



# WESTMINSTER CHURCH LIVING

400 I STREET SW  
WASHINGTON DC

ZONING COMMISSION HEARING PRESENTATION

June, 14, 2021

WESTMINSTER  
PRESBYTERIAN CHURCH



DC

DP  
DANTES PARTNERS

BOZZUTO

KGDD  
ZONING COMMISSION  
District of Columbia  
CASE NO. 20-12  
EXHIBIT NO. 45  
architecture

# BELIEVE IN COMMUNITY



# WESTMINSTER PRESBYTERIAN



SUPPORTIVE



BEACON IN THE SOUTHWEST

PROGRESSIVE



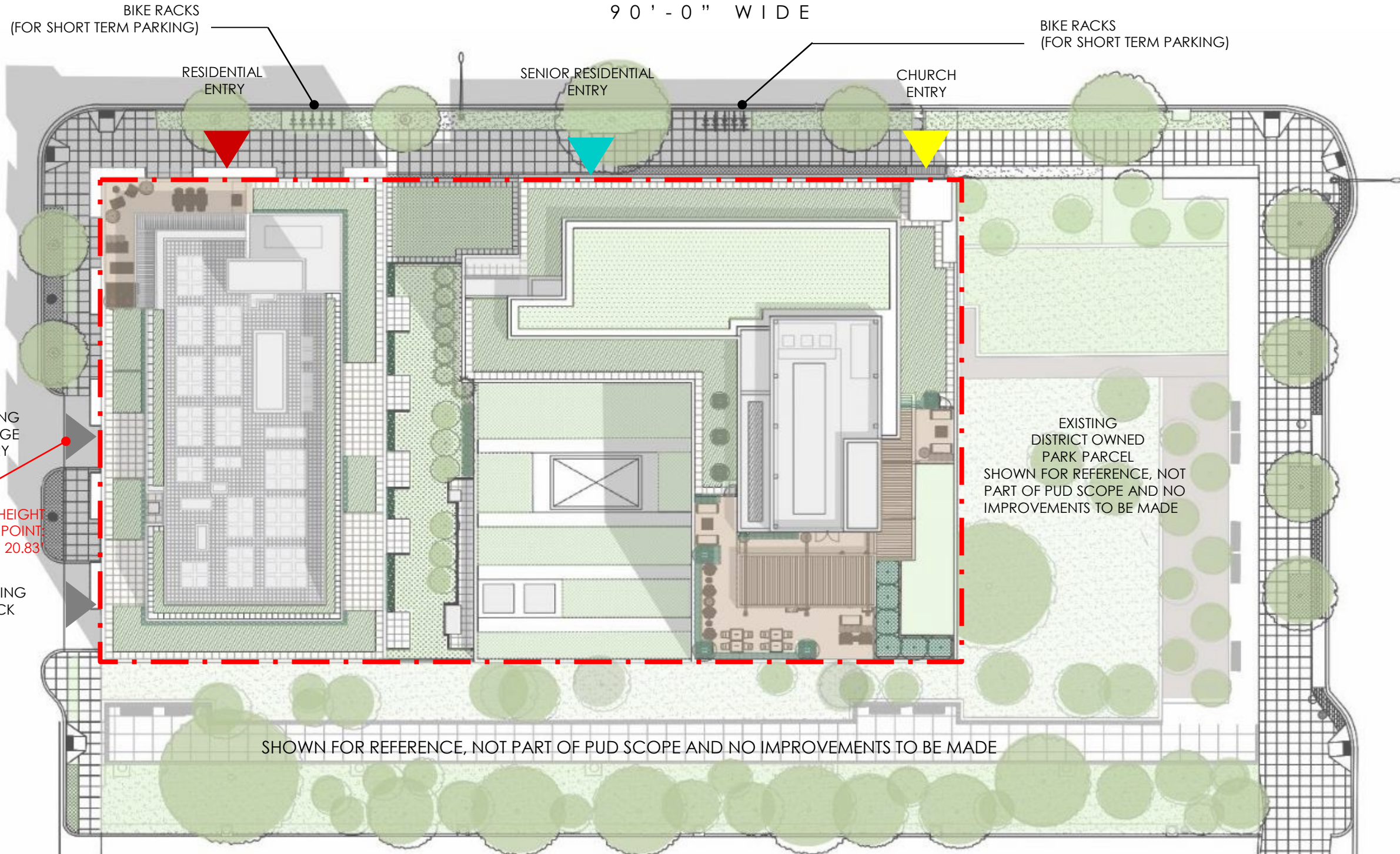
CREATIVE OUTLET



MAKEMIEPLACE SW  
60' - 0" WIDE

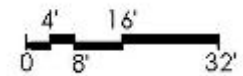
I STREET SW  
90' - 0" WIDE

4TH STREET SW  
90' - 0" WIDE

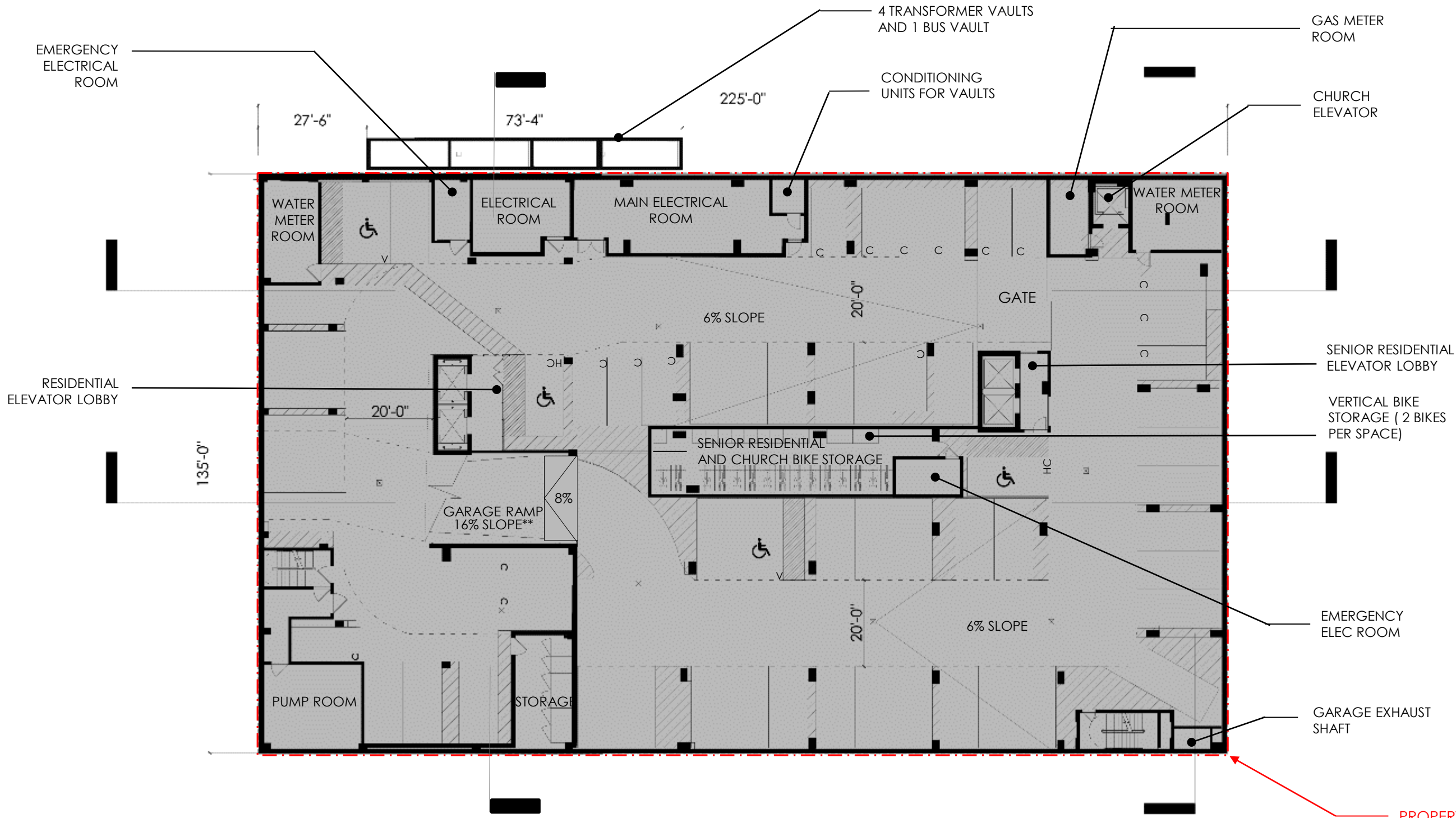


NOTE:

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE AND GREEN ROOF LAYOUT
2. DISTRICT OWNED PARCEL SHOWN FOR REFERENCE. NOT PART OF SCOPE. NO IMPROVEMENTS TO BE MADE



ARCHITECTURAL SITE PLAN

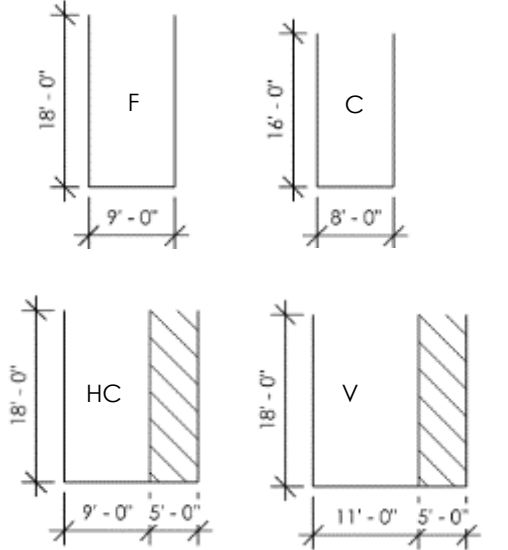


■ SERVICE

**ON THIS FLOOR:**  
 60 PARKING SPACES  
 40 STANDARD  
 16 COMPACT  
 4 ACCESSIBLE SPACES (2 VAN SPACES)

43 BIKES SPACES  
 (FOR LONG TERM PARKING)

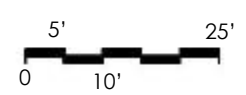
**PARKING SPACE DIMENSIONS**



• MIN 98" CLEAR HEIGHT TO AND FROM ACCESSIBLE VAN PARKING SPACES

\*\* GARAGE RAMP IS 16% SLOPE WITH 8% TRANSITIONS AT THE PROPERTY LINE/TOP 10' AND AT THE BOTTOM 10' OF RAMP

NOTE:  
 1. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.



**GARAGE FLOOR PLAN**



- CHURCH
- SENIOR RESIDENTIAL
- RESIDENTIAL
- SERVICE

**ON THIS FLOOR:**  
 33 BIKES SPACES – LONG TERM PARKING  
 20 BIKES SPACES - SHORT TERM PARKING

BUILDING HEIGHT MEASURE POINT; 20.83

PARKING GARAGE ENTRY (GARAGE INTAKE)

(1) 12' x 30' LOADING BERTH

(1) 10' x 20' DELIVERY SPACE

LOADING DOCK

EXISTING DISTRICT PARCEL - SHOWN FOR REFERENCE, NOT PART OF PUD SCOPE AND NO IMPROVEMENTS TO BE MADE

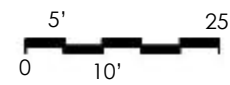
GARAGE EXHAUST

PROPERTY LINE

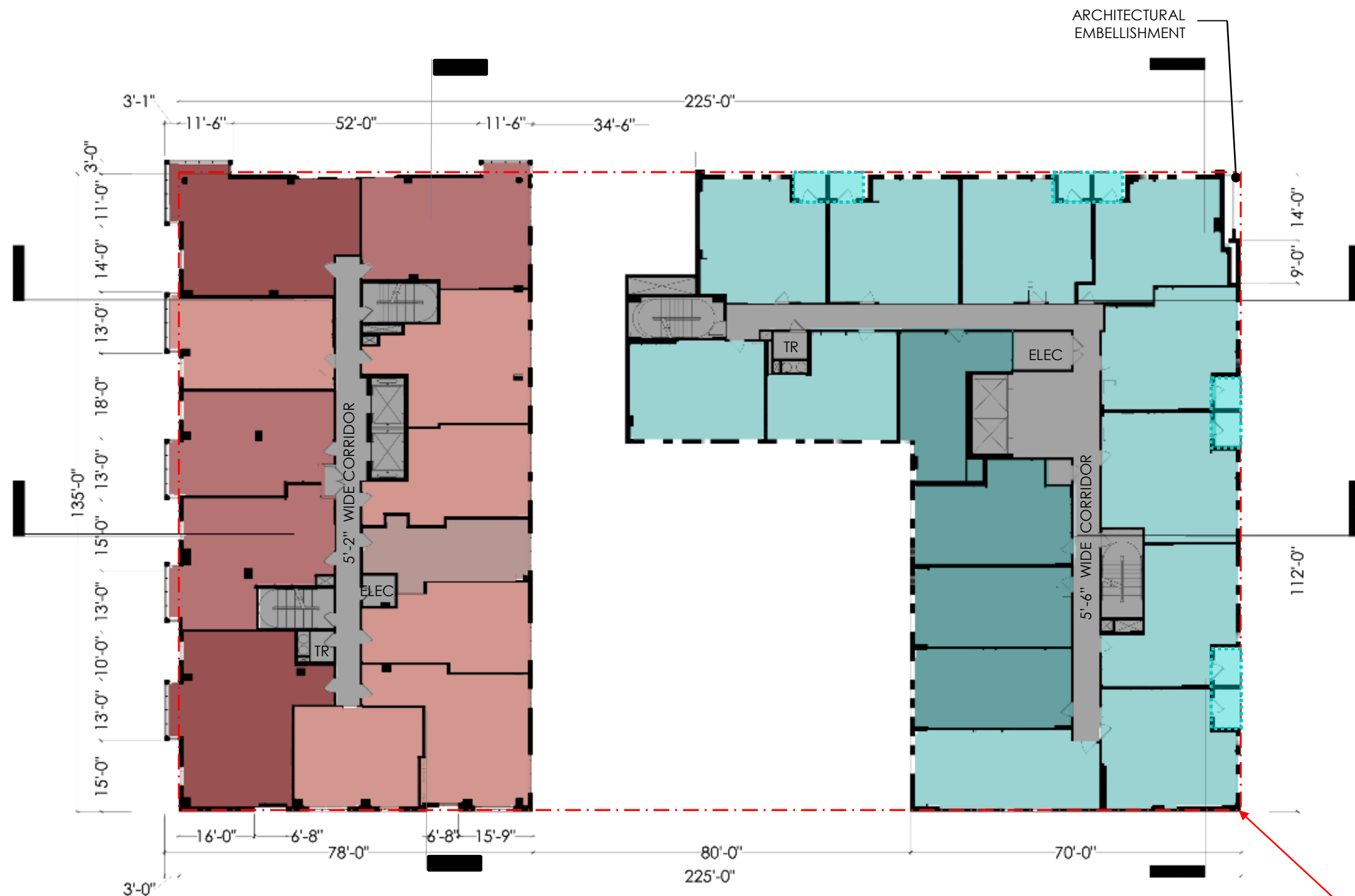
SHOWN FOR CONTEXT ONLY. NOT A PART OF PROJECT. NO IMPROVEMENTS

\*\* GARAGE RAMP IS 16% SLOPE WITH 8% TRANSITIONS AT THE PROPERTY LINE/TOP 10' AND AT THE BOTTOM 10' OF RAMP

NOTE:  
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FIRST FLOOR PLAN



SENIOR RESIDENTIAL	
1 BEDROOM	11
JR. BEDROOM	4
<b>TOTAL</b>	<b>15</b>

RESIDENTIAL	
STUDIO	1
1 BEDROOM	6
1 BEDROOM + DEN	3
2 BEDROOM	2
<b>TOTAL UNITS</b>	<b>12</b>

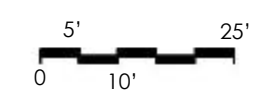
- SERVICE
- NON-ACCESSIBLE GREEN ROOF
- ACCESSIBLE GREEN ROOF
- PRIVATE PATIO WITH PRIVACY SCREEN
- SENIOR RESIDENTIAL BALCONY

SENIOR AFFORDABLE  
BALCONY CALCULATIONS ( FLOORS 3-10)

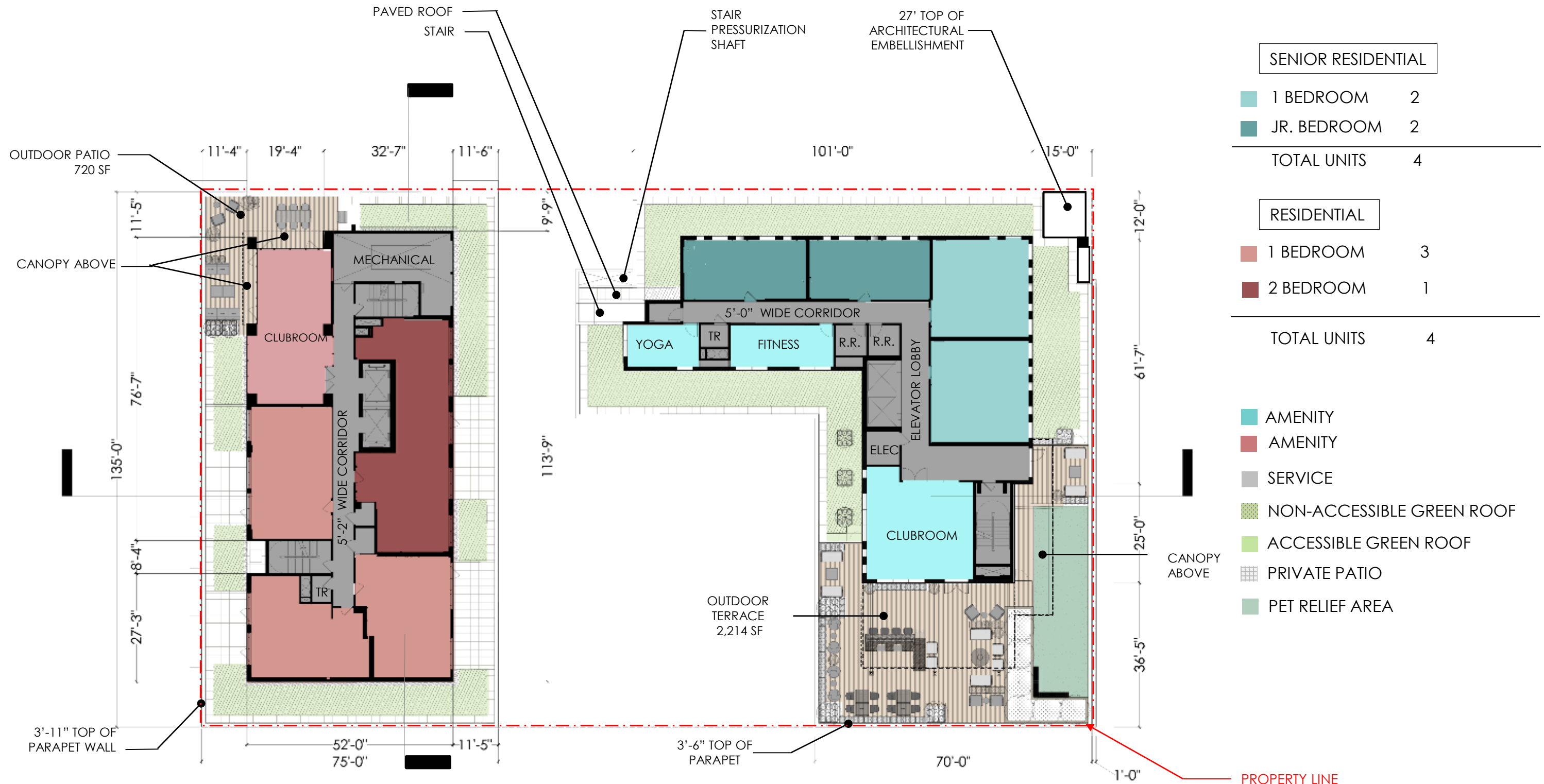
8 UNITS ON EACH FLOOR WITH BALCONIES  
64 UNITS TOTAL WITH BALCONIES

64 BALCONIES UNITS/ 123 TOTAL UNITS =  
52% UNITS WITH BALCONIES

- NOTE:
1. FOR THE RESIDENTIAL TOWER, TYPICAL FLOORS ARE FLOORS 3-9.
  2. FOR SENIOR RESIDENTIAL TOWER, TYPICAL FLOORS ARE FLOORS 4-10
  3. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.
  4. TYPICAL BALCONY SIZE 5'-6" X 6'-0" AT SENIOR RESIDENTIAL.



TYPICAL FLOOR PLAN

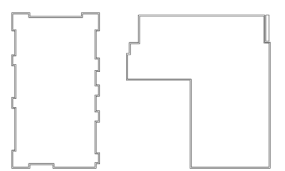


NOTE:

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE AND GREEN ROOF LAYOUT
2. ON THE SENIOR RESIDENTIAL ROOF, ALL GREEN AREAS ARE NON-ACCESSIBLE WITH THE EXCEPTION OF THE PET RELIEF AREA.
3. ALL GREEN ROOF ON THE RESIDENTIAL ROOF ARE ACCESSIBLE.
4. ALL HEIGHT CALLOUTS ARE FROM ROOF FLOOR LEVEL U.O.N
5. SEE SHEET A-1.8A & A-1.8B FOR ARCHITECTURAL EMBELLISHMENT CALCULATIONS AND HEIGHT/SETBACKS
6. INTERIOR PARTITION LOCATIONS, NUMBER, SIZE, AND LOCATIONS OF RESIDENTIAL UNITS, OUTDOOR SPACE, STAIRS, BALCONY AND ELEVATORS ARE PRELIMINARY, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.



PENTHOUSE LEVEL FLOOR PLAN



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PRESBYTERIAN CHURCH



**DP**  
DIVERSITY PARTNERS



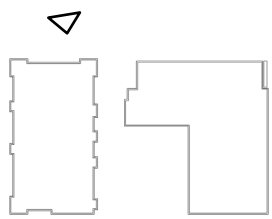
WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

SOUTH EAST AERIAL VIEW OF SITE

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**08**





**KGD**  
architecture

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PRESBYTERIAN CHURCH



**DP**  
DIVERSITY PARTNERS

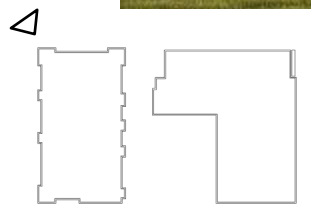


WESTMINSTER CHURCH LIVING  
400 I STREET SW, WASHINGTON DC

VIEW FROM ACROSS I STREET

ZONING COMMISSION  
HEARING PRESENTATION  
JUNE 14, 2021

**09**



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architecture

WESTMINSTER  
PRESBYTERIAN CHURCH



**DP**  
DANIEL PARTNERS



WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

CORNER OF MAKEMIE PL AND I STREET

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**10**



**KG D**  
architecture

WESTMINSTER  
PRESBYTERIAN CHURCH



DC

**DP**  
DIVERSITY PARTNERS

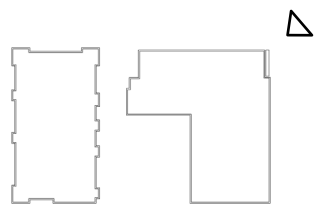


WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

CORNER OF 4<sup>TH</sup> AND I STREET

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**11**



CHURCH ENTRANCE

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PRESBYTERIAN CHURCH



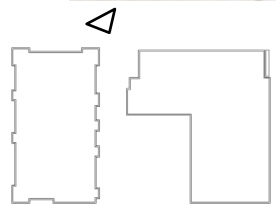
**DP**  
DANIEL PARTNERS

**BOZZUTO**

WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**12**



**KG D**  
architecture

WESTMINSTER  
PRESBYTERIAN CHURCH



DC

**DP**  
DANIEL PARTNERS

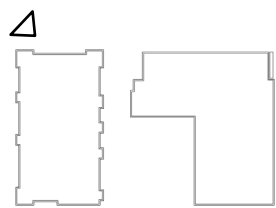
**BOZZUTO**

WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

SENIOR RESIDENTIAL ENTRANCE

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**13**



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WESTMINSTER  
PRESBYTERIAN CHURCH



**DP**  
DIVERSITY PARTNERS



WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

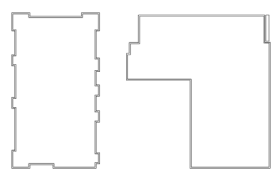
RESIDENTIAL ENTRANCE

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021

**14**



VIEW FROM MAKEMIE PLACE TOWARDS SOUTH OF SITE



**KG D**  
architecture

WESTMINSTER  
PRESBYTERIAN CHURCH



DC

**DP**  
DIVERSITY PARTNERS



WESTMINSTER CHURCH LIVING |  
400 I STREET SW, WASHINGTON DC

ZONING COMMISSION  
HEARING PRESENTATION |  
JUNE 14, 2021





# Westminster Presbyterian Church

Zoning Commission Case No. 20- 12

Nicole A. White, P.E., PTOE

June, 14, 2021

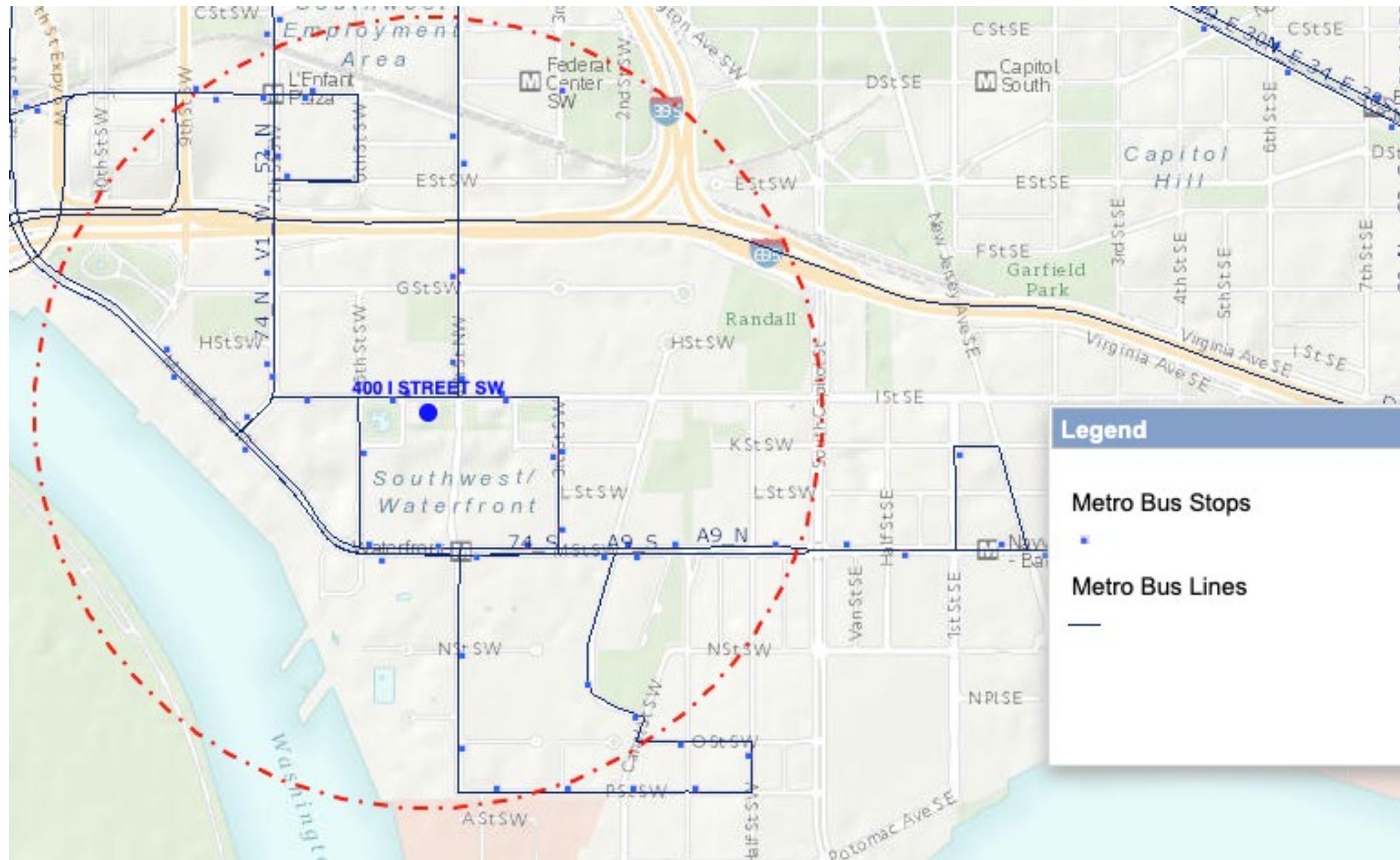


**symmetra** design

# Transportation Network



## Bus Lines Accessible within 1/2-Mile Radius



- Neighborhood has a Walkscore of 88
- Access to 3 Metrobus lines, 2 PRTC Omniride lines, 1 DC Circulator line, and 1 Loudoun County Transit line

# Travel Mode Split

Mode Split	Residential	Church (Weekday)	Church (Sunday)
Auto (Drive alone and Carpool)	37.6%	32%	45%
Transit	<b>42.0%</b>	1%	2%
Walk	11.8%	<b>65%</b>	<b>51%</b>
Bike	2.7%	2%	2%
Other (Work from home)	5.9%	-	-
Total	100%	100%	100%

# Vehicle Trip Generation

Trip Generation	AM Peak			PM Peak			Sunday Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential Trips	7	16	23	18	12	30	-	-	-
Net Increase Church Trips	1	1	2	0	0	0	5	0	5
Total Net Increase Site Trips	8	17	25	18	12	30	5	0	5

## DDOT Support

DDOT has no objection to the approval of this Consolidated PUD and Related Map Amendment with the following conditions included in the Final Zoning Order:

1. The Applicant will implement the Transportation Demand Management (TDM) Plan as proposed by the Applicant in the February 26, 2021 Transportation Statement (Exhibit 21), for the life of the project, unless otherwise noted, with the following minor revisions requested by DDOT:
  - Note the two (2) proposed electric vehicle charging stations will be provided; and
  - Clarify the bulb-outs on Makemie Place SW are subject to DDOT approval.
2. The Applicant will implement the Loading Management Plan (LMP) as proposed by the Applicant in the February 26, 2021 Transportation Statement (Exhibit 21), for the life of the project, unless otherwise noted.

Continued Coordination in the public space process.



*Proposed bulb-out - Makemie Place*

## 2) Transportation Demand Management (1 of 3)

- a. Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- b. Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- c. Will provide Transportation Coordinators' contact information to goDCgo, and report TDM activities and data collection efforts to goDCgo once per year.
- d. Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- e. Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- f. Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- g. Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.

## 2) Transportation Demand Management (2 of 3)

- h. Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- i. Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- j. Provide a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- k. Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. Will provide a minimum of 11 residential plus 8 church short-term spaces, and 74 residential plus 2 church long-term spaces.
- l. Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- m. Offer an annual CaBi membership to each unit for the first year after the building opens.



## 2) Transportation Demand Management (3 of 3)

- n. Provide a bicycle repair station in each long-term bicycle parking storage room.
- o. Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of [5] to encourage residents to walk to the grocery shopping and run errands.
- p. Provide bulb-out(s) on Makemie Place SW, **subject to DDOT approval**, to reduce the distance for pedestrians crossing Makemie Place SW. Details of the bulb outs will be coordinated with DDOT as a part of the Public Space approval process.
- q. **Provide two (2) electric vehicle charging stations in the parking garage.**

## Loading Management Plan

- a. The property manager will be responsible for coordinating with tenants to schedule deliveries and move-ins/move-outs and will work with the community and neighbors to resolve any conflicts should they arise.
- b. Reverse maneuvers will be required to access the loading berth; therefore, an on-site manager will be provided to ensure safety while exiting the loading berth.
- c. All tenants will be provided with information regarding loading dock restrictions, rules, and suggested truck routes at lease signing.
- d. All residential tenants will be required to schedule move ins/outs.
- e. The maximum size for on-site delivery vehicles is 30 feet in length.
- f. If an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when the loading berth would be available

## Conclusions

- The development is close to Metrorail station and several bus stops
- Site access is adequate to support development and minimal traffic levels.
- The applicant has committed to Transportation Demand Management (TDM) measures to minimize traffic and parking impacts.
- The applicant has committed to a Loading Management Plan to minimize impacts to pedestrians and building tenants.

# Westminster Presbyterian Church

Zoning Commission Case No. 20-12

Holland & Knight

Shane L. Dettman  
Director of Planning Services  
June, 14, 2021

# PUD PROCESS (11-X DCMR § § 300.1 & 300.4)

- Intended to provide for higher quality development through flexibility in building controls, provided the PUD:
  - a) Results in a project superior to what would result from the matter-of-right standards;
  - b) Offers a commendable number or quality of meaningful public benefits; and
  - c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.
- A PUD application may include a related zoning map amendment, which is only valid in combination with the approved PUD.
- PUD-related map amendments establish no precedent for consideration of standalone map amendment requests for the PUD site or adjacent areas, or future PUDs.

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

- Zoning Commission shall judge, balance, and reconcile the relative value of public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects of the project.
- 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;
  - Does not result in unacceptable project impacts but instead impacts shall be favorable, capable of being mitigated, or acceptable given the quality of public benefits; and
  - Includes specific public benefits and project amenities that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.

# COMPREHENSIVE PLAN INTERPRETIVE GUIDANCE

- The Comprehensive Plan is a “broad framework intended to guide the future land use planning decisions for the District.” *Wisconsin-Newark Neighborhood Coal. v. District of Columbia Zoning Comm’n.*
- “The Plan is not a code of prohibitions; it is an interpretive guide, which the Commission must consider holistically.” *Tenley & Cleveland Park, supra 550 A.2d at 338* (quoting 1984 Comp Plan Committee of the Whole Report on bill 5-282)
- The Comprehensive Plan reflects numerous “occasionally competing policies and goals,” and, “[e]xcept where specifically provided, the Plan is not binding.” *Durant v. District of Columbia Zoning Comm’n.*
- “[E]ven if a proposal conflicts with one or more individual policies associated with the Comprehensive Plan, this does not, in and of itself, preclude the Commission from concluding that the action would be consistent with the Comprehensive Plan as a whole.” *Durant v. District of Columbia Zoning Comm’n.*

# FRAMEWORK ELEMENT (AUGUST 2020)

- “In its decision-making, the Zoning Commission must make a finding of “not inconsistent with the Comprehensive Plan.” To do so, the Zoning Commission must consider the many competing, and sometimes conflicting, policies of the Comprehensive Plan, along with the various uses, development standards and requirements of the zone districts. It is the responsibility of the Zoning Commission to consider and balance those policies relevant and material to the individual case before it in its decision-making, and clearly explain its decision-making rationale.”

10A DCMR 224.8



# ASSESSING GPM AND FLUM CONSISTENCY

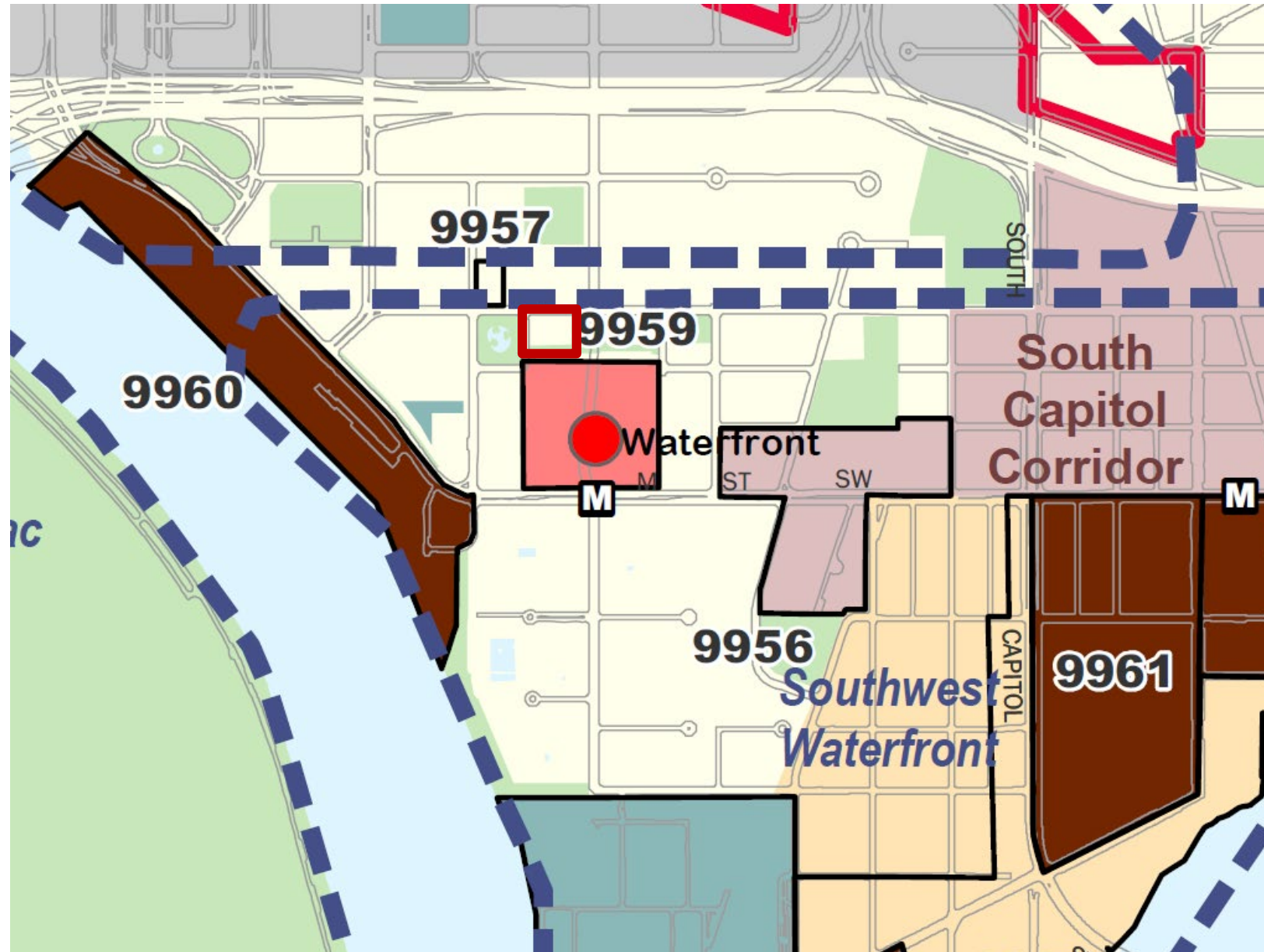
- Both maps are intended to be interpreted broadly, and “[b]oth maps carry the same legal weight as the text of the Comprehensive Plan.” 10A DCMR 200.5
- The GPM “is a generalized depiction of anticipated changes...because it is a generalized view, boundaries shown should be interpreted as approximate and not precise delineations,” and “should be used to guide land use decision-making in conjunction with the Comprehensive Plan text, the [FLUM], and other Comprehensive Plan maps.”
- “The [FLUM] is intended to be used in conjunction with the Comprehensive Plan’s policies and actions. Preparation of this map is explicitly required by D.C. Law; its purpose is to represent the land use policies set forth in the proposed Land Use Element, ’...’” (D.C. Official Code § 1-306.02).10A DCMR 227.1

# ASSESSING GPM AND FLUM CONSISTENCY

- “The Zoning Commission, in selecting a zone district such as through a [PUD] or Zoning Map Amendment, determines if it is not inconsistent with the Comprehensive Plan. In making this determination...the Zoning Commission considers and balances the competing and sometimes conflicting aspects of the Comprehensive Plan, including the policies and text; the intent of the Future Land Use Map land use category; and the Future Land Use Map and Generalized Policy Map. Under the Zoning Regulations, a proposed [PUD] should not result in unacceptable project impacts on the surrounding area.” 10A DCMR 227.2
- “...even if a zone is not identified in a category, it can be permitted as described in Section 227.2.” 10A DCMR 228.1(e)
- The Commission may permit higher intensity development on a site without running afoul of the FLUM:

“We agree with the Commission, however, that permitting some high-density development on the site does not necessarily make the PUD inconsistent with the FLUM. The FLUM explicitly contemplates two ways in which more intensive development than is otherwise reflected in the FLUM may be permissible: ...(2) the PUD process may permit greater height or density.” *Friends McMillan Park v. District of Columbia Zoning Comm’n*, 149 A.3d 1027, 1035 (D.C. 2016).

# COMPREHENSIVE PLAN – GENERALIZED POLICY MAP (GPM)



Proposed Generalized Policy Map, Comprehensive Plan Amendment Act of 2020 (B-240001)

## Neighborhood Conservation Area:

- Guiding philosophy is to conserve and enhance established neighborhoods, **but not preclude development, particularly to address city-wide housing needs.**
- New development should be compatible with existing scale, natural features, and character.
- Proposed PUD is compatible with the scale and character of surrounding area and will provide 222 units, including 123 new senior affordable units, to help address citywide housing needs.

# COMPREHENSIVE PLAN – GPM

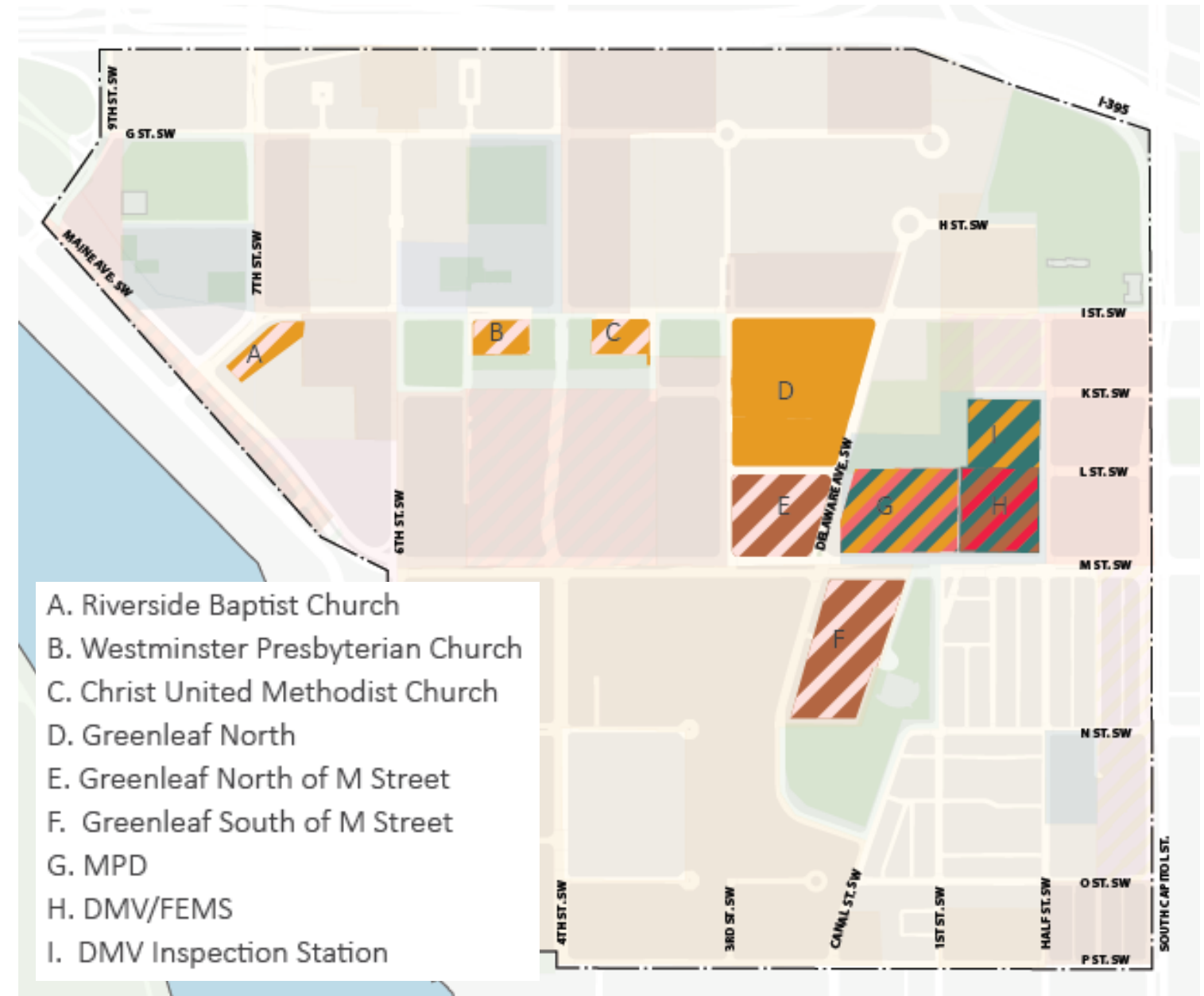


## Southwest Neighborhood Plan:

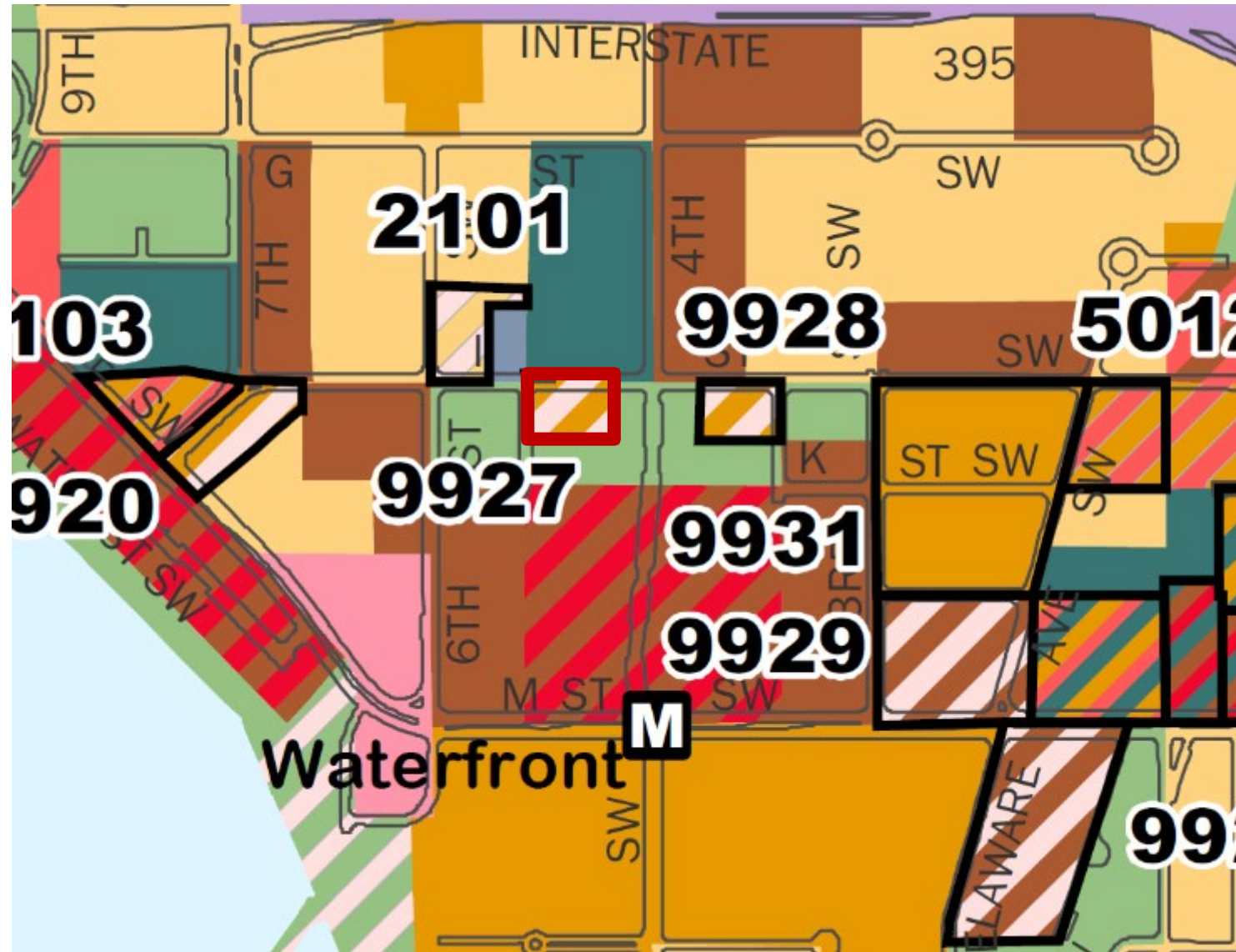
- “The Plan recommends some changes to the Comprehensive Plan future land use designations in targeted areas to both accommodate growth and reinforce the neighborhood pattern of high and low scale development.”
- Its high-rise and low-rise building heights,...exemplifies another defining urban design feature of Southwest that contributes to the neighborhood’s physical character.
- The neighborhood is predominately residential in character with an eclectic mix of high and low density residential housing typologies, from single family townhomes to apartment towers.
- A variety of high and low building heights is unique to Southwest, an intentional mix of townhouses and high-rise towers. Most buildings in the area are under four stories or over eight stories. This defining feature of Southwest is valued by the community.

# COMPREHENSIVE PLAN – FLUM SOUTHWEST NEIGHBORHOOD PLAN

- Mixed Use (Low Density Commercial / Medium Density Residential)
- Design Principles:
  - Encourage a mix of building heights
  - Enhance green space through landscaped perimeters and internal green or amenity spaces
  - Incorporate sustainable building and site design
- Maintain a mix of affordable and market-rate housing that better serves community needs.
- Build on and market existing cultural assets and institutions to reinforce the concept of an arts and cultural destination.



# COMPREHENSIVE PLAN – FLUM



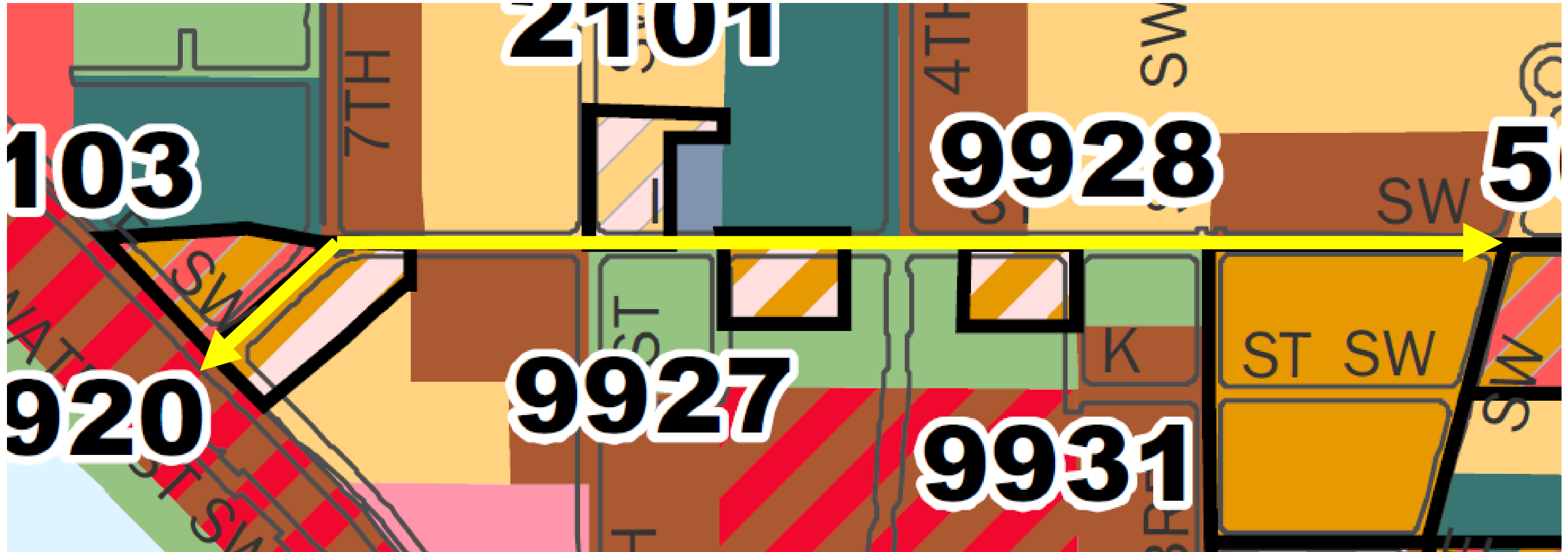
Proposed Future Land Use Map, Comprehensive Plan Amendment Act of 2020 (B-240001)

## Mixed Use (Low Density Commercial / Medium Density Residential).

- Areas where the mixing of two or more land uses is encouraged. (10A DCMR 227.20).
- Applied to “[d]evelopment that includes residential uses, particularly affordable housing, ...typically achieved through a Planned Unit Development or in a zone district that allows such a mix of uses.” (10A DCMR 227.20).
- MU-2: Transitional zone intended to preserve and protect adjacent areas and permit new residential at a higher density than new office or institutional developments. (11-G DCMR 300.1).
- MU-2: “Intended to permit medium-density areas predominantly developed with residential buildings but also permitting non-residential buildings.” (11-G DCMR 300.3).
- Proposal is consistent with MU-2 matter-of-right height and density. (11-G DCMR 302.1-303.1).

# COMPREHENSIVE PLAN – FLUM

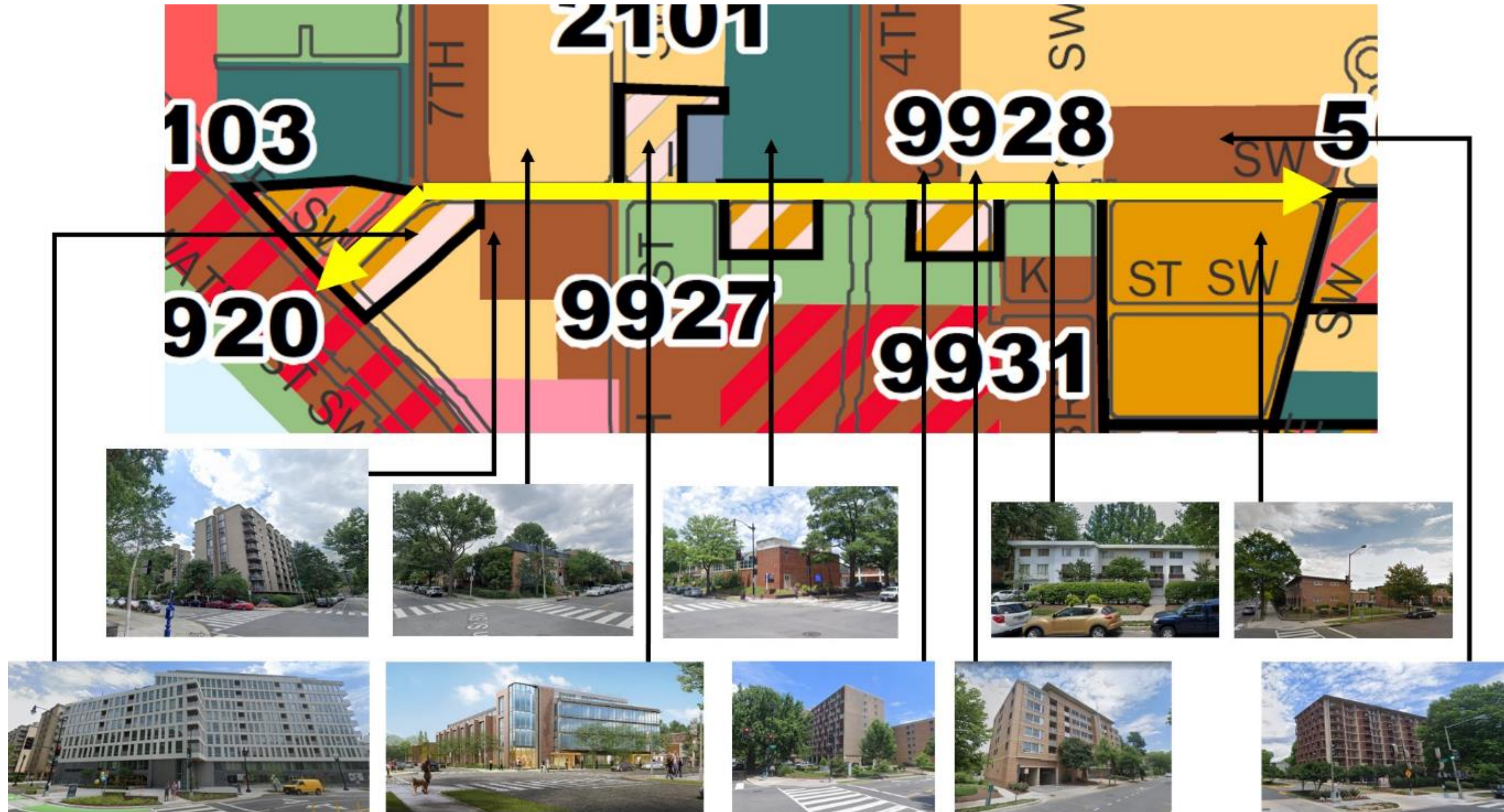
## I STREET CORRIDOR DEVELOPMENT PATTERN



Proposed Future Land Use Map, Comprehensive Plan Amendment Act of 2020 (B-240001)

# COMPREHENSIVE PLAN – FLUM

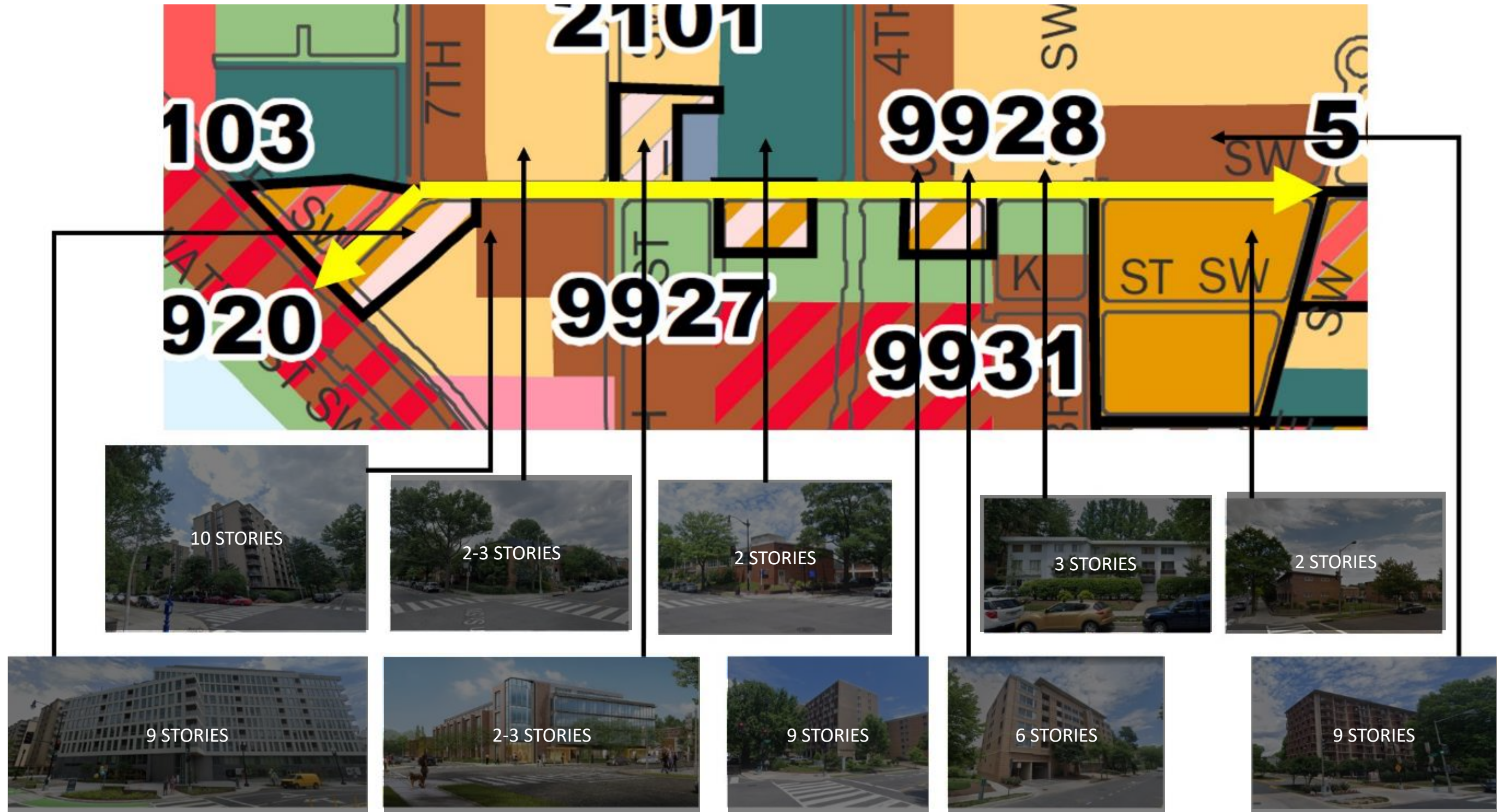
## I STREET CORRIDOR DEVELOPMENT PATTERN



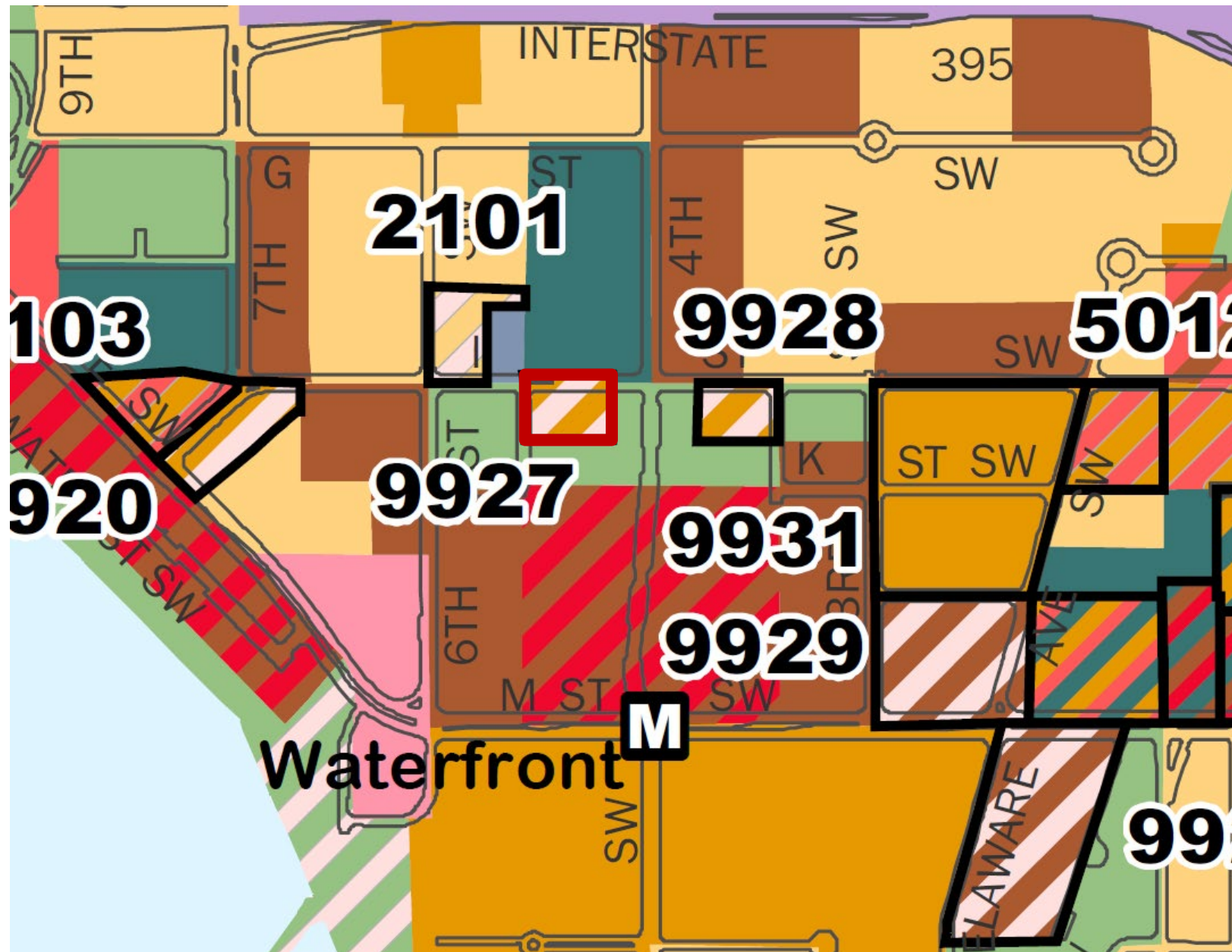


# COMPREHENSIVE PLAN – FLUM

## I STREET CORRIDOR DEVELOPMENT PATTERN



# COMPREHENSIVE PLAN – FLUM



Proposed Future Land Use Map, Comprehensive Plan Amendment Act of 2020 (B-240001)

- GPM: Proposal will help address housing needs, located in CEA.
- Framework Element
  - Affordable housing is a “high-priority public benefit in the evaluation of residential PUDs.” 10A DCMR 224.9
- Comp Plan Elements
  - Development around Metrorail stations, particularly housing (LU-1.4.2, LU-1.4.2, LU-1.4.3).
  - Importance of places of worship (LU-2.3.6).
  - Transit-oriented development (T-1.1.4).
  - Affordable housing (H-1.2.1, H-1.2.2, H-1.2.7, Action H-1.2.1).
  - Senior housing (H-4.3.2, H-4.3.3).
  - Conservation of waterfront neighborhoods (AW-1.1.1).
  - Mixed-Use development (AW-2.1.1).
  - Equity, Inclusivity, and Affordable housing in Southwest (AW-2.5.4, AW-2.5.8, AW-2.5.11)
- Southwest Neighborhood Plan recommendations (AW-2.5.2)

# DEVELOPMENT INCENTIVES / FLEXIBILITY

- PUD-related zoning map amendment from R-3 to MU-2 (11-X DCMR 303.11)
- Lot occupancy @ 1<sup>st</sup> floor (11-G DCMR 304.1)
- Distribution of IZ units (11-C DCMR 1005.5)
- Penthouse heights and sloped roof (11-C DCMR 1500.9 & 1500.10)
- Rear yard (11-G DCMR 305.1)

	R-3	MU-2	Proposed	Gain <i>(compared to existing zoning)</i>
Density	Matter-of-Right: 1.8 FAR PUD: 2.16 FAR <i>Calculated using lot occupancy and story limit</i>	Matter-of-Right: 7.2 FAR (3.5 FAR non-res.) PUD: 8.64 (4.69 FAR)	7.05 FAR (0.6 FAR non-res.)	<b>4.89 - 5.7 FAR</b>
Height	Matter-of-Right: 40 ft. PUD: 50 ft.	Matter-of-Right: 50 ft. PUD: 90 ft.	90 ft.	<b>40 – 50 ft.</b>

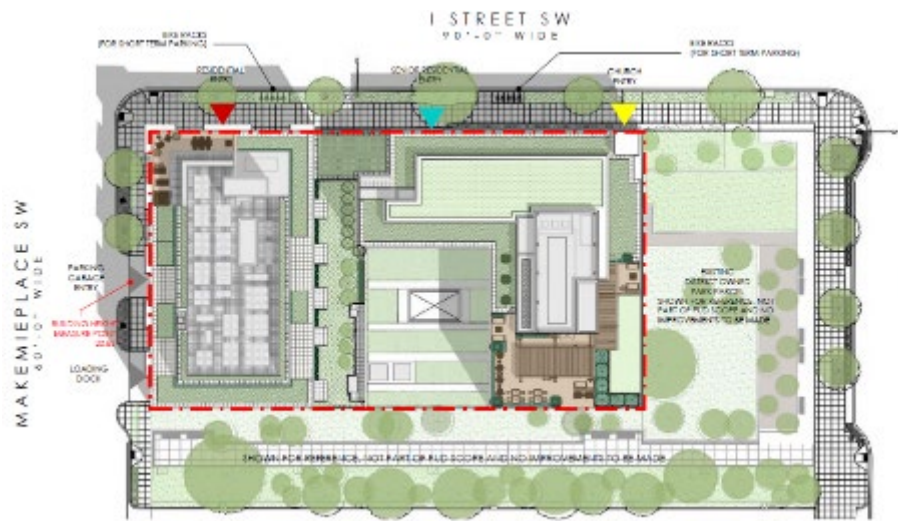
# PUBLIC BENEFITS / PROJECT AMENITIES

<p>Urban design, architecture, landscape, streetscape (X-305.5(a), (b), &amp; (l))</p>	<ul style="list-style-type: none"> <li>• Compatible with context (height and density).</li> <li>• Massing reduction, varied architectural styles.</li> <li>• Active, pedestrian-scale ground floor (church and related program spaces, residential lobbies).</li> <li>• Balconies and bay windows.</li> <li>• High-quality materials.</li> <li>• Streetscape improvements (eg. Widening of sidewalk along Makemie Pl.).</li> </ul>
<p>Site planning, efficient land utilization (X-305.5(c))</p>	<ul style="list-style-type: none"> <li>• Replacement of existing underutilized site (elimination of surface parking lot).</li> <li>• Mixed-use, mixed-income building.</li> <li>• Retention of church and church-related programs.</li> <li>• Transit-oriented development.</li> </ul>



# PUBLIC BENEFITS / PROJECT AMENITIES

<p>Housing and affordable housing (X-305.5(f) &amp; (g))</p>	<ul style="list-style-type: none"> <li>• 222 new dwelling units.</li> <li>• <u>During LIHTC control period</u>: 123 senior affordable units (104,640 GFA, 52.9% of total residential GFA).</li> <li>• <u>After LIHTC control period</u>: 15,836 GFA @ 50% and 60% MFI (8% of overall res. GFA)</li> </ul>
<p>Environmental and sustainable benefits (X-305.5(k))</p>	<ul style="list-style-type: none"> <li>• Green roofs</li> <li>• LEED Silver v4 (west tower).</li> <li>• Enterprise Green Community (east tower).</li> </ul>
<p>Use of special value to the neighborhood or the District as a whole (X-305.5(r))</p>	<ul style="list-style-type: none"> <li>• Senior affordable housing.</li> <li>• Retention of Westminster Church, church-sponsored programs, and community-serving facilities.</li> </ul>



# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Land Use</b>	<ul style="list-style-type: none"> <li>+ Better utilization of underutilized site near transit and amenities.</li> <li>+ New housing.</li> <li>+ Senior affordable housing.</li> <li>+ Retention of community-serving uses and programs.</li> <li>- Potential building impacts mitigated through design and separation from surrounding uses by wide streets and open spaces.</li> <li>- Minimal impact on light and air.</li> </ul>	Favorable or capable of being mitigation
<b>Transportation</b>	<ul style="list-style-type: none"> <li>+ Low parking ratio.</li> <li>+ Minimal vehicular trip generation.</li> <li>+ Walkable location.</li> <li>+ Pedestrian improvements (curb extensions and sidewalk widening on Makemie Pl.).</li> <li>+ Metrorail, Metrobus, Circulator, Bikeshare / bike lanes, carshare/ car rental.</li> <li>- Potential loading impacts mitigated through implementation of LMP.</li> </ul>	Favorable or capable of being mitigated

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Housing</b>	<ul style="list-style-type: none"> <li>+ Positive impact on housing (222 new dwelling units).</li> <li>+ Positive impact on affordable housing (123 senior affordable units @ 50% and 60% MFI).</li> <li>+ No demolition of existing housing or displacement of existing residents.</li> </ul>	Favorable
<b>Environmental Protection</b>	<ul style="list-style-type: none"> <li>+ Enterprise Green Communities and LEED Silver v.4 design.</li> <li>+ GAR compliant.</li> <li>+ Green roofs.</li> <li>+ EV charging stations.</li> <li>- Potential impact / loss of trees mitigated through tree protection and/or replacement.</li> </ul>	Favorable or capable of being mitigated
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>+ Construction-related and building operation spending.</li> <li>+ First Source Employment agreement (1984 Act).</li> <li>+ CBE (East Tower).</li> </ul>	Favorable
<b>Parks, Recreation, and Open Space</b>	<ul style="list-style-type: none"> <li>- Potential impact / loss of trees mitigated through tree protection and/or replacement.</li> </ul>	Capable of being mitigated

# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Urban Design</b>	<ul style="list-style-type: none"> <li>+ Contextual design (relates/reinforces SW pattern of development).</li> <li>+ Separation from actual moderate-density development by wide streets and open spaces.</li> <li>+ Access consolidated on minor street.</li> <li>+ Improvements to public realm and pedestrian safety.</li> <li>- Minimal impacts to light and air.</li> </ul>	Favorable or capable of being mitigated
<b>Historic Preservation</b>	<ul style="list-style-type: none"> <li>• No impact to historic landmarks or districts.</li> </ul>	No impact
<b>Educational Facilities</b>	<ul style="list-style-type: none"> <li>• No adverse impact on schools anticipated.</li> <li>- Construction-related noise and activities mitigated through traffic control plan, construction management procedures, compliance with DCRA construction requirements.</li> </ul>	No impact or capable of being mitigated
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• No adverse impact to infrastructure anticipated.</li> </ul>	Favorable or no impact



# POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<b>Community Services and Facilities</b>	<ul style="list-style-type: none"> <li>• No adverse impacts to health care facilities anticipated.</li> <li>• No adverse impacts to libraries, emergency services, community centers anticipated.</li> <li>+ Favorable impact to community through continued church programming.</li> </ul>	<p>Favorable or no impact</p>

# CONCLUSION

- Not inconsistent with the Comprehensive Plan.
- Any potential inconsistencies with individual Comprehensive Plan policies or map are outweighed by other competing priorities relating to housing, affordable housing, community facilities and services.
- Will not cause any unacceptable impacts.
- The public benefits balance the degree of development incentives requested.
- Consistent with the Zoning Act and will create conditions that are favorable to public health, safety, welfare, and convenience.





WESTMINSTER PRESBYTERIAN