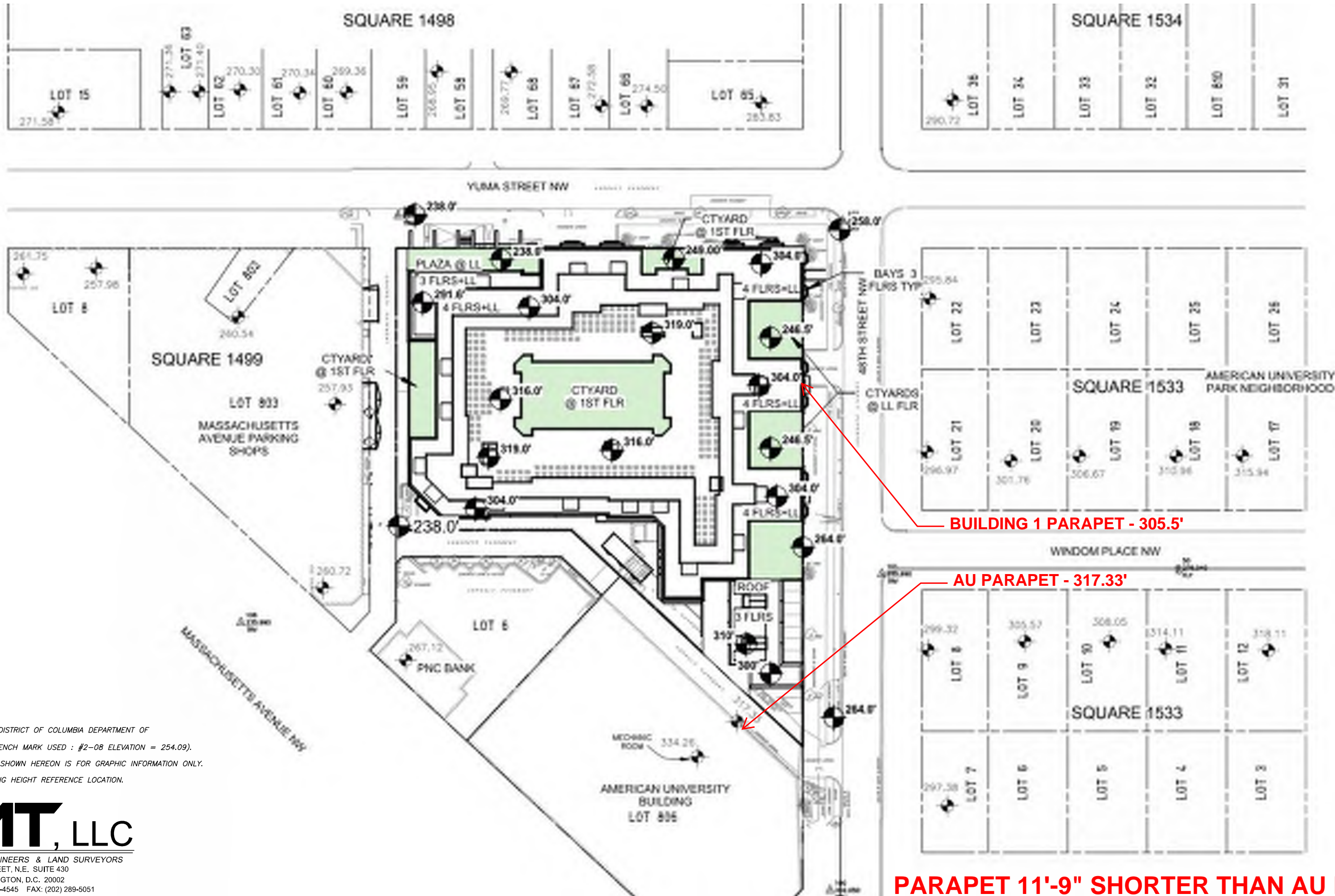
10/03/2019

CL04



VALOR DEVELOPMENT  
TORTI GALLAS URBAN

THE LADY BIRD



NOTES:

1. VERTICAL DATUM: DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS.(BENCH MARK USED : #2-08 ELEVATION = 254.09).
2. PROPERTY LINES SHOWN HEREON IS FOR GRAPHIC INFORMATION ONLY.
3. = BUILDING HEIGHT REFERENCE LOCATION.

**AMT, LLC**

PROFESSIONAL ENGINEERS & LAND SURVEYORS  
 10 G STREET, N.E. SUITE 430  
 WASHINGTON, D.C. 20002  
 PHONE: (202) 289-4545 FAX: (202) 289-5051

CONSOLIDATED PUD APPLICATION ©2019 Torti Gallas Urban | 650 F Street, NW Suite 690 | Washington, DC | 202.232.3132

Proposed Building and Context Building Height Plan

**PARAPET 11'-9" SHORTER THAN AU PARAPET  
 PH 15'-3" SHORTER THAN AU PH**

9/17/2019

A27





Transportation Presentation

# The Lady Bird PUD (ZC 19-10)

October 7, 2019



# Project Transportation Characteristics

## Proximity to transit and alternative travel modes:

- Nearby Tenleytown-AU Metrorail Station (0.8 miles away)
- 2 Nearby Metrobus Routes
- Site has Walkscore of 78 “Very Walkable” and Bikescore of 65 “Bikeable”

## Implementation of Comprehensive Transportation Demand Management Plan

### Implementation of on-site pedestrian, bicycle, & loading facilities

- Meets Zoning Requirements for Parking and Loading

## DDOT Coordination and Review

- No objection based on DDOT’s review of CTR and conditions to support their recommendation

# The Lady Bird PUD

## Residential Uses

214 dwelling units, 5 townhomes

## Grocery/Retail Uses

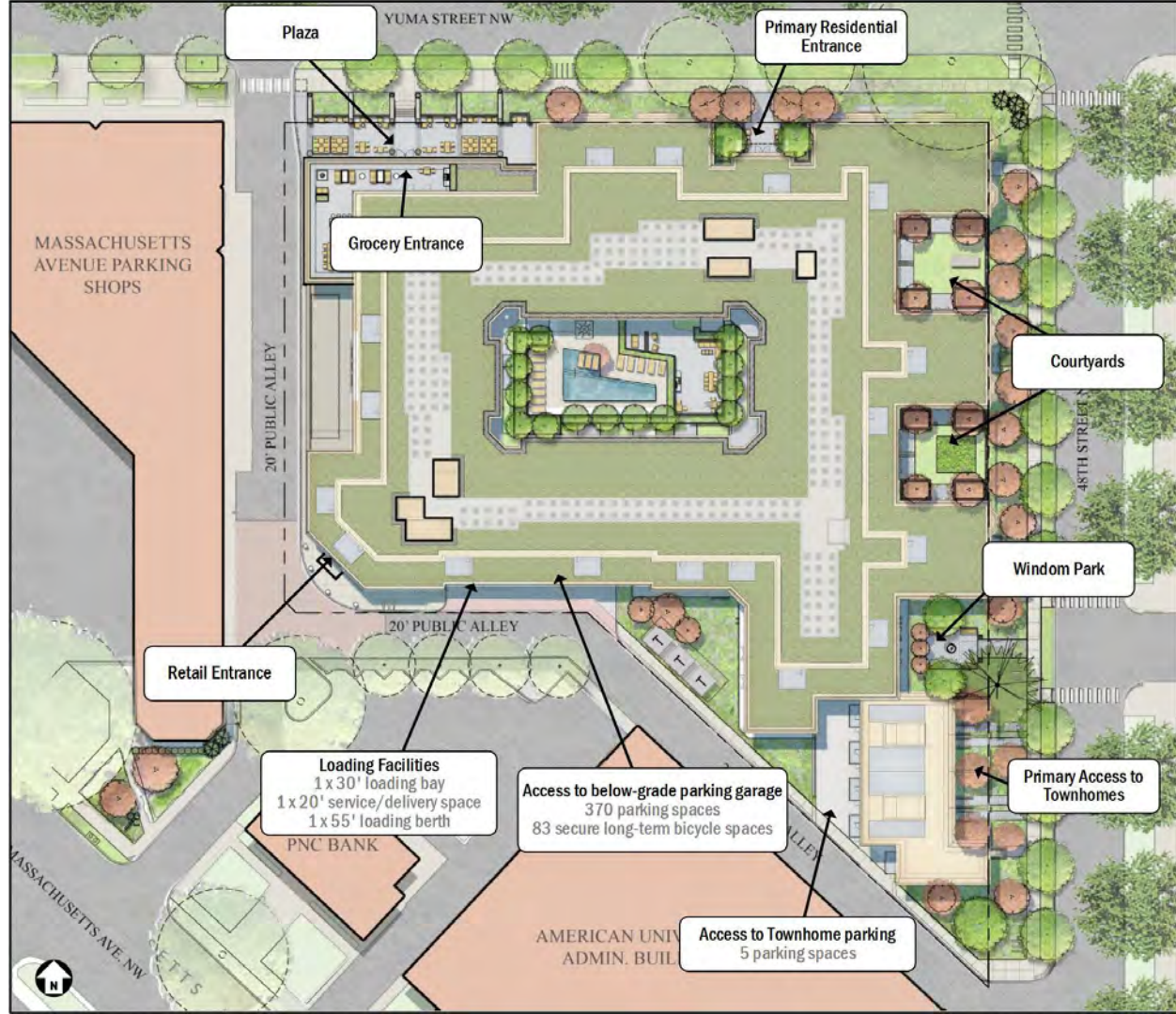
18,198 square feet

## Parking (off-street)

370 spaces  
228 residential  
86 grocer/retail  
56 American University Permit

## Bicycle Parking

27 short-term spaces (16 req'd)  
83 long-term spaces (63 req'd)  
electric outlets for charging e-bikes  
included



# Trip Generation Comparison

Development Program	Retail / Grocer	Residential	AM Peak Hour Total (veh/hr)	PM Peak Hour Total (veh/hr)	Saturday Peak Hour Total (veh/hr)
Existing On-Site Uses	~44,000 sf	None	100 veh/hr	391 veh/hr	381 veh/hr
Proposed	~18,000 sf	219 du	131 veh/hr	283 veh/hr	260 veh/hr
<b>Change</b>	<b>-26,000 sf</b>	<b>+219 du</b>	<b>+31 veh/hr</b>	<b>-108 veh/hr</b>	<b>-121 veh/hr</b>

The proposed development program will result in 31 additional vehicular trips in the AM peak hour, 108 fewer vehicular trips in the PM peak hour, and 121 fewer vehicular trips in the Saturday peak hour



# Transportation Demand Management (TDM) Elements

- TDM Coordinator
- Coordination with goDCgo (DDOT's TDM program)
- Marketing Program
- Exceed zoning requirements for bicycle parking/storage
- Bicycle repair facilities
- Unbundle cost of residential parking from the cost of lease or purchase
- No free parking
- RPP restrictions on residents of building
- One-year membership to Capital Bikeshare or car-sharing service for initial lease of each residential unit
- Inclusion of eight (8) electric vehicle charging and four (4) car-share parking spaces
- Transportation Information Center Display in residential lobby

# TDM Elements (continued)

- Design and Installation of Hawk Signal
- Upgrading of substandard curb ramps, striping of missing crosswalks, and installation of curb extensions at four (4) proximate intersections
- Significant improvements to the alley
- Provision of \$100,000 on means for connecting residents to the Tenleytown Metro station through shuttle or geofence with ride hailing services
- Shopping carts for residents

# Pedestrian Improvements agreed to by Applicant

## Pedestrian Improvements in Alley

- Delineated pedestrian path and sidewalks, maintaining 20-foot drive-aisle

## Improvements to Alley Intersection

- Conversion to all-way stop, textured pavement, improved visibility with mirrors

## Upgrading four (4) intersections

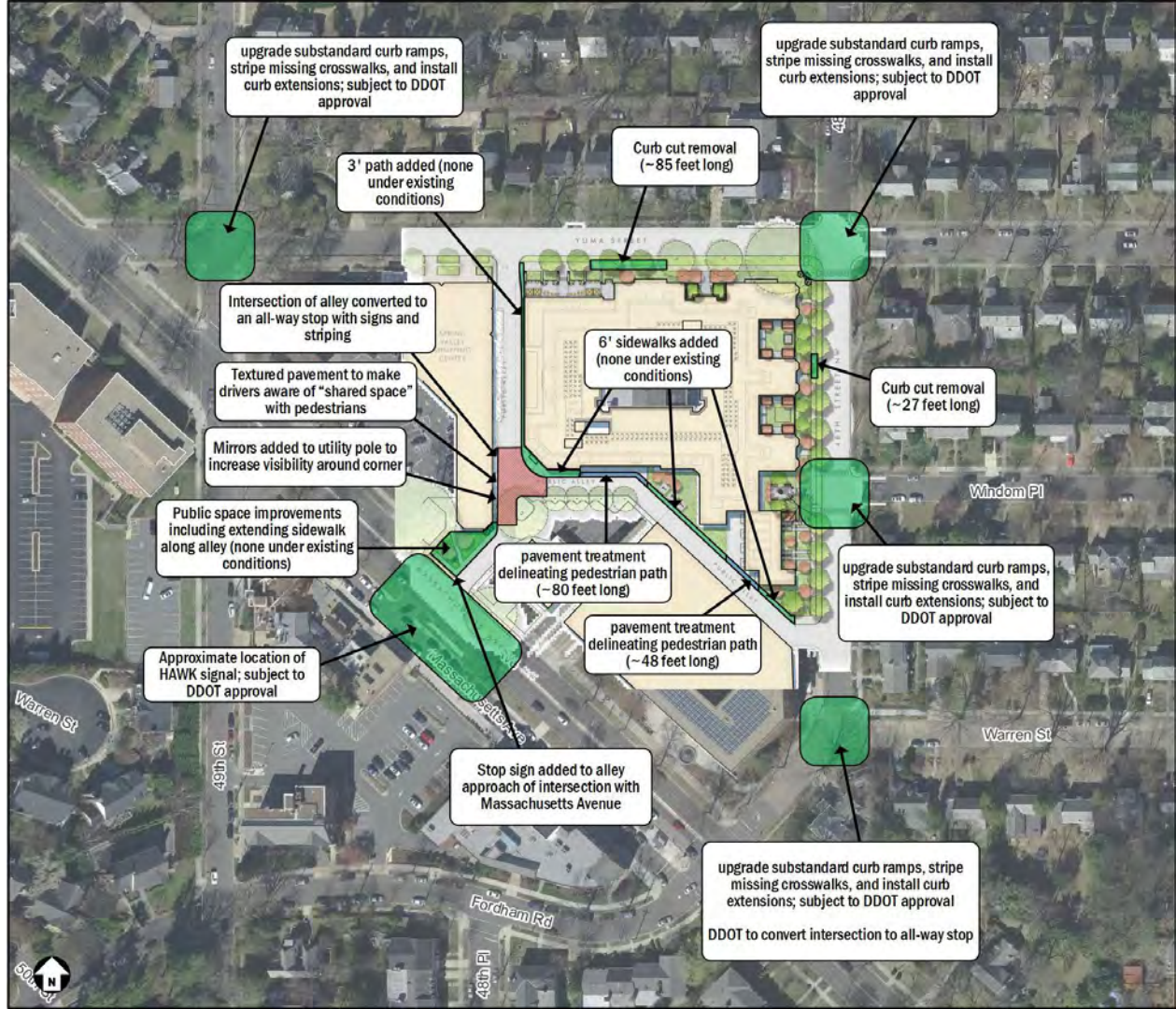
- Curb ramps, striping crosswalks, curb extensions; pending DDOT approval

## HAWK Signal on Massachusetts Avenue

- Applicant funding design and construction; pending DDOT approval

## Eliminating Curb Cuts

- Approximately 112-feet of curb cuts eliminated on public streets



upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions; subject to DDOT approval

upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions; subject to DDOT approval

3' path added (none under existing conditions)

Curb cut removal (~85 feet long)

Intersection of alley converted to an all-way stop with signs and striping

6' sidewalks added (none under existing conditions)

Curb cut removal (~27 feet long)

Textured pavement to make drivers aware of "shared space" with pedestrians

Mirrors added to utility pole to increase visibility around corner

Public space improvements including extending sidewalk along alley (none under existing conditions)

pavement treatment delineating pedestrian path (~80 feet long)

upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions; subject to DDOT approval


Approximate location of HAWK signal; subject to DDOT approval

pavement treatment delineating pedestrian path (~48 feet long)

Stop sign added to alley approach of intersection with Massachusetts Avenue

upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions; subject to DDOT approval

DDOT to convert intersection to all-way stop



**Z.C. Case No. 19-10**  
**Consolidated Planned Unit Development**  
**Square 1399, Lots 802 803, 806, 807**

PUD Standard Analysis

- Benefits & Amenities
- Development Incentives
- Potential Project Impacts
- Comprehensive Plan
- Other Public Policies / Programs
- Zoning Relief

## **PUD STANDARD (11-X DCMR § § 304.3 & 304.4)**

- In deciding a PUD application, the Zoning Commission shall judge, balance, and reconcile the relative value of the public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.
- The Zoning Commission shall find that the proposed development:
  - Is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site;
  - Does not result in unacceptable project impacts on the surrounding area or on the operation of city services and facilities but instead shall be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project; and
  - Includes specific public benefits and project amenities of the proposed development that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs related to the subject site.

# PUBLIC BENEFITS AND PROJECT AMENITIES

<b>Superior urban design and architecture</b>	<ul style="list-style-type: none"><li>• Height and mass reductions, large courtyards, façade articulation, context-sensitive setbacks, high-quality materials.</li></ul>
<b>Superior landscaping, or creation or preservation of open spaces</b>	<ul style="list-style-type: none"><li>• Windom Park, Northwest Plaza, private landscaped courtyards and terraces.</li><li>• \$15,000 contribution for activation of private and/or nearby public spaces.</li></ul>
<b>Site planning and efficient and economical land utilization</b>	<ul style="list-style-type: none"><li>• Removal of long-vacant and underutilized site in Neighborhood Commercial Area.</li><li>• Multiple building types, utilization of “stranded density” to restore grocery use</li><li>• Through-block pedestrian circulation.</li></ul>
<b>Historic preservation of private or public structures, places, or parks</b>	<ul style="list-style-type: none"><li>• Permanent reduction of future development potential on historic MAPS site.</li></ul>
<b>Housing, including housing that provides units with three (3) or more bedrooms</b>	<ul style="list-style-type: none"><li>• Approx. 219 new residential units, including approx. 29 affordable units.</li><li>• High percentage of larger-sized units, including three bedroom units (market rate and affordable)</li></ul>

# PUBLIC BENEFITS AND PROJECT AMENITIES

## Affordable housing

- Approx. 29,858 square feet of affordable housing.
- Exceeds minimum IZ requirement.

## Environmental and sustainable benefits to the extent they exceed the standards required by zoning or other regulations

- Project will achieve LEED-Gold certification.
- Removal significantly impervious site with no sustainable storm water management.
- EV stations, car sharing, eBike charging.

## Transportation infrastructure beyond that needed to mitigate any potential adverse impacts of the application

- Mid-block HAWK signal.
- Consolidation of trash receptacles in north-south alley.
- Significant alley improvements.
- RPP restrictions.
- \$15,000 contribution toward traffic study (Mass Ave median and/or 49<sup>th</sup> Street pork-chop).
- \$100,000 toward means for connecting residents to the Tenleytown Metro Station.
- Designation of ride hailing pick-up / drop-off location.
- Coordination with DDOT on designation of “alternative transportation block.”
- Coordination with DDOT to locate a Capital Bikeshare.
- Coordination with JUMP bike share to locate electric bikes and scooters nearby.

# PUBLIC BENEFITS AND PROJECT AMENITIES

**Uses of special value to the neighborhood or the District of Columbia as a whole**

- New full-service grocery store

**Other public benefits and project amenities and other ways in which the proposed PUD substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan**

- Planting any missing trees along adjacent segments 48<sup>th</sup> Street and Yuma Street, NW



# DEVELOPMENT INCENTIVES

- No PUD zoning flexibility or map amendment requested
- Proposed buildings are below MU-4 matter-of-right height
- PUD is below matter-of-right density

Height (ft)			
Lot	Matter-of-right (MU-4)	PUD (MU-4)	Proposed
802/803	50	65	25
806			60
807			<b>43'-6"</b>

Density (FAR)			
Lot	Matter-of-right (MU-4 w/ IZ)	PUD (MU-4 w/ IZ)	Proposed
802/803	3.0 (1.5 non-residential)	3.6 (2.01 non-residential)	0.43 (0.43 non-residential)
806			4.3 (4.3 non-residential)
807			2.95 (0.26 non-residential)
PUD Site			<b>2.68 (1.38 non-residential)</b>

# DEVELOPMENT INCENTIVES

11-X DCMR § 303.2 - The FAR of all buildings shall not exceed the aggregate of the FARs as permitted in the zone or zones included within the PUD boundary, as that may be increased by X § 303.3.

Density (FAR)	
Lot	Proposed
802/803	0.43 (0.43 non-residential)
806	4.3 (4.3 non-residential)
807	2.95 (0.26 non-residential)
PUD Site	<b>2.68 (1.38 non-residential)</b>



# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p><b>Land Use</b></p>	<ul style="list-style-type: none"> <li>• Better utilization of underutilized land within designated neighborhood commercial center and area where multi-family opportunities are limited.</li> <li>• New housing within walking distance to several neighborhood amenities.</li> <li>• Building impacts mitigated through context-sensitive design (reduced height/massing, setbacks, courtyards, landscaping).</li> <li>• Parking impacts mitigated through adequate parking supply and RPP restrictions.</li> <li>• <b>Favorable recommendation from DCOP.</b></li> </ul>	<p>Favorable or capable of being mitigation</p>
<p><b>Transportation</b></p>	<ul style="list-style-type: none"> <li>• Project fully analyzed in Comprehensive Transportation Review (“CTR”).</li> <li>• Proposed development will not have a detrimental impact on surrounding transportation network.</li> <li>• Potential impacts can be mitigated through implementation of improvements to specified intersections, a TDM plan, and a Loading Management Plan.</li> <li>• Positive impact to pedestrian safety and circulations.</li> <li>• <b>No objection from DDOT.</b></li> </ul>	<p>Favorable or capable of being mitigated</p>

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p><b>Housing</b></p>	<ul style="list-style-type: none"> <li>• Positive impact on housing (approximately 219 new housing units).</li> <li>• Positive impact on affordable housing (6% increase in Rock Creek West, 13% increase in ANC 3E).</li> <li>• No demolition of existing housing or displacement of existing residents.</li> <li>• <b>No objection from DHCD.</b></li> </ul>	<p>Favorable</p>
<p><b>Environmental Protection</b></p>	<ul style="list-style-type: none"> <li>• Project will be certified LEED Gold v.4.</li> <li>• Replacement of 100% impervious site.</li> <li>• Reduction in urban heat island effect.</li> <li>• Significant storm water management improvements.</li> <li>• Increased habitat.</li> <li>• No impacts to water quality or hydrology.</li> <li>• No long-term impacts to air quality.</li> <li>• Previously disturbed site not within Spring Valley FUDS boundary.</li> <li>• <b>Favorable comments from DOEE, No objection from UFA.</b></li> </ul>	<p>Favorable</p>

# POTENTIAL IMPACTS

dcra  
Department of the City of the District of Columbia  
 MURIEL BOWSER, MAYOR

## Environmental Intake Form

---

### Owner & Contact Information

Complete address of proposed work

Square \_\_\_\_\_ Suffix (if any) \_\_\_\_\_ Lot \_\_\_\_\_ Application date (4 numbers for year) \_\_\_\_\_

Number \_\_\_\_\_ Ext \_\_\_\_\_ Official street name \_\_\_\_\_ Quadrant \_\_\_\_\_ Unit/Suite \_\_\_\_\_

Project name \_\_\_\_\_ Application number (if applicable) \_\_\_\_\_ Project Description \_\_\_\_\_

5. Owner \_\_\_\_\_ 7. Complete mailing address (include zip) \_\_\_\_\_ 8. Phone \_\_\_\_\_ 9. Email, if you prefer e-notice \_\_\_\_\_

10. Agent for owner, if applicable \_\_\_\_\_ 11. Complete mailing address (include zip) \_\_\_\_\_ 12. Phone \_\_\_\_\_ 13. Email, if you prefer e-notice \_\_\_\_\_

---

### Project Scope

Scope (Check all that this project involves.)	No	Yes	If You Answer "Yes"
1. Is this project a residential structure within R, RF and RA-1 zoning districts?	<input type="checkbox"/>	<input type="checkbox"/>	
2. Is this project a single-family structure not built in conjunction with 2 or more units?	<input type="checkbox"/>	<input type="checkbox"/>	
3. Is this project an accessory structure, such as a garage, patio, pool, or fence?	<input type="checkbox"/>	<input type="checkbox"/>	
4. Is this project only an interior renovation with no building use or capacity change?	<input type="checkbox"/>	<input type="checkbox"/>	
5. Is this project in an Economic Development Zone, as defined in DC Official Code § 6-1501 et seq (DC Law 7-177)?	<input type="checkbox"/>	<input type="checkbox"/>	
6. Is this project in the Central Employment Area, defined in DC Zoning Regulations?	<input type="checkbox"/>	<input type="checkbox"/>	
7. Does the project involve only operation, repair, maintenance, or minor alteration of public structures, facilities, mechanical equipment, or topographical features, with negligible or no expansion of use beyond its current use?	<input type="checkbox"/>	<input type="checkbox"/>	
8. Does the owner of this site own adjacent or abutting property?	<input type="checkbox"/>	<input type="checkbox"/>	
9. Do you plan to develop adjacent/abutting property in next 3 years?	<input type="checkbox"/>	<input type="checkbox"/>	Attach a site plan. If there is no plan, attach a written explanation.
10. Do you plan more development that requires permit(s) on any site in this square in next 3 years?	<input type="checkbox"/>	<input type="checkbox"/>	
11. Is this project a solid waste facility?	<input type="checkbox"/>	<input type="checkbox"/>	See EIS Coordinator.
12. Have you prepared an Environmental Impact Statement (EIS) or a functional equivalent, as required by the National Environmental Policy Act of 1969 (NEPA)?	<input type="checkbox"/>	<input type="checkbox"/>	Attach the EIS or equivalent.
13. Are you claiming an exemption, other than those listed in this form, from the requirement to submit an Environmental Screening Form, under Title 20 § 7202.	<input type="checkbox"/>	<input type="checkbox"/>	Attach an explanation; cite relevant section of regulations.
14. Is the total project cost more than \$1.00 million, including site preparation and construction?	<input type="checkbox"/>	<input type="checkbox"/>	If you're not claiming an exemption, attach an EISF.
15. For projects with a total cost of \$1.00 million or less, check all that apply: • Contains threatened or endangered plant or animal species. • Is within 100 feet of a pond, stream, lake, spring, or wetland. • Project will produce emission of odorous or other air pollutants (from any source, including VOCs) • Project produce, use, or dispose of hazardous substances, as defined in 20 DCMR 7200 • Will be built on land where the water table depth is less than 3 feet. • Will require blasting. • Will generate medical, infectious, radioactive, or hazardous waste.	<input type="checkbox"/>	<input type="checkbox"/>	If you check any item, attach EISF or equivalent.

I certify that all statements on this application are true and complete to the best of my knowledge and belief. I agree to comply with all applicable DC laws and regulations. The making of false statements on this application is punishable by criminal penalties. (DC Code Sec. 22-2514)

Signature of Owner/Authorized Agent \_\_\_\_\_ Date \_\_\_\_\_

---

### OFFICIAL USE ONLY

Environmental impact screening Form Required

Yes. Referred to EIS Coordinator \_\_\_\_\_ No \_\_\_\_\_ DCRA Reviewer \_\_\_\_\_ Date \_\_\_\_\_

NOTE: Building permit approval is not the same as approval of an action or entire project under the Environmental Policy Act of 1969. If you build on the same, adjacent, or abutting property, or expand on work covered by this Environmental Intake Form within 3 years, you may be required to file an EISF for the whole project, including the part covered by this application and permit approval. If the action violates any federal or DC environmental laws, an EISF can be required.

To report waste, fraud, or abuse by any DC government office or official, call the Inspector General: 1-800-521-1639

### III. Project Description

1. Proposed land use: Industrial  Commercial  Residential  Public/Institutional  Other  \_\_\_\_\_
2. Project area to be developed: \_\_\_\_\_ (sq. ft./acres)  
 Project area to remain undeveloped: \_\_\_\_\_ (sq. ft./acres)  
 Dimensions of proposed structure: height \_\_\_\_\_ width \_\_\_\_\_ length \_\_\_\_\_  
 Gross floor area of proposed structure: \_\_\_\_\_ sq. ft.  
 Depth of any excavation: average \_\_\_\_\_ (ft) maximum \_\_\_\_\_ (ft)  
 Percent of impervious cover after development \_\_\_\_\_ %  
 Total Project Area to be disturbed \_\_\_\_\_ (sq.ft./acres)
3. What is the proposed development schedule?  
 Intended Construction Start Date \_\_\_\_\_ Intended Operational Start Date \_\_\_\_\_  
 Does the proposed action require a planning or zoning decision? Yes \_\_\_\_\_ No \_\_\_\_\_  
 If yes, indicate decision required:  
 Zoning variance \_\_\_\_\_ Special exception \_\_\_\_\_ Special use permit \_\_\_\_\_  
 Subdivision large tract review \_\_\_\_\_ Historic Preservation Review Board \_\_\_\_\_ Other \_\_\_\_\_
4. Number and type of dwelling units, if any: \_\_\_\_\_
5. If commercial, office or institutional use, the number of employees \_\_\_\_\_
6. Give the modal split of residents, employees and daily customers/visitors (i.e., number expected to arrive by automobile/mass transit/walking/bicycle)  
 \_\_\_\_\_  
 \_\_\_\_\_
- 7a. Give the estimated number of peak period morning (6:30 AM – 9:30 AM) and evening (4:30 PM – 6:30 PM) vehicular trips into and out of the property \_\_\_\_\_
- 7b. Give the location of parking entry, drop off areas and pedestrian entry  
 \_\_\_\_\_  
 \_\_\_\_\_
8. Give the number of daily deliveries by truck, if any, and location of loading area, if any \_\_\_\_\_
9. Will the proposed project provide for a net gain of 50 residential units, including but not limited to apartment dwellings, condominium units, co-op units, housing units, a subdivision or other housing complex, hotel rooms and dormitory rooms? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Please briefly describe the type and number of any residential units, and changes from the existing configuration of the site:  
 \_\_\_\_\_  
 \_\_\_\_\_
10. Will the proposed project provide 50 or more net new parking spaces? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Please describe the existing parking configuration and any modifications, additions, or removals of parking proposed by the project. Also describe any discrete parking garage vent, including its location, height, and directional orientation:  
 \_\_\_\_\_  
 \_\_\_\_\_
11. Will the proposed project consist of shopping, office, conference, and/or commercial facilities with 50,000 square feet of floor space or more? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Please briefly describe any shopping, office, conference, and/or commercial facilities proposed:  
 \_\_\_\_\_  
 \_\_\_\_\_

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>• Loss of existing retail.</li> <li>• New full-service grocer store.</li> <li>• Increased property, income, and sales tax revenue.</li> <li>• Support nearby businesses.</li> </ul>	Favorable or acceptable given PUD benefits and amenities
<b>Parks, Recreation, and Open Space</b>	<ul style="list-style-type: none"> <li>• New publicly accessible open spaces.</li> <li>• Improvements to adjacent public space.</li> <li>• Activation of private and/or nearby public space.</li> <li>• <b>Favorable comments from DPR.</b></li> </ul>	Favorable
<b>Urban Design</b>	<ul style="list-style-type: none"> <li>• High-quality, contextual design.</li> <li>• Pedestrian-oriented, mixed-use development.</li> <li>• Supports designated neighborhood center at city gateway.</li> <li>• Improvements to public realm.</li> <li>• Minor to moderate impacts to light and air during winter months.</li> <li>• Transition to smaller scale through setbacks, courtyards, and reductions in height and mass.</li> <li>• <b>Favorable recommendation by DCOP.</b></li> </ul>	Favorable, capable of being mitigated, acceptable given quality of public benefits

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Historic Preservation</b>	<ul style="list-style-type: none"> <li>• Permanent reduction of future development potential at MAPS</li> <li>• Project design relates and provides appropriate backdrop to MAPS</li> <li>• Improvements to alley and along Yuma improve MAPS setting</li> <li>• <b>No objection from HPO.</b></li> </ul>	Favorable
<b>Community Services and Facilities</b>	<ul style="list-style-type: none"> <li>• No adverse impacts to publicly-owned land.</li> <li>• No adverse impacts to health care facilities anticipated.</li> <li>• No adverse impacts to libraries, emergency services, community centers.</li> <li>• <b>No objection from FEMS, DC Public Library.</b></li> </ul>	Favorable or capable of being mitigated
<b>Educational Facilities</b>	<ul style="list-style-type: none"> <li>• Several public and private schools and child development centers in surrounding area.</li> <li>• Minor impact on DC public schools.</li> <li>• Project included in DCPS Master Facilities Plan</li> <li>• <b>No objection from DCPS.</b></li> </ul>	Capable of being mitigated
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Reduced impact on storm water infrastructure.</li> <li>• <b>No objection from DC Water, Pepco</b></li> </ul>	Favorable or capable of being mitigated

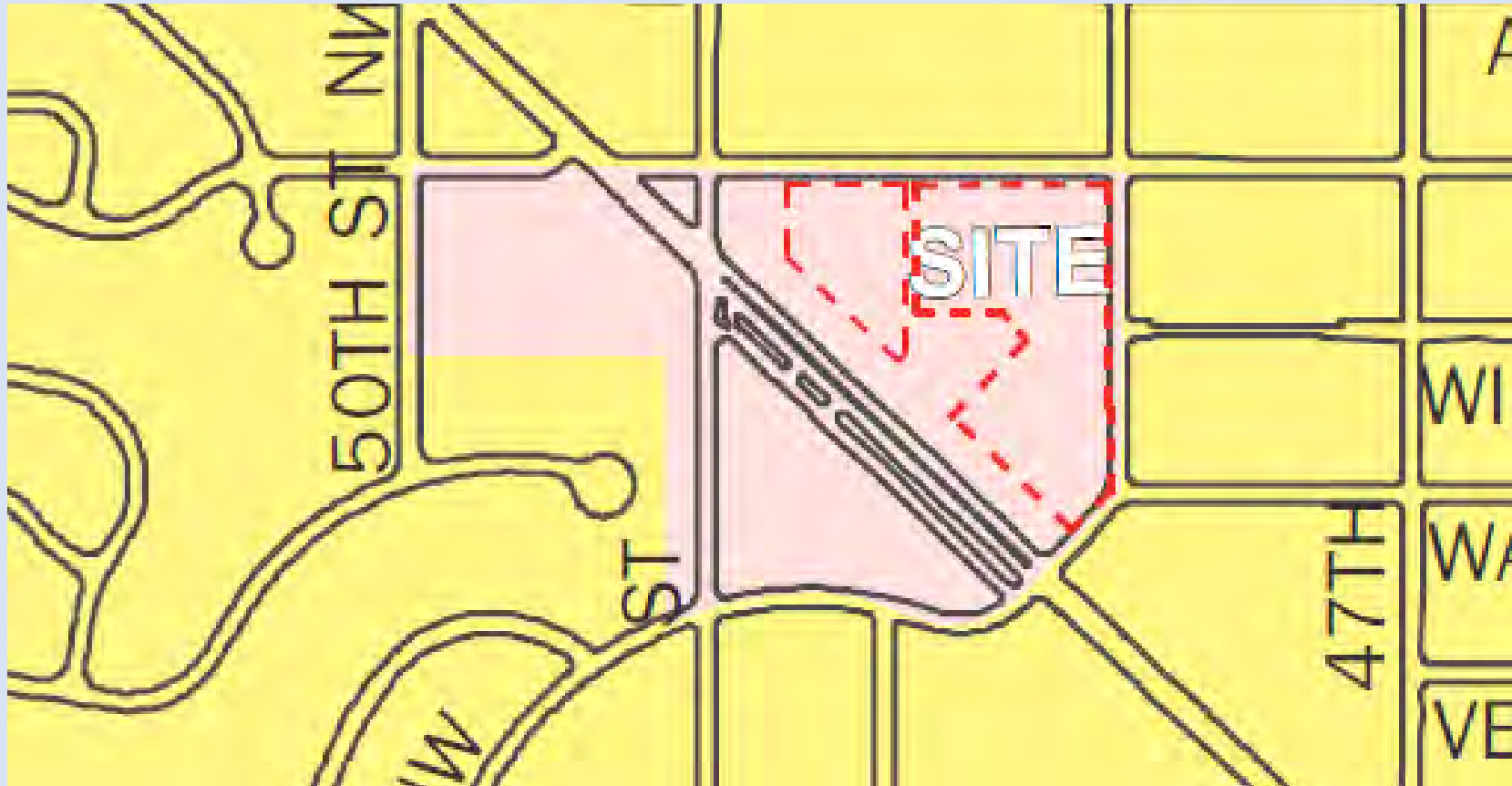
# COMPREHENSIVE PLAN – GENERALIZED POLICY MAP



Neighborhood Commercial Centers meet the day-to-day needs of residents and workers in the adjacent neighborhoods. Their service area is usually less than one mile. Typical uses include convenience stores, sundries, small food markets, supermarkets, branch banks, restaurants, and basic services such as dry cleaners, hair cutting, and child care. Office space for small businesses, such as local real estate and insurance offices, doctors and dentists, and similar uses, also may be found in such locations. New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses.



# COMPREHENSIVE PLAN – FUTURE LAND USE MAP

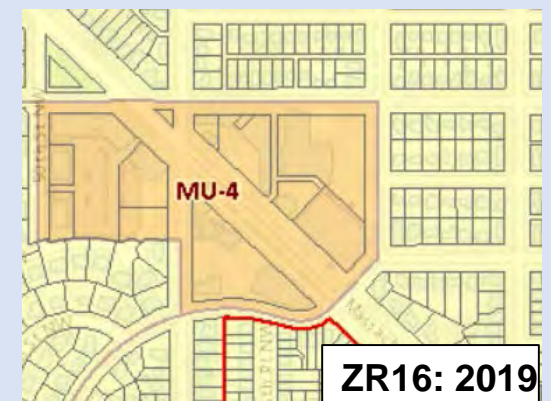


## **Low Density Commercial**

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.

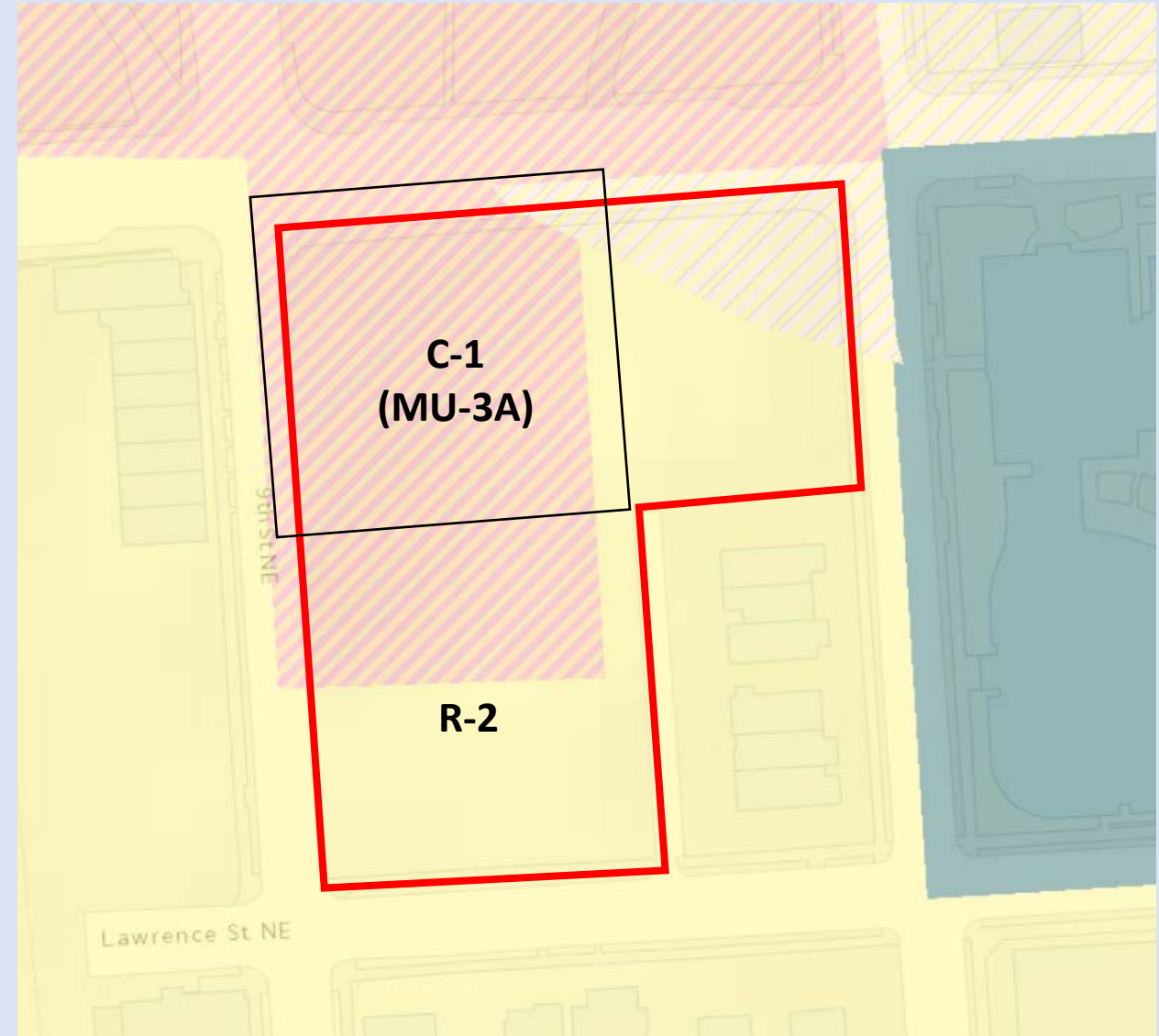
# COMPREHENSIVE PLAN – FUTURE LAND USE MAP

- PUD site has had the same zoning since 1958.
- No PUD map amendment being proposed.
- MU-4 zone explicitly stated as being compatible with Low Density Commercial FLUM designation.
- MU-4 described in ZR16 as intended to be “located in low- and moderate-density residential areas.” (11-G DCMR 400.3(c))
- Residential expressly stated as being permitted in all commercial FLUM categories.
- Project within matter-of-right height and density, and contains only one level of commercial use.
- Commission has previously determined MU-4 to be not inconsistent with Low Density Commercial FLUM designation. (Z.C. Order No. 08-15)
- Commission’s determination has been upheld by Court of Appeals. (*Wisconsin-Newark Neighborhood Coalition v. D.C. Zoning Commission*)



# COMPREHENSIVE PLAN – FUTURE LAND USE MAP

- Opposition reliance on *Durant v. District of Columbia Zoning Commission*.
  - Involved a PUD with related map amendment.
  - Existing Zoning: C-1 / R-2
  - Proposed Zoning: C-2-B
  - Opposition Statement: “While Durant concerned a parcel zoned R-2/C-1, the Court of Appeals noted that the FLUM designated “parts of the parcel for low-density and moderate-density mixed use” and that the density of each use must be separately evaluated. (emphasis added)
  - DCCA Opinion – “The FLUM designates most of the parcel for low-density residential use and parts of the parcel for low-density and moderate-density mixed use.”



# COMPREHENSIVE PLAN – LAND USE ELEMENT

## Response to Opposition Statements:

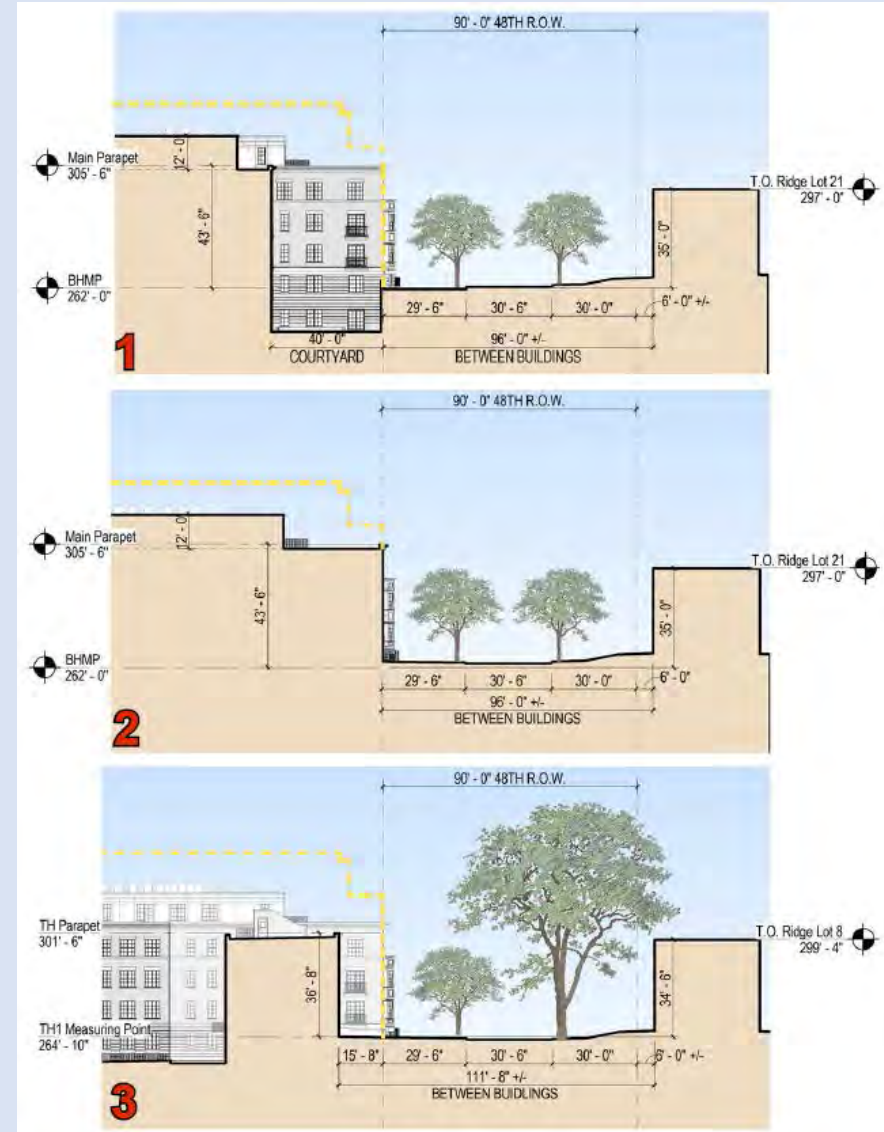
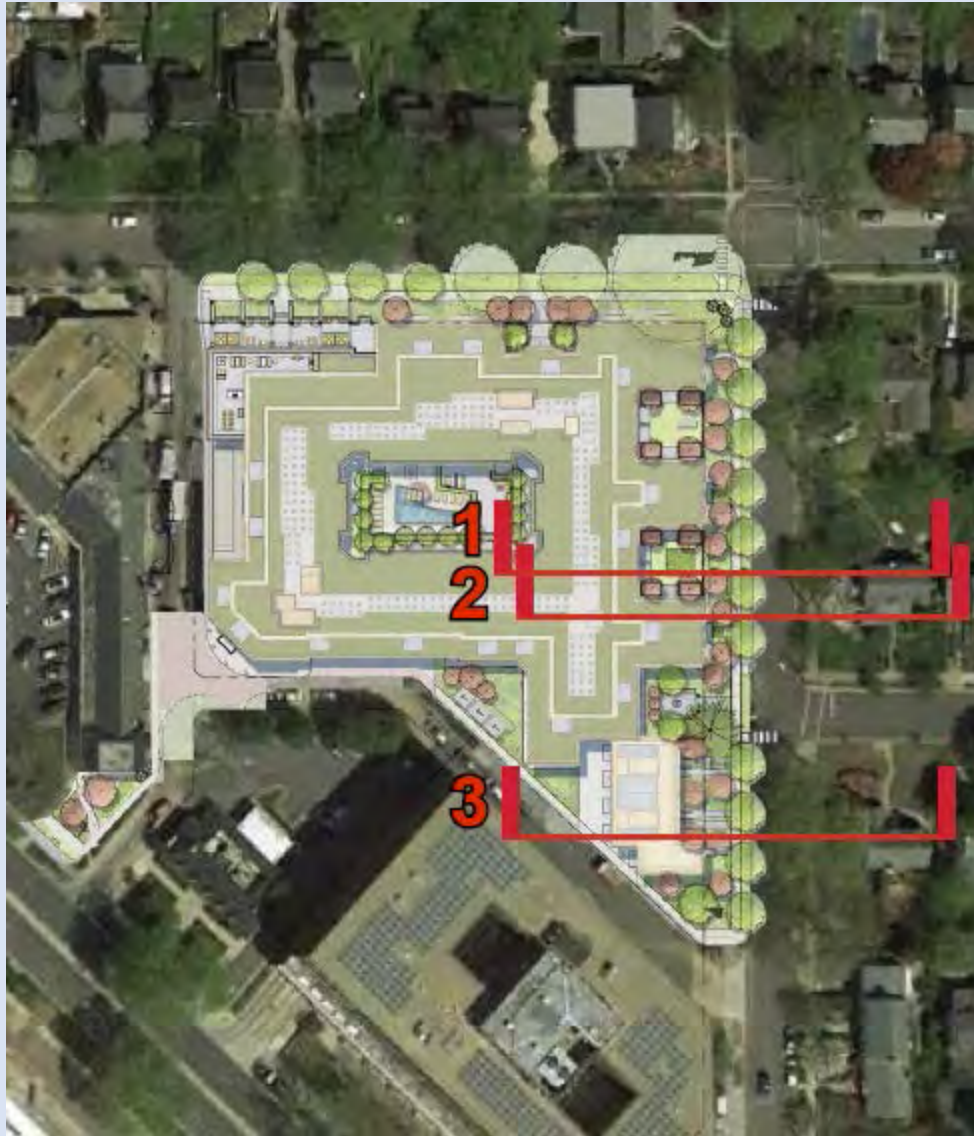
- LU-1.3 Transit-Oriented and Corridor Development
  - Opposition Statement - “The Comprehensive Plan calls for fully capitalizing on the investments in Metrorail by requiring better use of land around transit stations and along transit corridors...The Project is not transit friendly and consequently does not satisfy the Comprehensive Plan’s objective of fully capitalizing on better use of land around Metrorail stations and along transit corridors ”  
(Exhibit 118, Page 4)
  - Applicant Response –
    - Section of Comprehensive Plan referred to by opposition is not applicable to PUD site.
    - Project has never been described as being transit-oriented development.
    - Project includes benefits and amenities to improve access to transit and alternative modes of transportation.
    - Project design considers transportation characteristics of the PUD site.

# COMPREHENSIVE PLAN – LAND USE ELEMENT

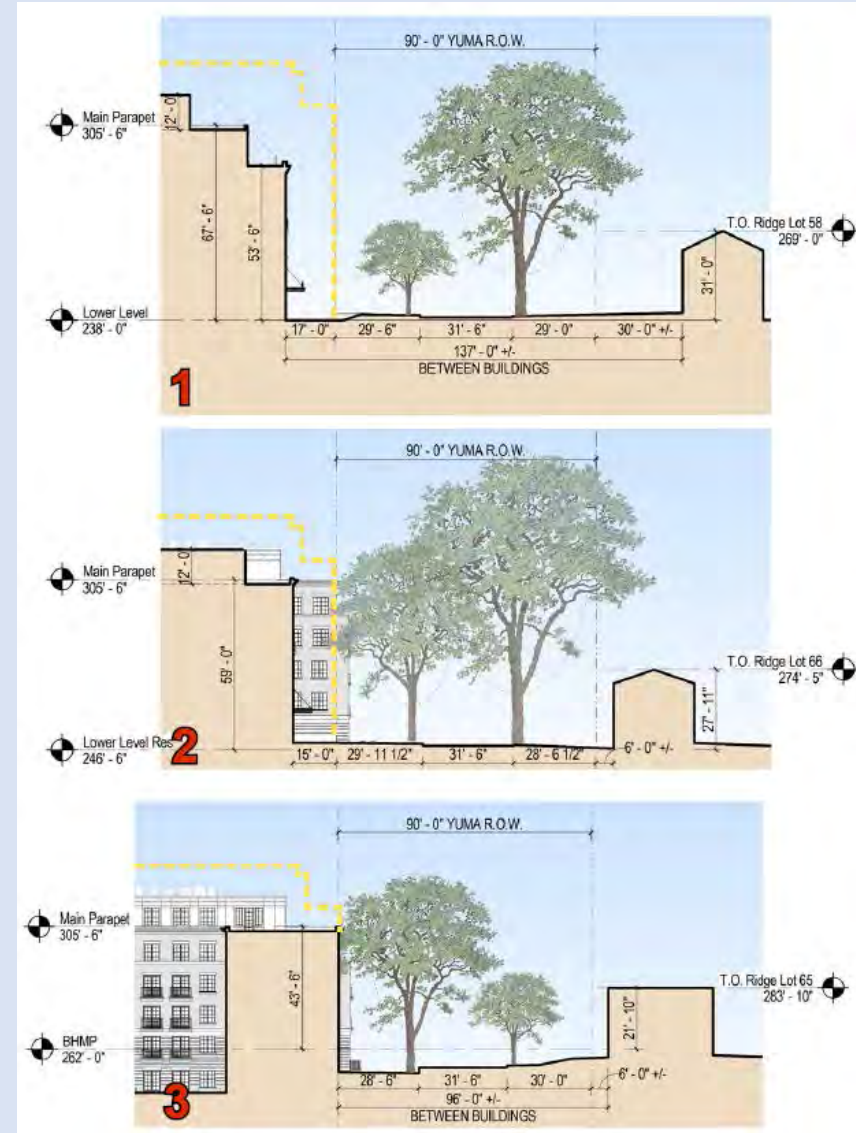
## Response to Opposition Statements:

- LU-1.4.1 Infill Development
  - Opposition Statement - The Comprehensive Plan encourages infill development of vacant land so long as the development “complement[s] the established character of the area and should not create sharp changes in the physical development pattern.” The Project fails under this test because a 4 to 6 story, 81.5 foot tall structure does not in any way “complement” the 2-story homes on the adjoining neighborhood streets, the low density, adjacent historic Spring Valley Shopping Center (“SVSC”), or the two-story historic shopping center across Massachusetts Avenue. (Exhibit 118, Page 4)
  - Applicant Response –
    - The Project is within matter-of-right height and density.
    - The Project does not create sharp changes in the physical development pattern.
    - Height and massing informed by adjacent residential zone and existing development pattern.
    - Design complements established architectural character.

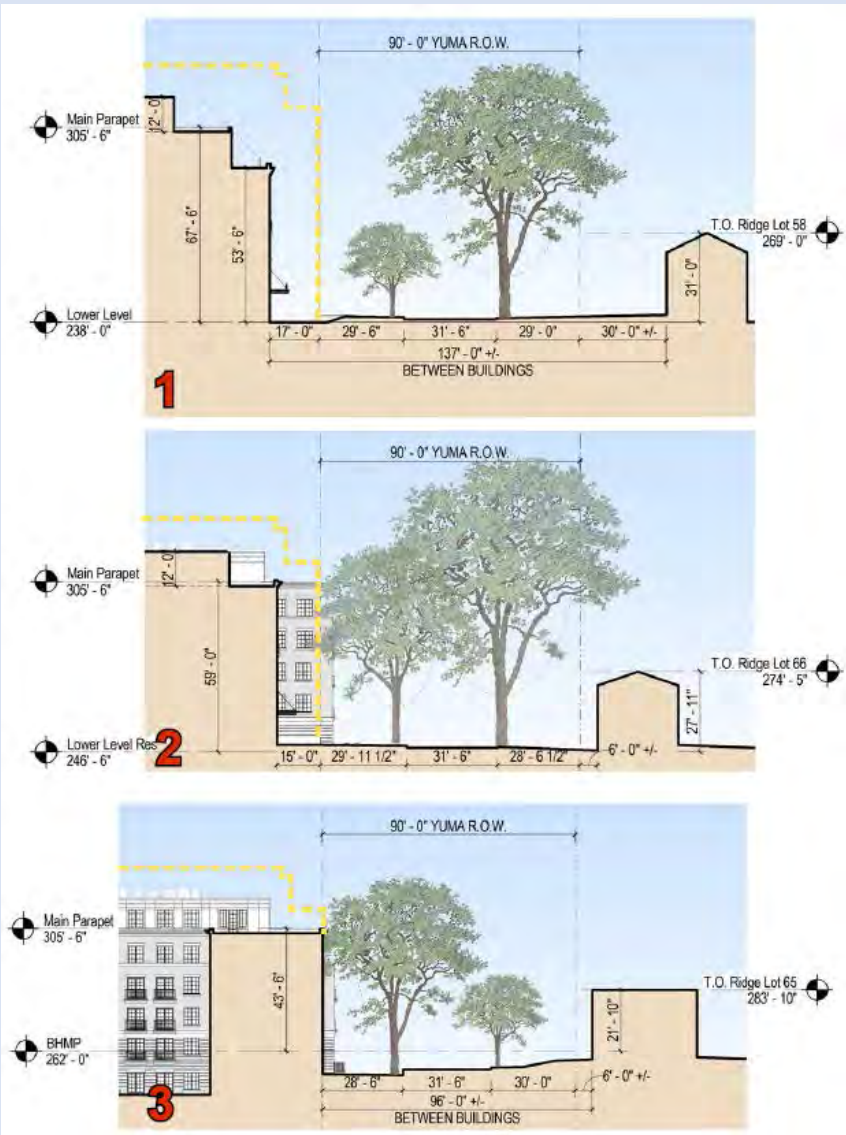
# COMPREHENSIVE PLAN – LAND USE ELEMENT



# COMPREHENSIVE PLAN – LAND USE ELEMENT



# COMPREHENSIVE PLAN – LAND USE ELEMENT





# COMPREHENSIVE PLAN – LAND USE ELEMENT



Masonry Color #2



Masonry Color #4



Masonry Color #1



Masonry Color #3

Source: Google Streetview

# COMPREHENSIVE PLAN – LAND USE ELEMENT

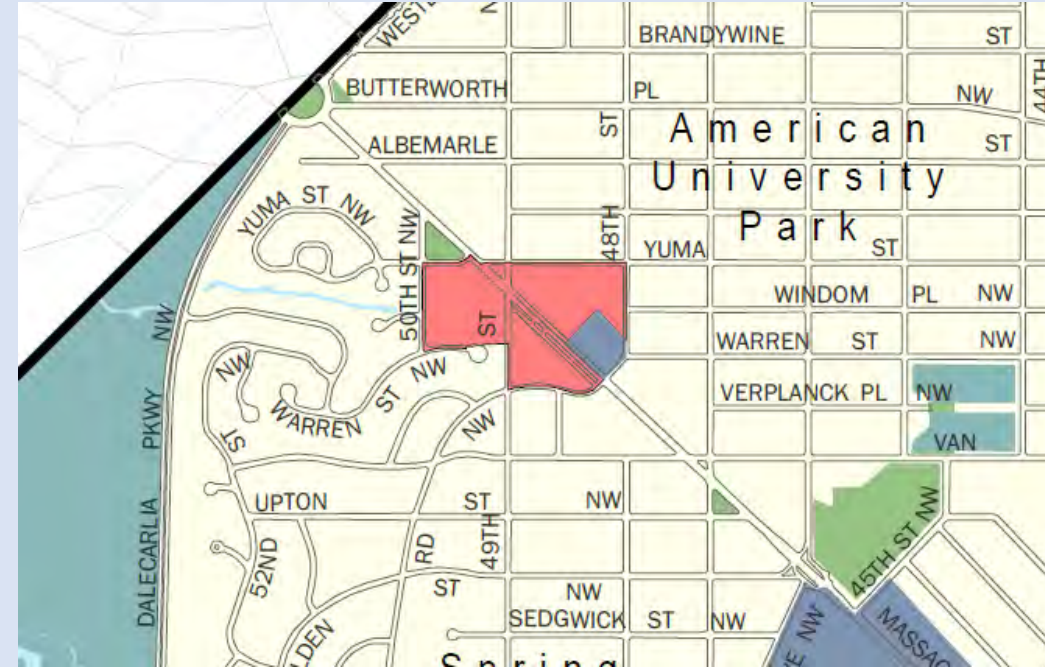
## Response to Opposition Statements:

- LU-2.1.5 Conservation of Single Family Neighborhoods
  - Opposition Statement - The Comprehensive Plan calls for the protection and conservation of the District’s low-density neighborhoods. The Project will have the opposite result. AU Park currently contains approximately 2700 residences, all of which are low-rise homes, including detached homes and duplexes. There are no apartment buildings in AU Park. The addition of up to 240 new apartments, as envisioned by the Project, is inconsistent with the low density, low-rise, single-family home character of American University Park. (Exhibit 118, Page 4)
  - Applicant Response
    - The PUD Site is not zoned for low density residential development.
    - The Project is within matter-of-right height and density of existing MU-4 zone that has existed on the PUD site for decades, has previously determined by Commission to be not inconsistent with the Low Density Commercial FLUM designation, and is described as being “located in low- and moderate-density residential areas with access to main roadways.”
    - Consistent with LU-2.3.3, the Project has been carefully designed to relate to the character and scale of the surrounding neighborhood through use of larger setbacks, landscaping, height step downs, and other architectural and site planning measures that are used to avoid potential conflicts.

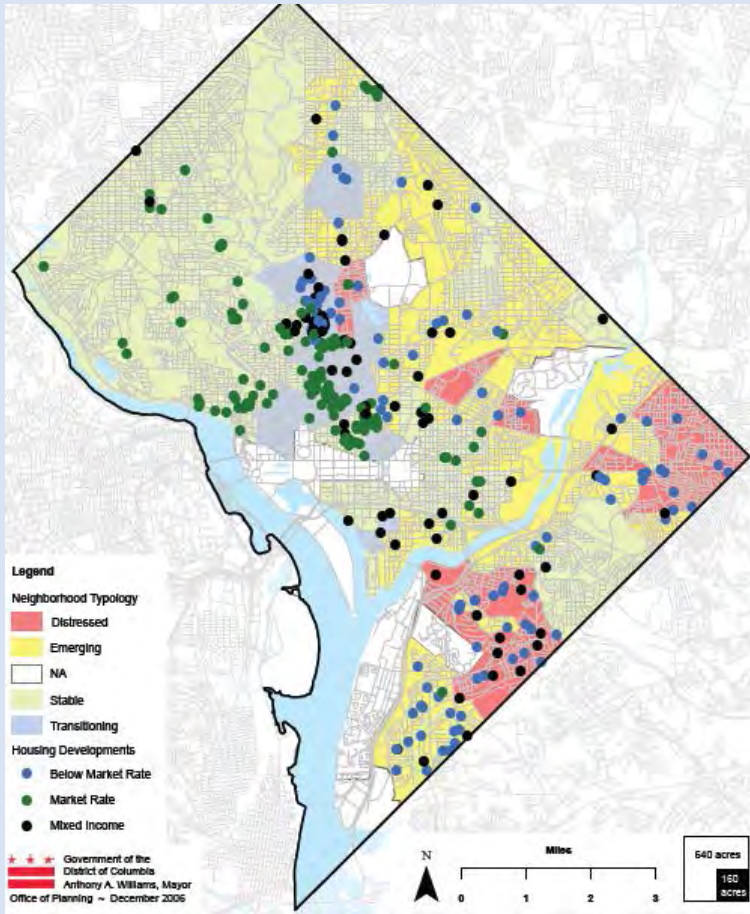
# COMPREHENSIVE PLAN – LAND USE ELEMENT

## Response to Opposition Statements:

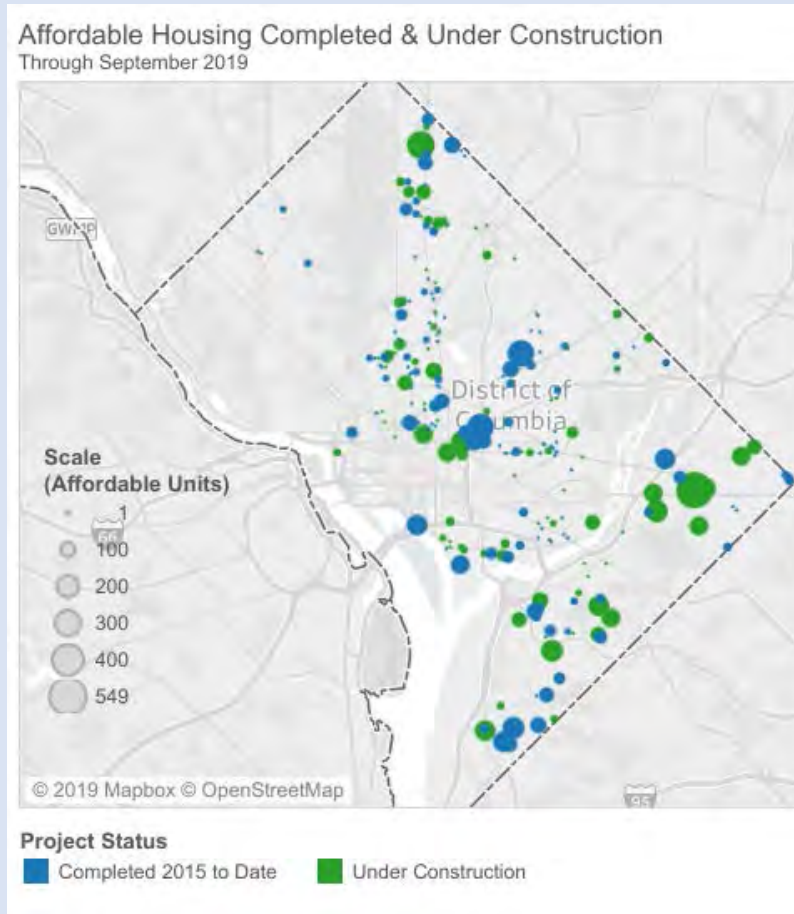
- LU-2.4.5 Encouraging Nodal Development
  - Opposition Statement - The Project fails to further this goal. It does not sit along a major corridor but rather faces two 30-foot wide streets lined with two story homes. Moreover, its height, mass, and scale greatly exceed that of the surrounding residential and commercial area. (Exhibit 118, Page 5)
  - Applicant Response
    - Focus of this policy is compact development.
    - Project furthers this policy by taking advantage of opportunity to make existing Neighborhood Commercial Center less auto-oriented.
    - The Project is within matter-of-right height and density.
    - Design informed by adjacent residential zone and existing development pattern.
    - Project does not result in unreasonable impacts.



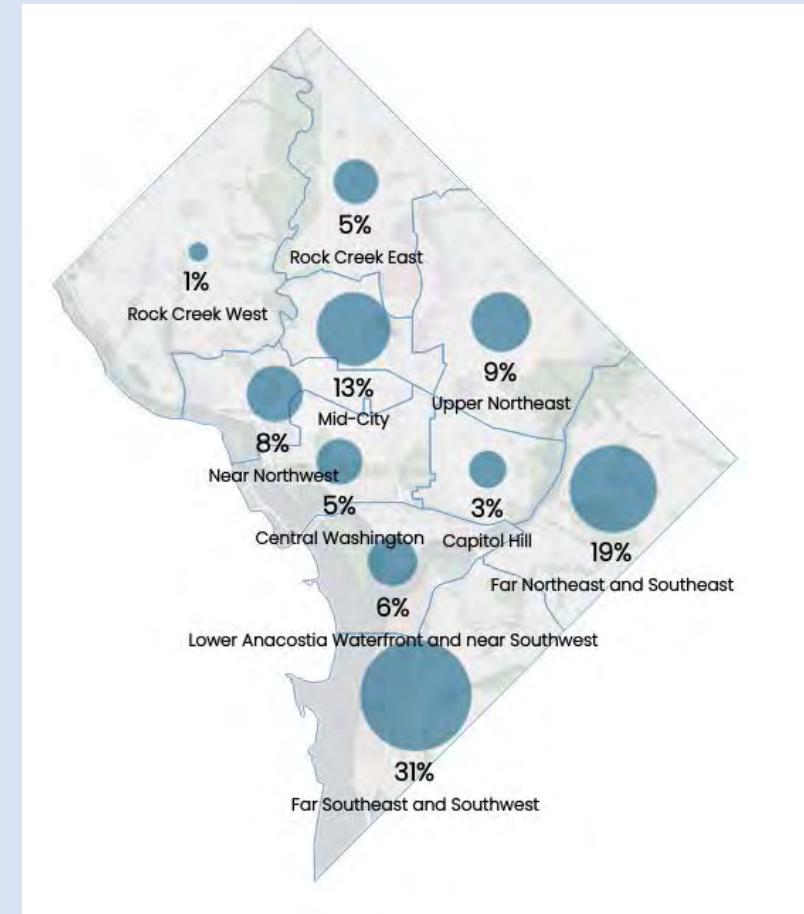
# COMPREHENSIVE PLAN – HOUSING ELEMENT



Source: 2006 Comprehensive Plan – Housing Element



Source: DMPED Economic Intelligence Dashboard



Source: 2018 DCOP Income Restricted Housing Profile

# COMPREHENSIVE PLAN – HOUSING ELEMENT

## Response to Opposition Statements:

- Opposition Statement – CRD would support a moderate project focused on housing...CRD suggested as a compromise a proposal in which 160 or more residential units could be included in a project on the site...one of CRD's members...offered a detailed design of a project with 166 residences that included much more open space. Also...by sinking the building in the ground...the Applicant in effect circumvented a much higher Inclusionary Zoning requirement...the Project continues to fall short on affordable housing. (Exhibit 118, Page 5)
- Applicant Response
  - CRD supports a project that provides less housing, thus less affordable housing under IZ, and much smaller units.
  - The Applicant's IZ calculations are accurate, and include all residential floor area in cellar space, projections, and penthouse.
  - The Applicant is not circumventing any regulations, including IZ regulations.
  - The Applicant's affordable housing proffer exceeds IZ requirements.
  - The Project is not inconsistent with the objections and policies of the Housing Element.

# COMPREHENSIVE PLAN – URBAN DESIGN ELEMENT

## Response to Opposition Statements:

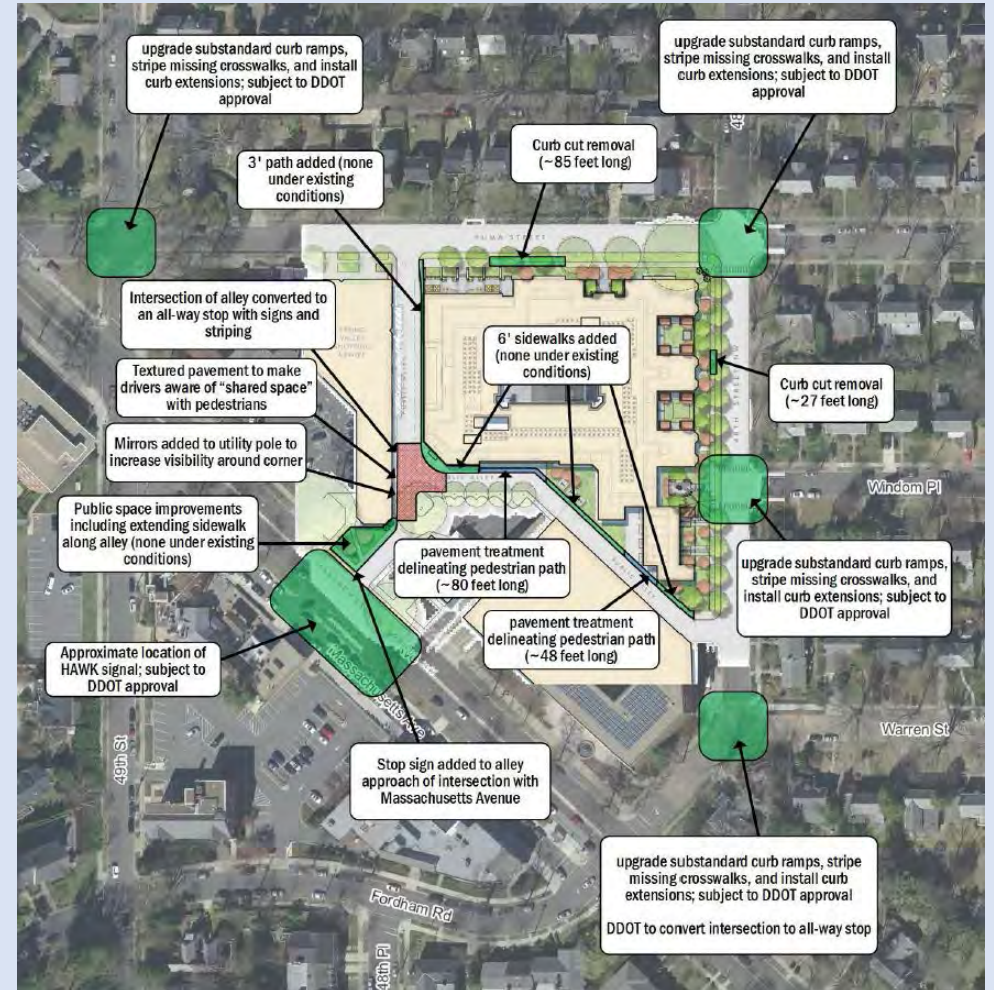
- Opposition Statement – The Urban Design Element further states that “overpowering contrasts in scale, height, and density should be avoided as infill development occurs” ...the scale, height, and density of the Project clash with the neighboring 2-story residential community and with the low density, Colonial Revival style of the adjacent Spring Valley commercial center. The sheer size of the Project overwhelms and detracts from the two historically designated and protected shopping centers along Massachusetts Avenue.
- Applicant Response
  - The Project is within matter-of-right height and density.
  - The Project does not create sharp changes in the physical development pattern.
  - Height and massing informed by adjacent residential zone and surrounding development pattern.
  - Design complements established architectural character, including the historic MAPS.



# COMPREHENSIVE PLAN – TRANSPORTATION ELEMENT

## Response to Opposition Statements:

- Opposition Statement – The Comprehensive Plan requires transportation demand management measures and the discouragement of auto-oriented uses. The Project simply does not satisfy this requirement...According to the assumptions used by Applicants' traffic consultant, 90 percent of all trips to the Project site will be by car.
- Applicant Response
  - As stated by DDOT, the mode split used is overly conservative and is partially informed by the amount of parking provided.
  - Applicant has agreed to allocate 1:1 parking for residential units.
  - Applicant has agreed to RPP restrictions.
  - CTR results show that impacts to transportation will be mitigated, and Applicant has committed to numerous transportation improvements.
  - The Project is not inconsistent with the objectives and policies of the Transportation Element.



# COMPREHENSIVE PLAN – ROCK CREEK WEST ELEMENT

## Response to Opposition Statements:

- Opposition Statement –The RCW Element further states that: “... much of Rock Creek West retains a small-town character today.”
- Applicant Response
  - The Project will not impact the small-town character of the Rock Creek West Planning area.
  - The Project is within matter-of-right height and density and relates contextually to the surroundings.
  - The Project will provide a fitting, more compatible backdrop to the historic MAPS.
- Opposition Statement – The RCW Element also states that traffic congestion, pedestrian safety, and parking are major problems or issues. The Project will exacerbate these concerns...
- Applicant Response
  - The CTR shows that potential impacts to transportation can be mitigated
  - The Project includes numerous transportation benefits, including many improvements to pedestrian safety.
  - The allocation of parking is a direct response to the community, and impacts on public parking will be further mitigated through the Applicant’s commitment to RPP restrictions.



# COMPREHENSIVE PLAN – ROCK CREEK WEST ELEMENT

## Response to Opposition Statements:

- Opposition Statement – The Comprehensive Plan states that the “relatively low-density commercial zoning on most of the corridors has not provided the predictability many residents seek.” This statement would certainly be proven true were this Project approved as proposed.
- Applicant Response
  - When read in full, the Project does not propose the kind of unpredictability that is referred to in this section of the Comprehensive Plan:

“...The reliance on planned unit developments (PUDs) has brought neighborhood amenities but has also resulted in density “bonuses” that are beyond what many residents find acceptable. The potential impact of density increases on schools, emergency response and safety, infrastructure, traffic, parking, environmental health and neighborhood character lead residents to conclude that the only acceptable growth rate is one which matches infrastructure capacity.” 10A DCMR 2307.3(a)

# COMPREHENSIVE PLAN – ROCK CREEK WEST ELEMENT

## The Project is not inconsistent with the objectives and policies of the Rock Creek West Element

- Policy RCW-1.1.1: Neighborhood Conservation
- Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers
- Policy RCW-1.1.4: Infill Development
- *Policy RCW-1.1.11: Managing Transportation Demand*
- *Policy RCW-1.1.12: Congestion Management Measures*

# CONCLUSION

- The Project is not inconsistent with the Comprehensive Plan.
  - No map amendment requested and existing zoning not inconsistent with FLUM
  - Project designed with matter-of-right height and density
  - Overall not inconsistent with citywide and area element policies
  - Any inconsistency with specific policies is outweighed by consistency with many other policies
- No development incentives are requested.
- The Applicant has proffered a commendable number and quality of meaningful benefits and amenities that have been developed together with District agencies, ANCs, and the community.
- Since no development incentives are requested, the proffered benefits and amenities far outweigh development incentives.
- The large majority of potential impacts will be favorable or capable of being mitigated.
- Any potential impacts that cannot be mitigated are far outweighed by the benefits and amenities provided.