



807 maine avenue sw
washington, dc, 20024

ZONING COMMISSION PUBLIC HEARING PRESENTATION

September 15, 2022

site location
807 maine avenue sw
washington, dc

developer / applicant
mill creek residential trust

land use counsel
holland & knight llp

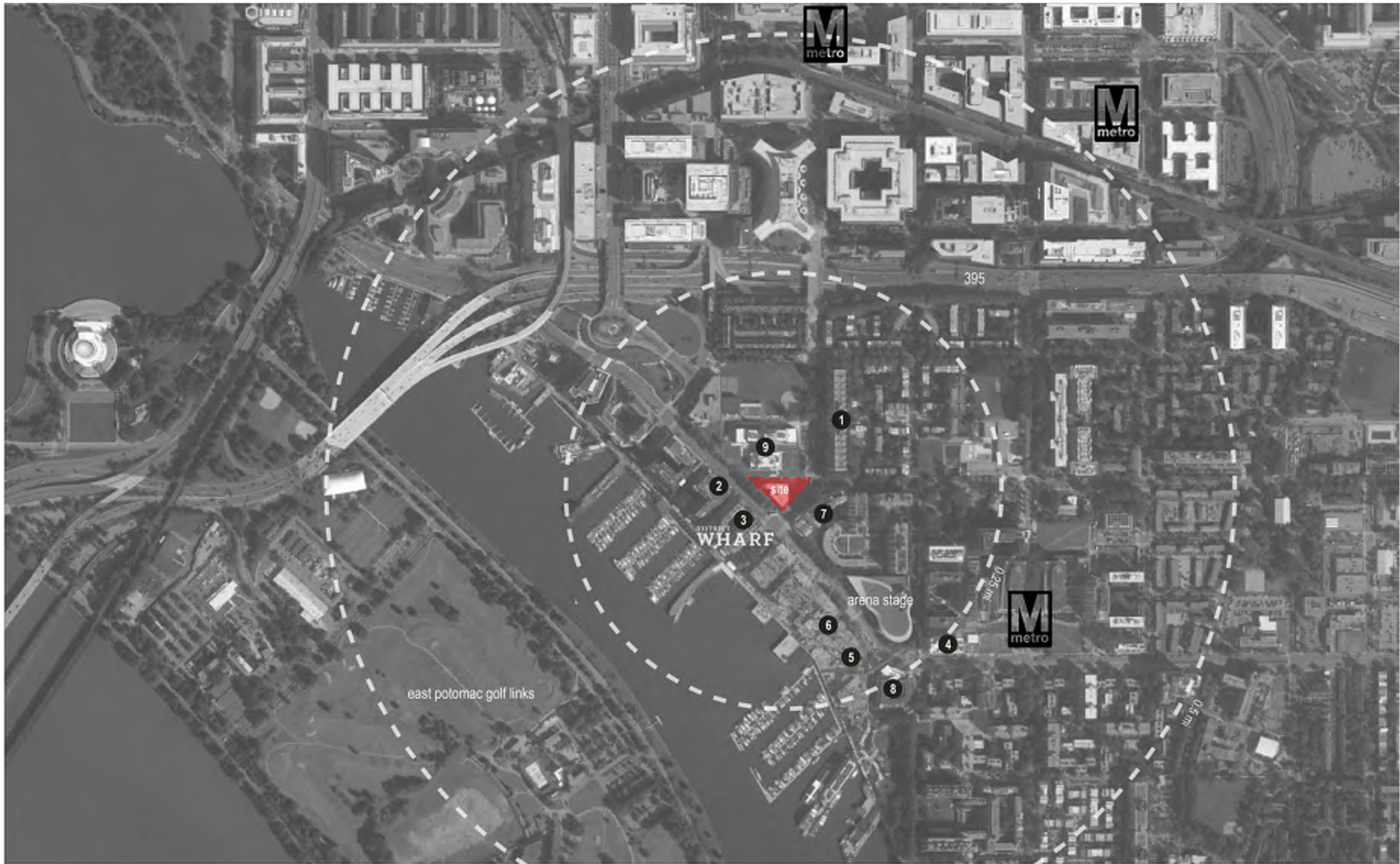
architect
sk+i architectural design group, llc

civil engineer
bowman consulting

landscape architect
landdesign

dry utility consultant
utility systems construction & engineering, llc

807 Maine Avenue SW | Washington, DC



807 Maine Avenue SW | Washington, DC

08.26.2022 | 001



1 corner of maine ave sw & 7th st sw



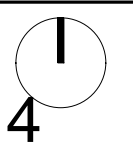
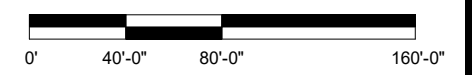
2 looking southwest on 7th st sw



3 looking southeast on maine ave sw



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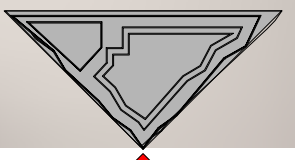
807 Maine Avenue SW | Washington, DC

08.26.2022 | 006



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note: public art shown in these renderings within the proposed 7th street open space is for illustrative purposes only. actual art will be designed by a local artist selected by the applicant in coordination with interested stakeholders. features and improvements shown in public space and/or on DC-owned land are conceptual and subject to District approval.



807 Maine Avenue SW | Washington, DC
south aerial

08.26.2022 010

SK+I | Mill Creek Residential



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807 Maine Avenue SW | Washington, DC
northeast aerial

08.26.2022 | 011



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807 Maine Avenue SW | Washington, DC
looking north on 7th st

08.26.2022 | 012



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807 Maine Avenue SW | Washington, DC
looking north on maine ave

08.26.2022 | 013



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807 Maine Avenue SW | Washington, DC

08.26.2022 | 016



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807 Maine Avenue SW | Washington, DC
sidewalk on 7th st

08.26.2022 | 017



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807 Maine Avenue SW | Washington, DC
retail corner

08.26.2022 | 018

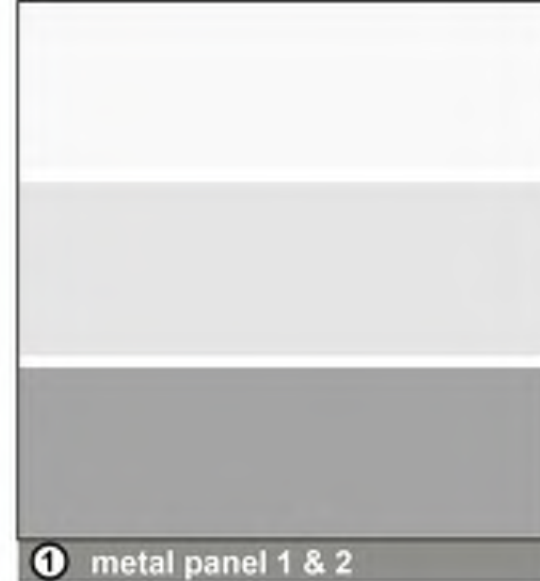


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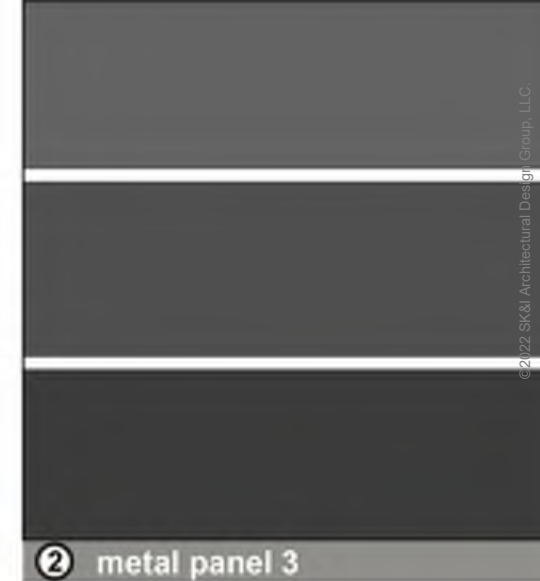


807 Maine Avenue SW | Washington, DC
sidewalk on maine ave

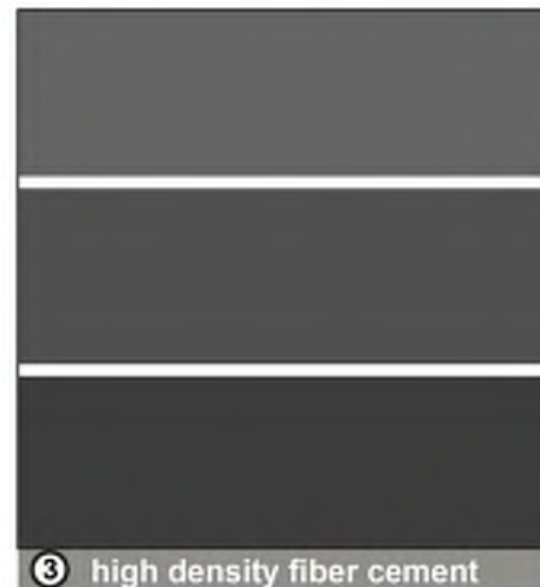
08.26.2022 | 019



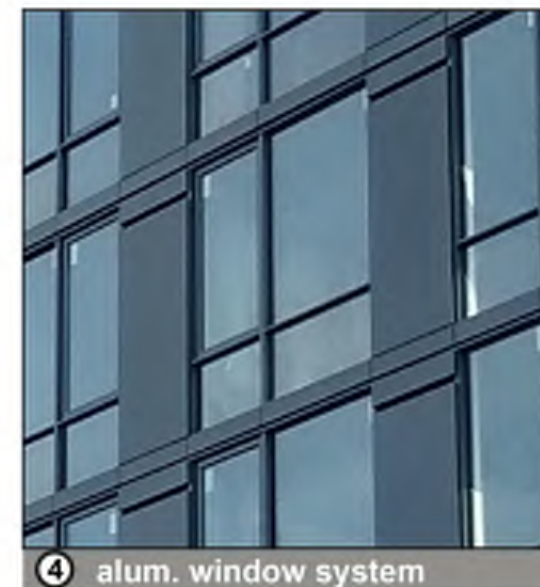
① metal panel 1 & 2



② metal panel 3



③ high density fiber cement



④ alum. window system



⑤ storefront & metal panel 4



⑥ brick 1

note: exterior details. minor refinements may be made to exterior details, dimensions, and locations or any other changes to comply with construction codes or that are otherwise necessary to obtain a final building permit, or to address the structural, mechanical, or operational needs of the building or its systems.
retail spaces. retail storefronts, signage, and associated features and fixtures in public space are subject to change upon individual retailer modifications.

807 Maine Avenue SW | Washington, DC

08.26.2022 | 020



- BHMP
EL. +16.68'
- 1ST FLOOR
EL. +16.50'

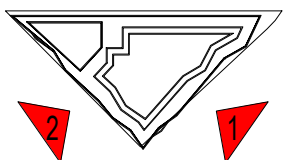
1 7th st sw signage
SCALE: 1/16" = 1'-0" 021



- BHMP
EL. +16.68'
- 1ST FLOOR
EL. +16.50'

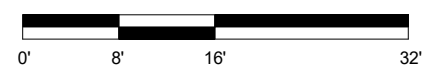
2 maine ave sw signage
SCALE: 1/16" = 1'-0" 021

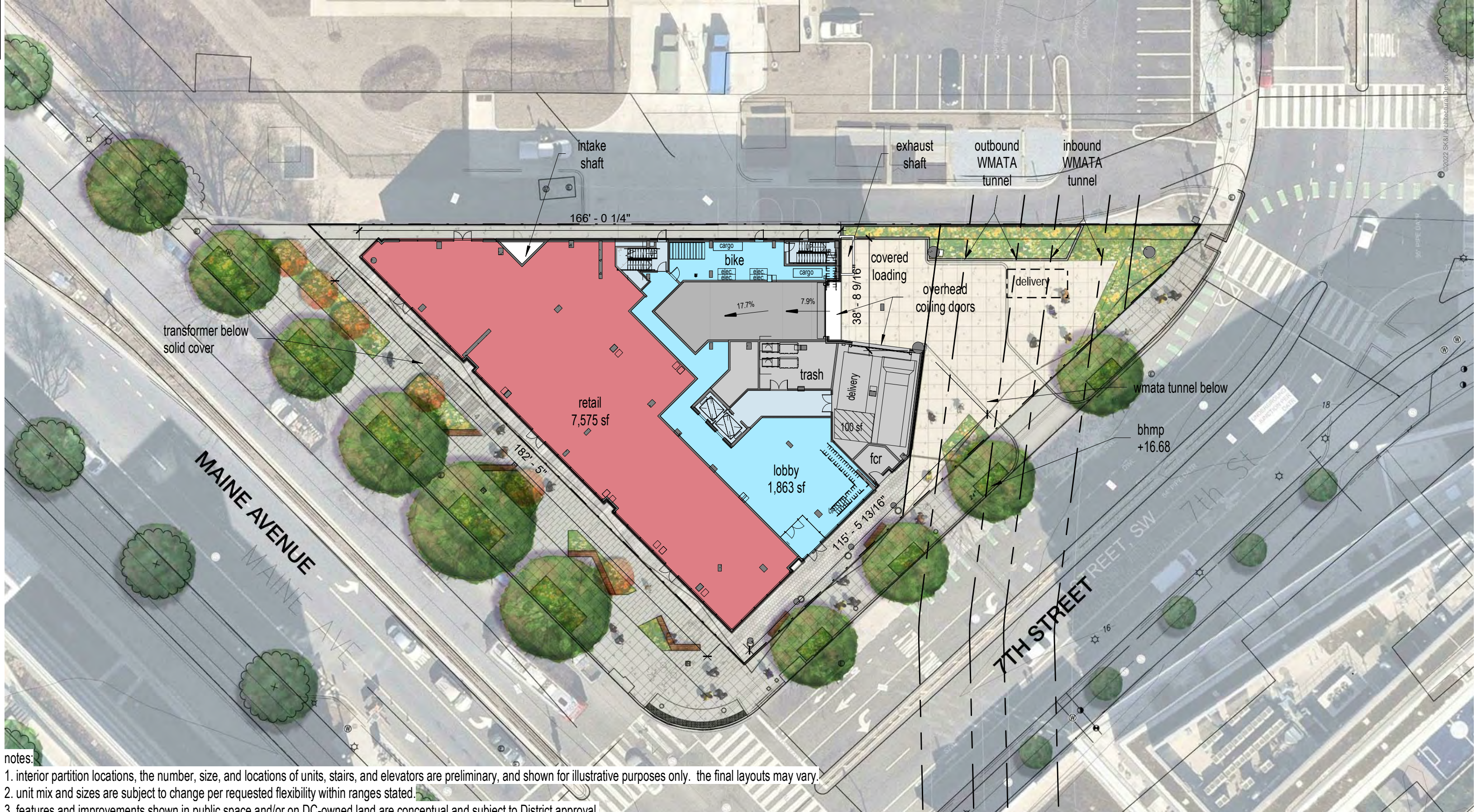
note: exterior details. minor refinements may be made to exterior details, dimensions, and locations or any other changes to comply with construction codes or that are otherwise necessary to obtain a final building permit, or to address the structural, mechanical, or operational needs of the building or its systems.
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807 Maine Avenue SW | Washington, DC
signage

08.26.2022 | 021

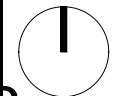
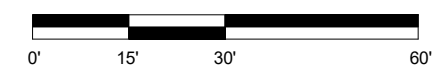


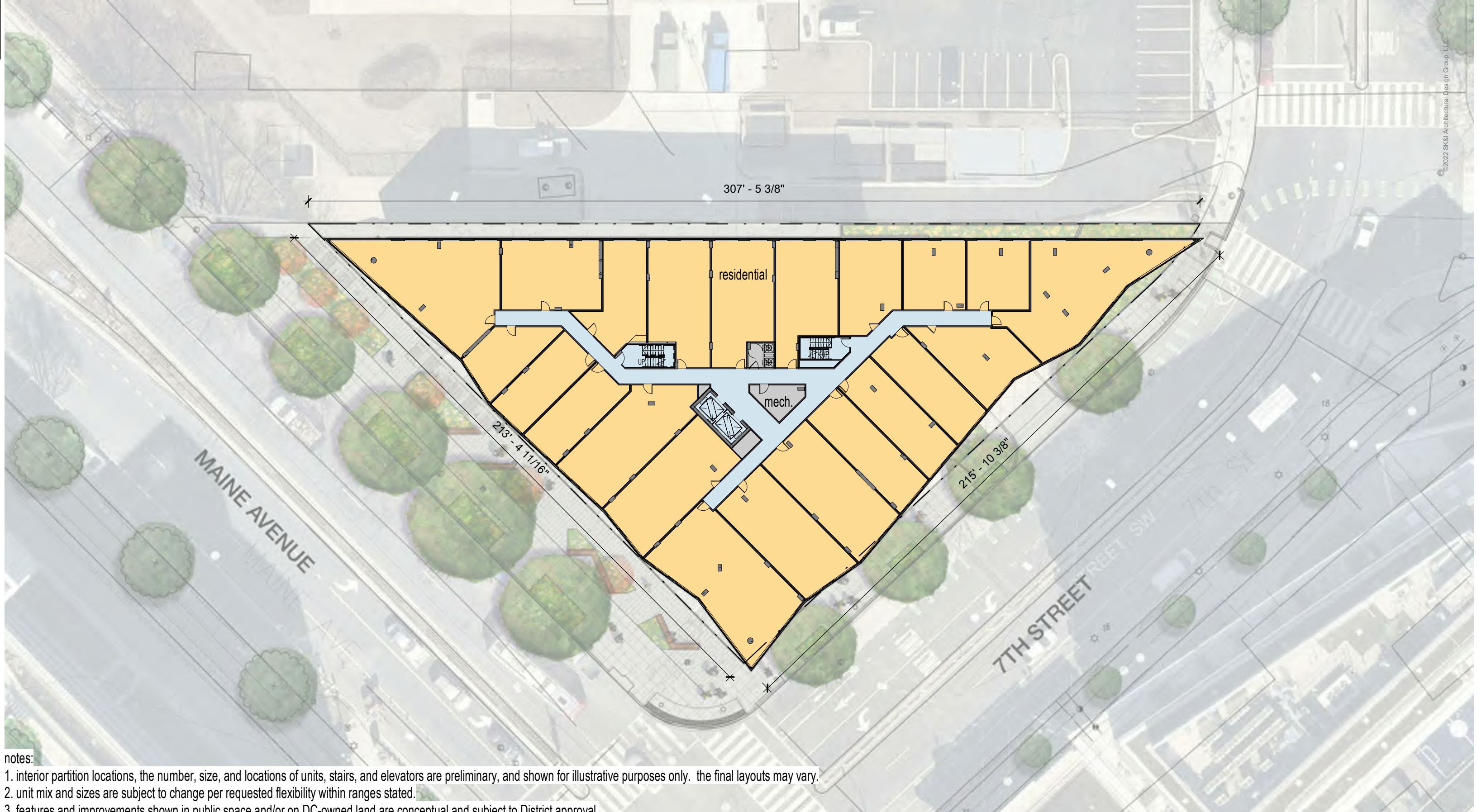


notes:
 1. interior partition locations, the number, size, and locations of units, stairs, and elevators are preliminary, and shown for illustrative purposes only. the final layouts may vary.
 2. unit mix and sizes are subject to change per requested flexibility within ranges stated.
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807 Maine Avenue SW | Washington, DC

08.26.2022 | 030

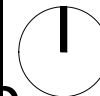
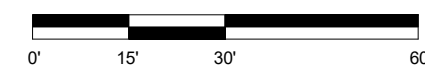




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08.26.2022 | 033

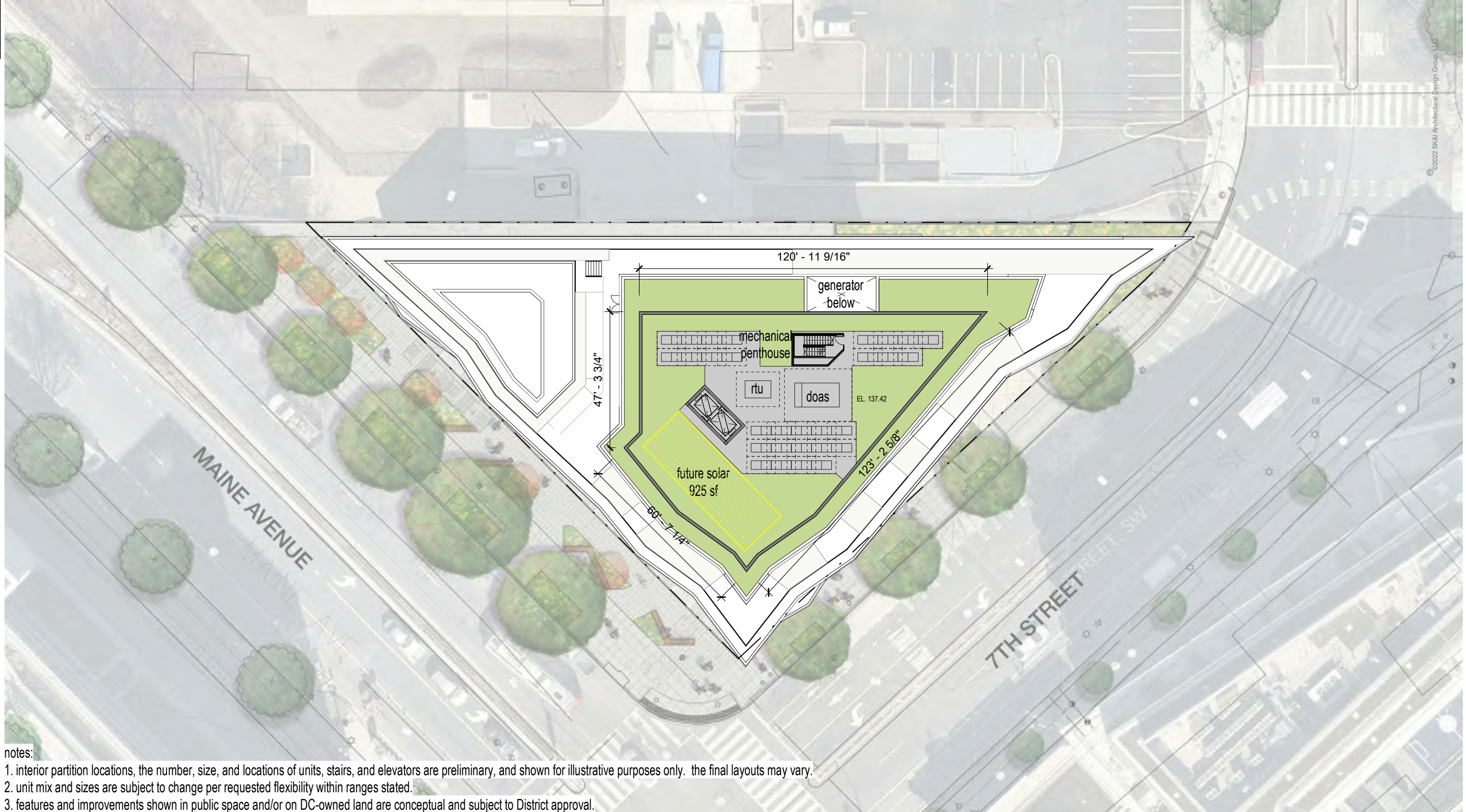




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807 Maine Avenue SW | Washington, DC
 penthouse floor plan

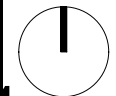
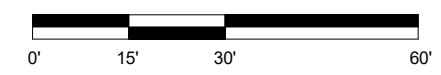


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807 Maine Avenue SW | Washington, DC

08.26.2022 | 036



Inclusionary Zoning Unit Mix

Unit Type	IZ Units	IZ Unit %	Market Units	Market Unit %	Total Units
Studio (Studio, JR 1BR)	9	30%	53	31%	62
One Bedroom (1BR, 1BR+D, JR 2BR)	15	50%	86	50%	101
Two Bedroom (2BR, 3BR)	6	20%	33	19%	39
Total	30	100%	172	100%	202

Residential GFA	196,884
Penthouse GFA	8,398
15% of Residential GFA for IZ	29,533
15% of Penthouse GFA for IZ	1,260
Total GFA to be provided for IZ	30,792
Estimated Efficiency (NSF/GSF)	78%
Estimated NSF to be provided for IZ	24,018

Type	Number	%GFA
Market Studio	53	
Market 1	86	
Market 2	21	
Market 3	12	
Total	172	85.0%

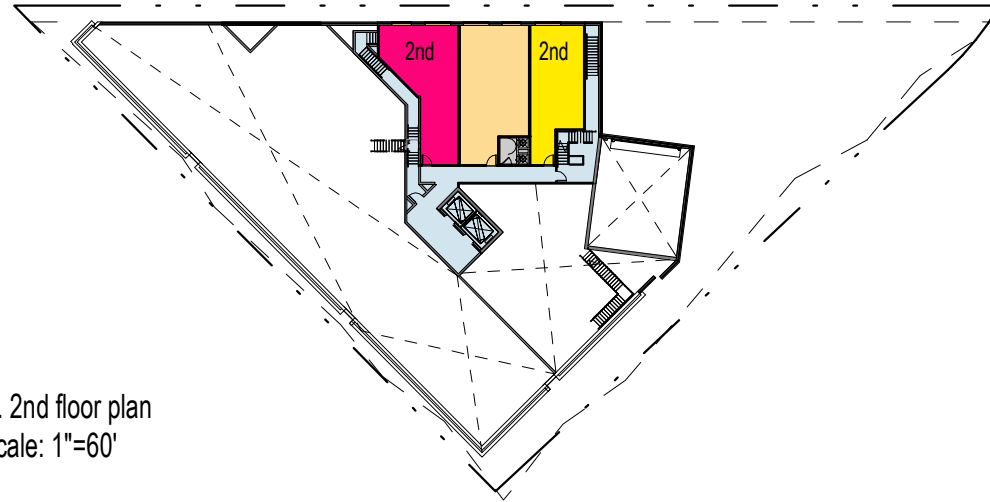
Type	Number	%GSF
IZ Studio	9	
IZ 1	15	
IZ 2	2	
IZ 3	4	
Total	30	15.0%

MFI Level	Type	Number	%GSF
50%	Studio	2	
50%	1 BR	1	
Total		3	1.0%

60%	Studio	7	
60%	1 BR	14	
60%	2 BR	2	
60%	3 BR	4	
Total		27	14.0%

Total IZ	30	
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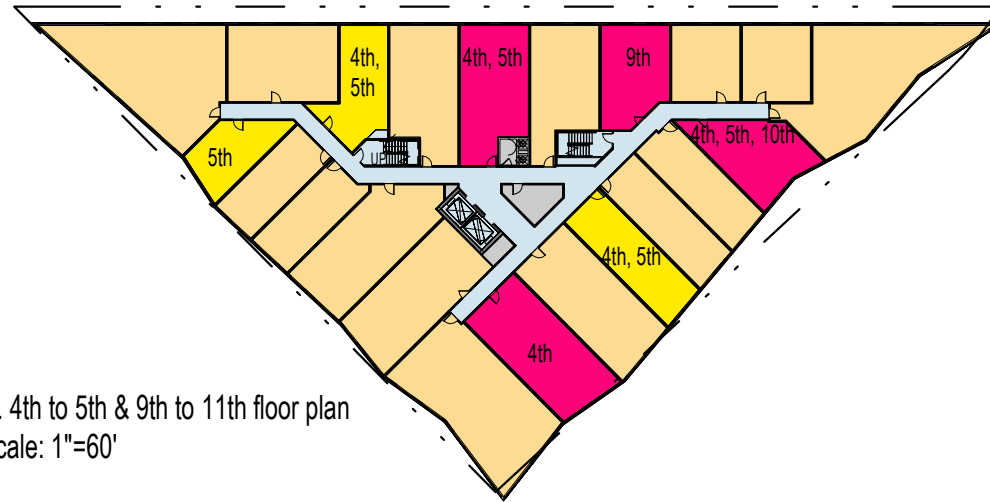
Total	202	100.0%
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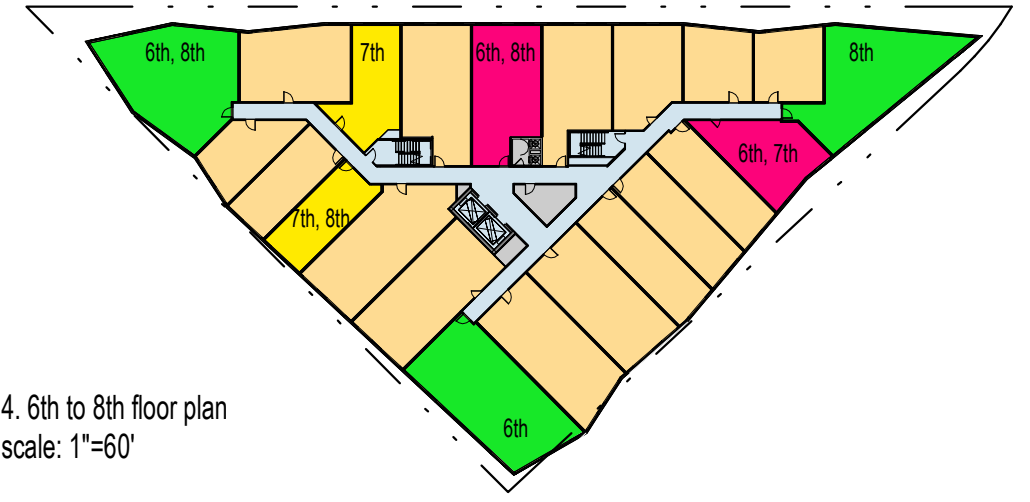
1. 2nd floor plan scale: 1"=60'



2. 3rd floor plan scale: 1"=60'



3. 4th to 5th & 9th to 11th floor plan scale: 1"=60'



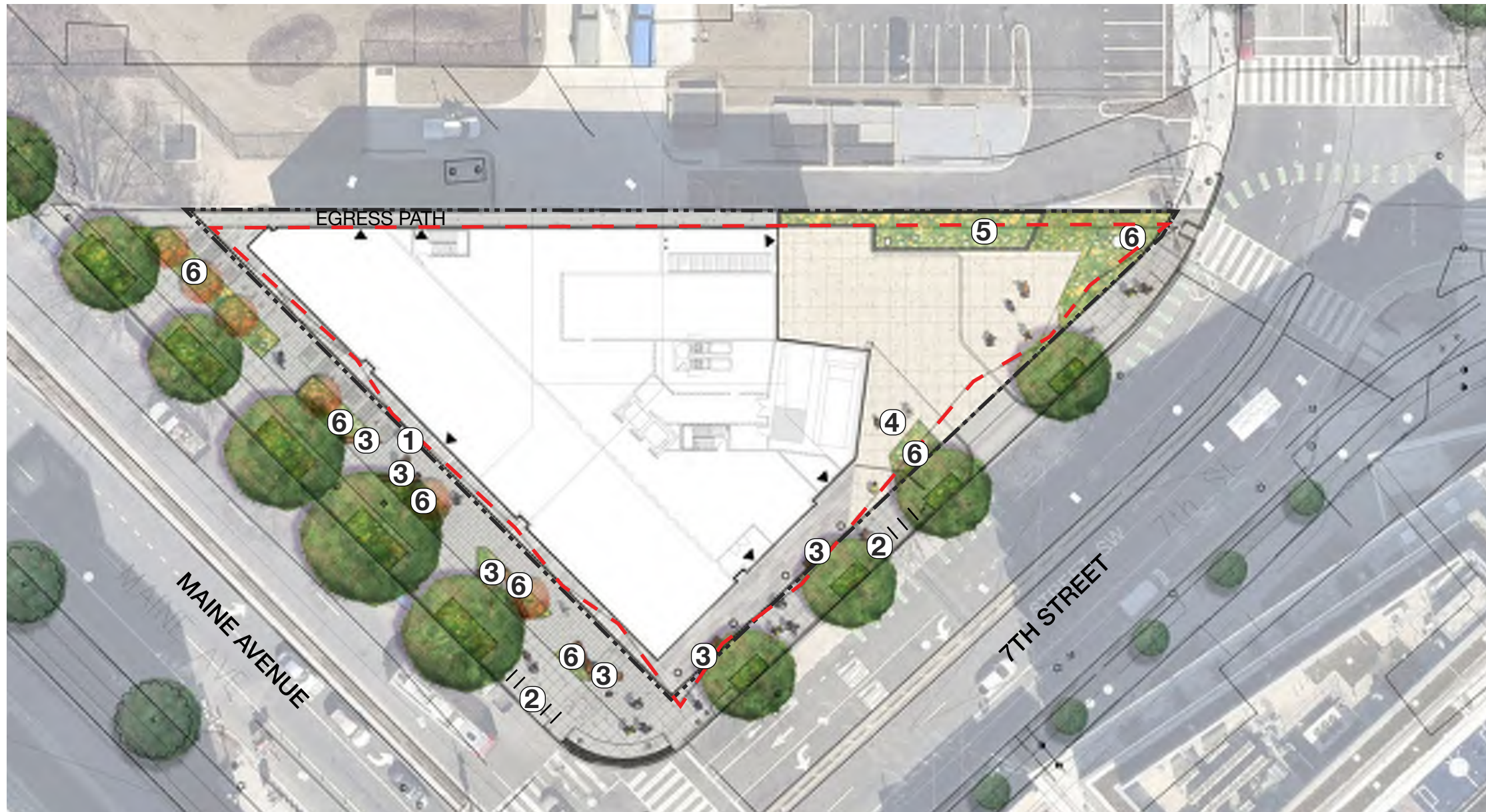
4. 6th to 8th floor plan scale: 1"=60'

INCLUSIONARY ZONING UNIT MIX				
Floor	Studio	1 Bed	2 Bed	Total
11	0	0	0	0
10	0	1	0	1
9	0	1	0	1
8	1	1	2	4
7	2	1	0	3
6	0	2	2	4
5	3	2	0	5
4	2	3	0	5
3	0	3	2	5
2	1	1	0	2
1	0	0	0	0
Total	9	15	6	30

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08.26.2022 | 037



- ① POTENTIAL OUTDOOR DINING AREAS
- ② BIKE RACKS
- ③ BENCHES
- ④ ART LOCATION
- ⑤ RAISED BIORETENTION PLANTER
- ⑥ PLANT BED



--- BUILDING OVERHANG

--- PROPERTY LINE

807 MAINE AVENUE WASHINGTON, DC • SITE ILLUSTRATIVE PLAN - STREETSCAPE

PN 2021071 | 08.26.2022 | MILL CREEK RESIDENTIAL TRUST



ENGAGING STREETScape



PEDESTRIAN CENTRIC SPACE



DYNAMIC DESIGN ELEMENTS



ART INSPIRATION



ADDED COLOR POP



LAYERED PLANTING



SPECIAL PAVING INSPIRATION

807 MAINE AVENUE WASHINGTON, DC • PRECEDENT IMAGERY

PN 2021071 | 08.26.2022 | MILL CREEK RESIDENTIAL TRUST



- ① TREE BOXES
- ② CONCRETE SIDEWALK PER DC STANDARDS
- ③ BENCHES
- ④ ART LOCATION
- ⑤ PLANT BED
- ⑥ BIORETENTION PLANT BED
- ⑦ SPECIAL PAVING

- - BUILDING OVERHANG
- - - PROPERTY LINE

*PER DDOT PUBLIC SPACE DESIGN REALM GUIDE. (3.3. SIDEWALK DESIGN STANDARDS / 3.5. SIDEWALK CAFES)

**FEATURES AND IMPROVEMENTS SHOWN IN PUBLIC SPACE AND/OR ON DC-OWNED LAND ARE CONCEPTUAL AND SUBJECT TO DISTRICT APPROVAL.



807 MAINE AVENUE WASHINGTON, DC • SITE ILLUSTRATIVE PLAN ENLARGEMENT

PN 2021071 | 08.26.2022 | MILL CREEK RESIDENTIAL TRUST



- ① RECONFIGURED TREE BOXES TO COMPLY WITH DC STANDARDS
- ② NEW CONCRETE SIDEWALK PER DC STANDARDS
- ③ NEW PLANT BEDS AT GRADE
- ④ NEW BIKE RACKS
- ⑤ NEW BENCHES
- ⑥ TRANSFORMER VAULTS

- - BUILDING OVERHANG
- - - - PROPERTY LINE

*PER DDOT PUBLIC SPACE DESIGN REALM GUIDE. (3.3. SIDEWALK DESIGN STANDARDS / 3.5. SIDEWALK CAFES)

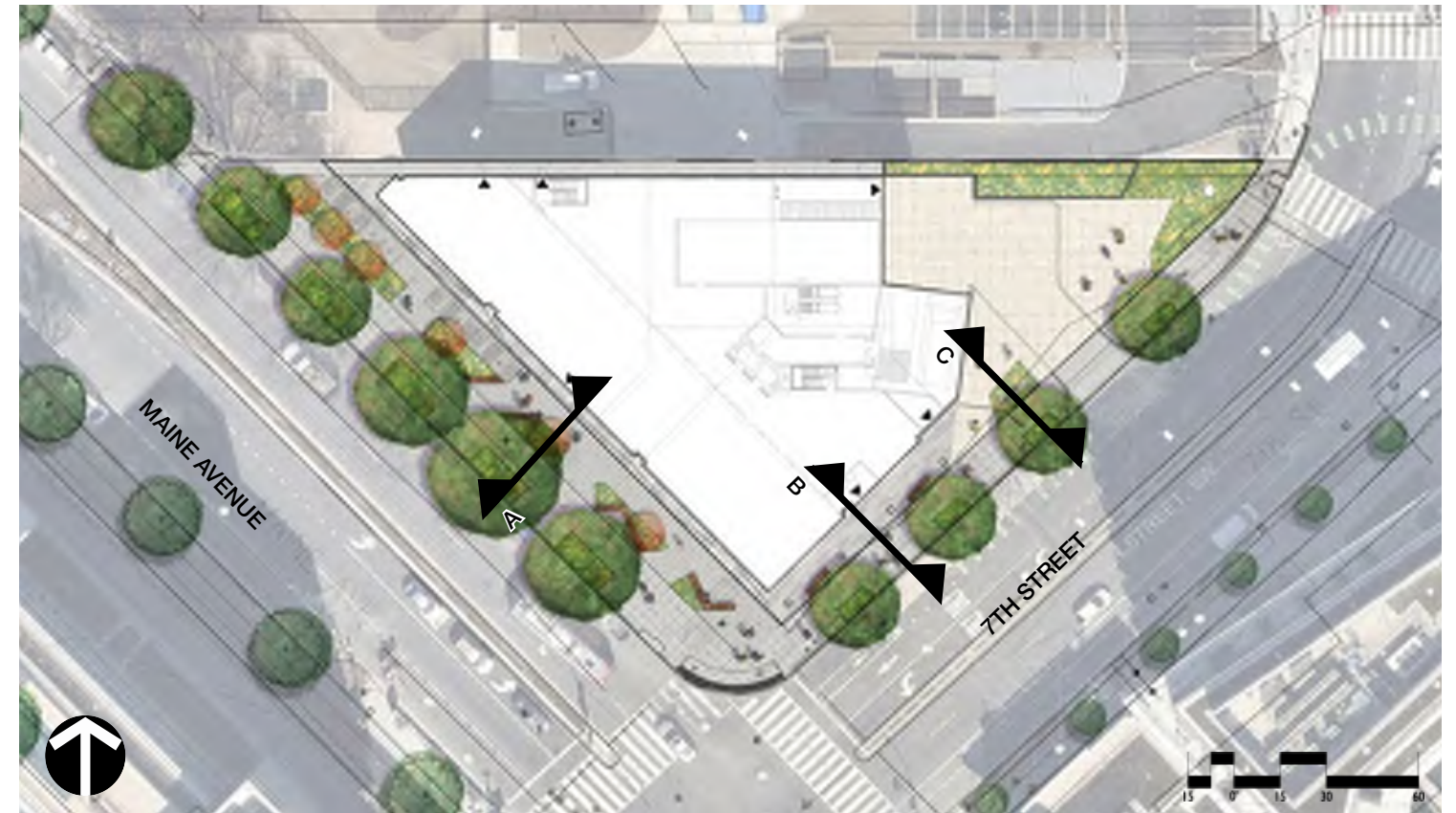
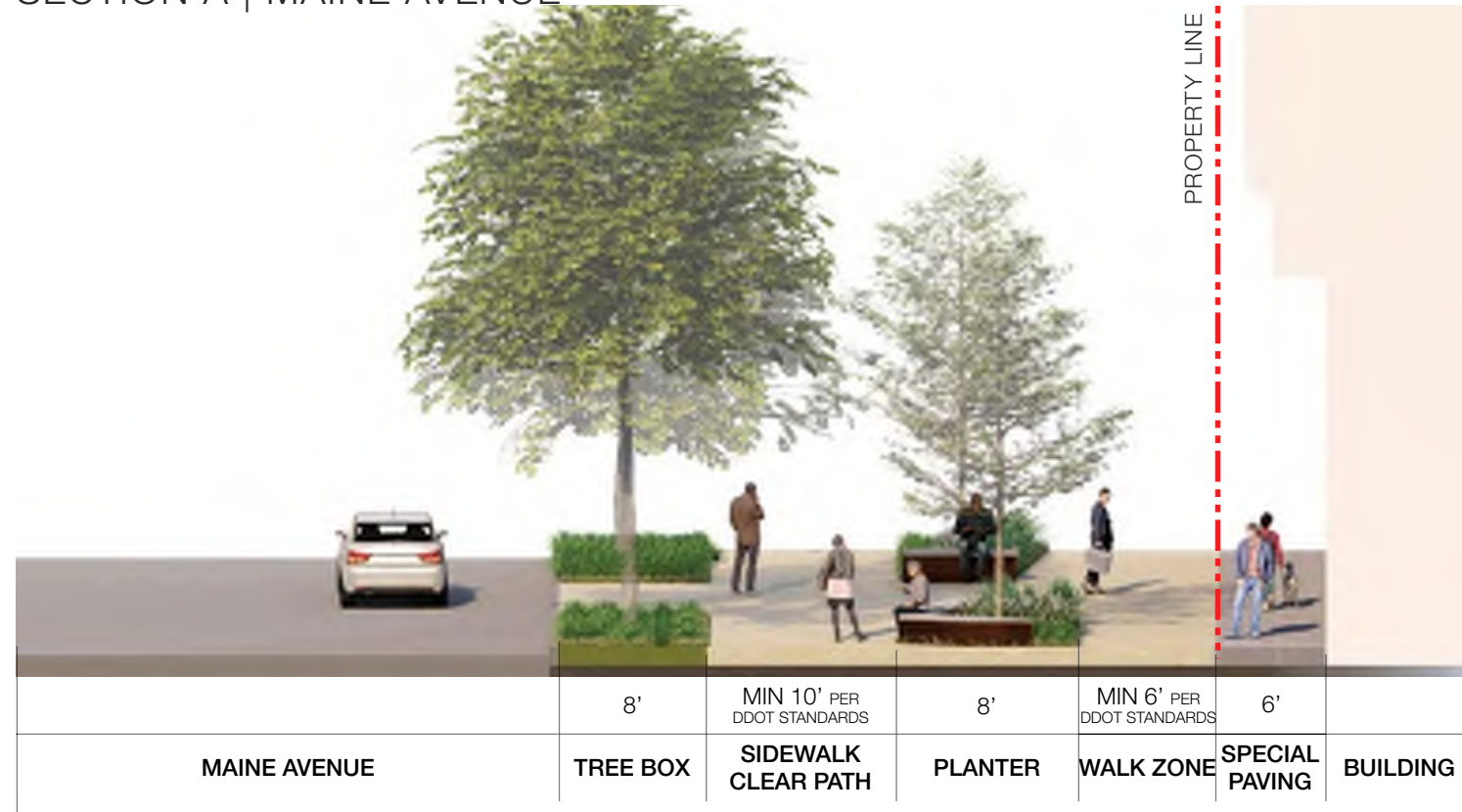
**FEATURES AND IMPROVEMENTS SHOWN IN PUBLIC SPACE AND/OR ON DC-OWNED LAND ARE CONCEPTUAL AND SUBJECT TO DISTRICT APPROVAL.



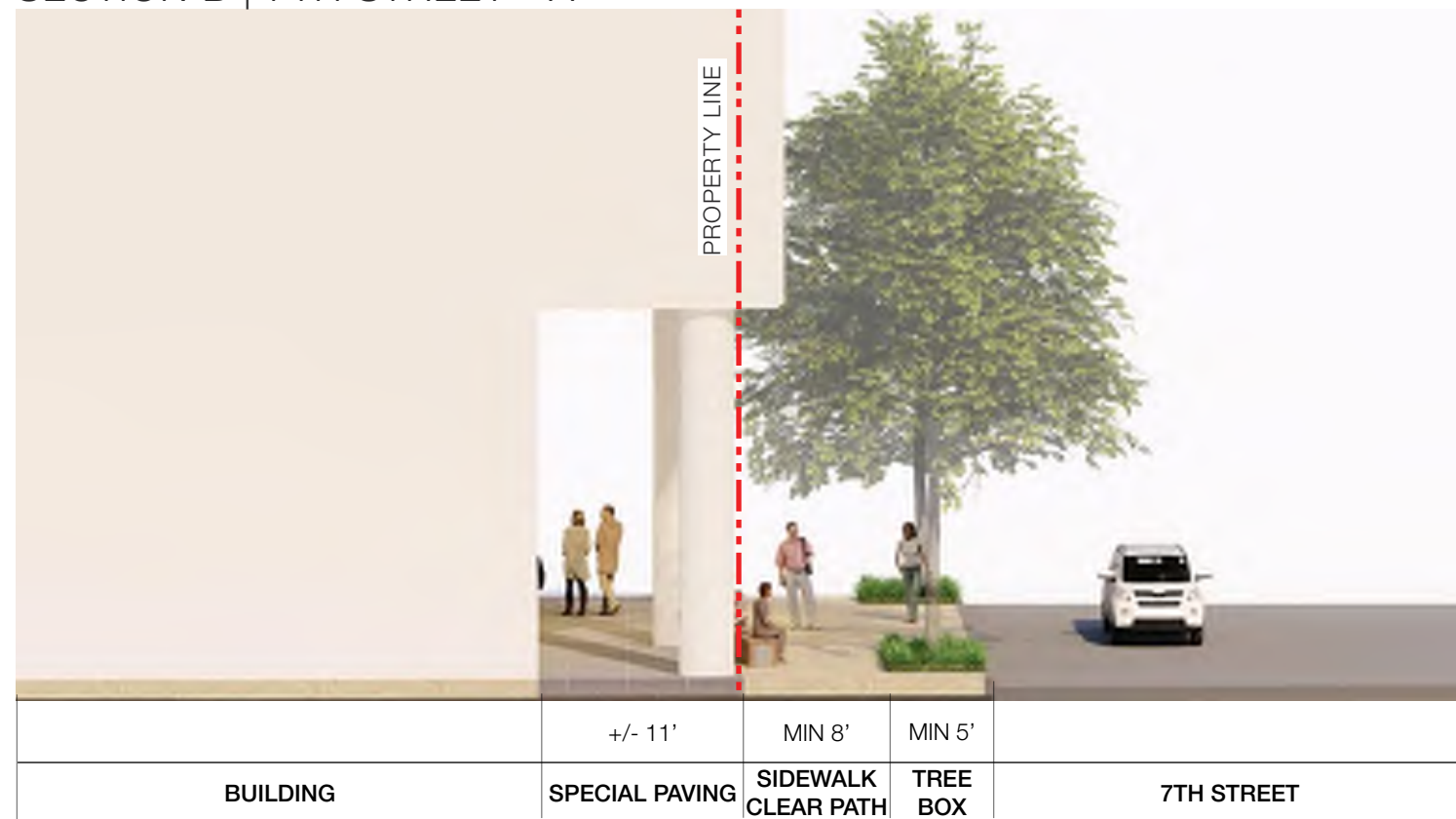
807 MAINE AVENUE WASHINGTON, DC • SITE ILLUSTRATIVE PLAN ENLARGEMENT

PN 2021071 | 08.26.2022 | MILL CREEK RESIDENTIAL TRUST

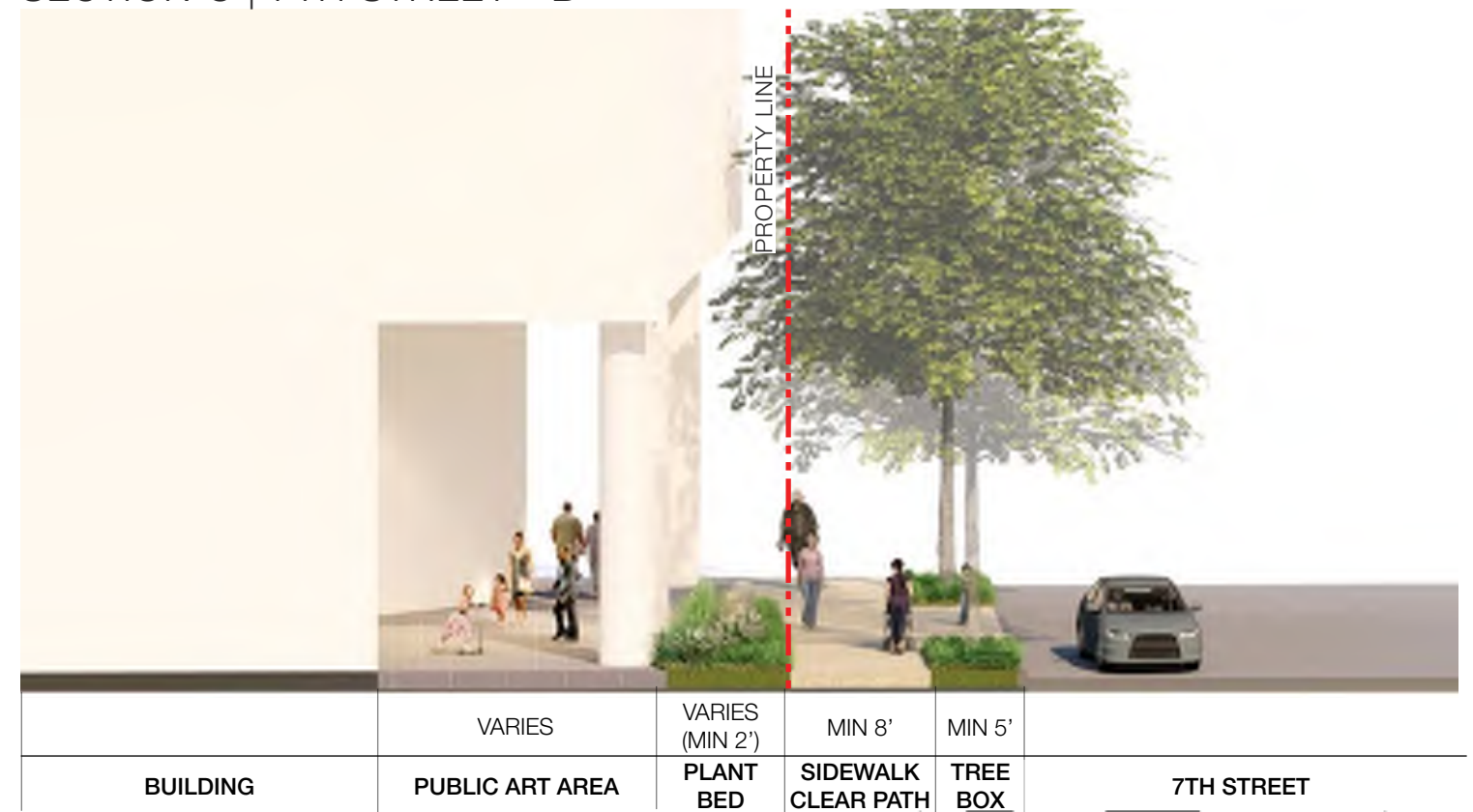
SECTION A | MAINE AVENUE



SECTION B | 7TH STREET - A



SECTION C | 7TH STREET - B



*FEATURES AND IMPROVEMENTS SHOWN IN PUBLIC SPACE AND/OR ON DC-OWNED LAND ARE CONCEPTUAL AND SUBJECT TO DISTRICT APPROVAL.

807 MAINE AVENUE WASHINGTON, DC • STREETScape SECTIONS

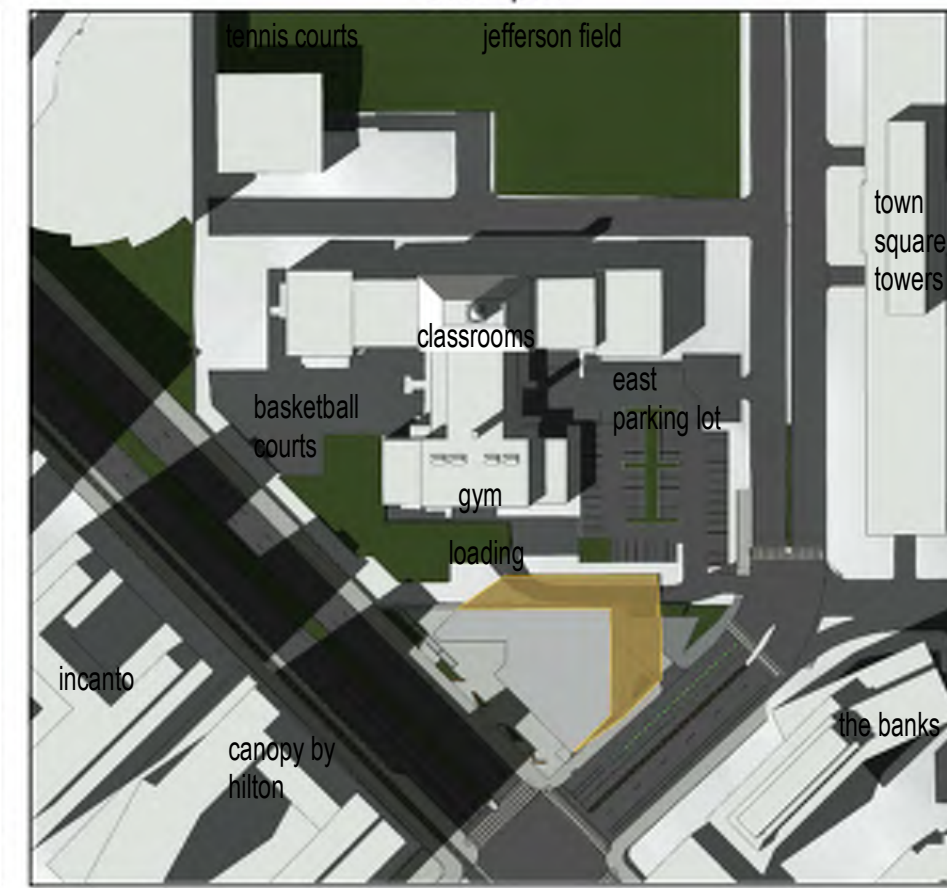
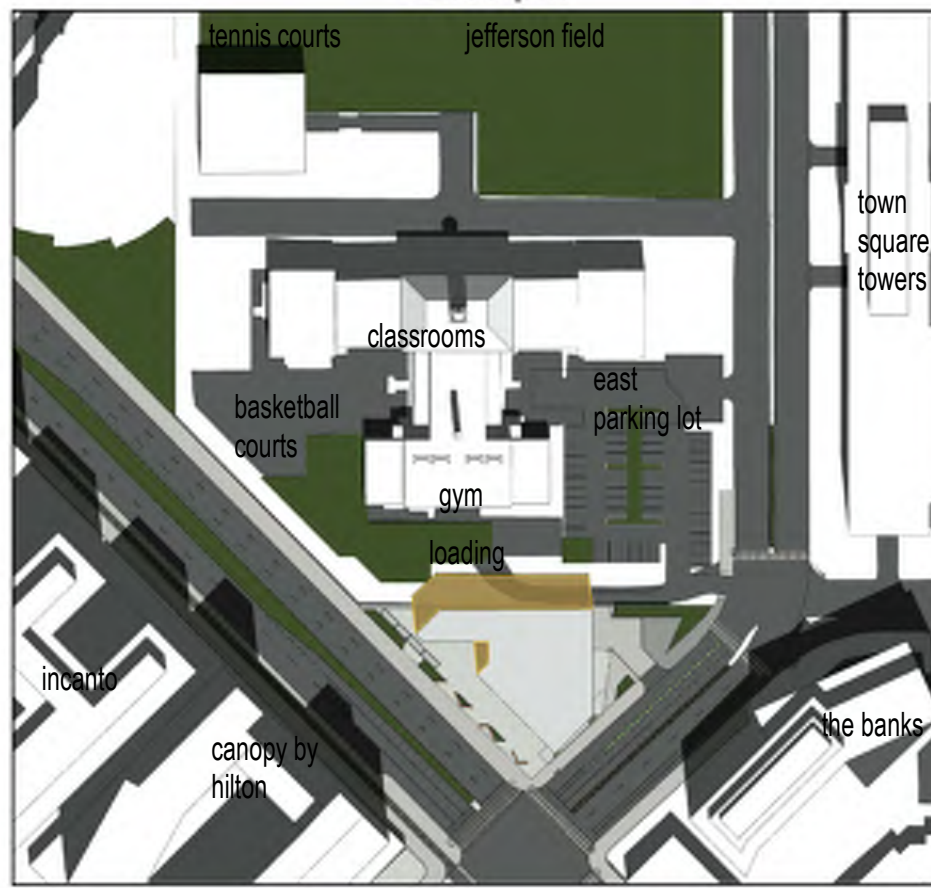
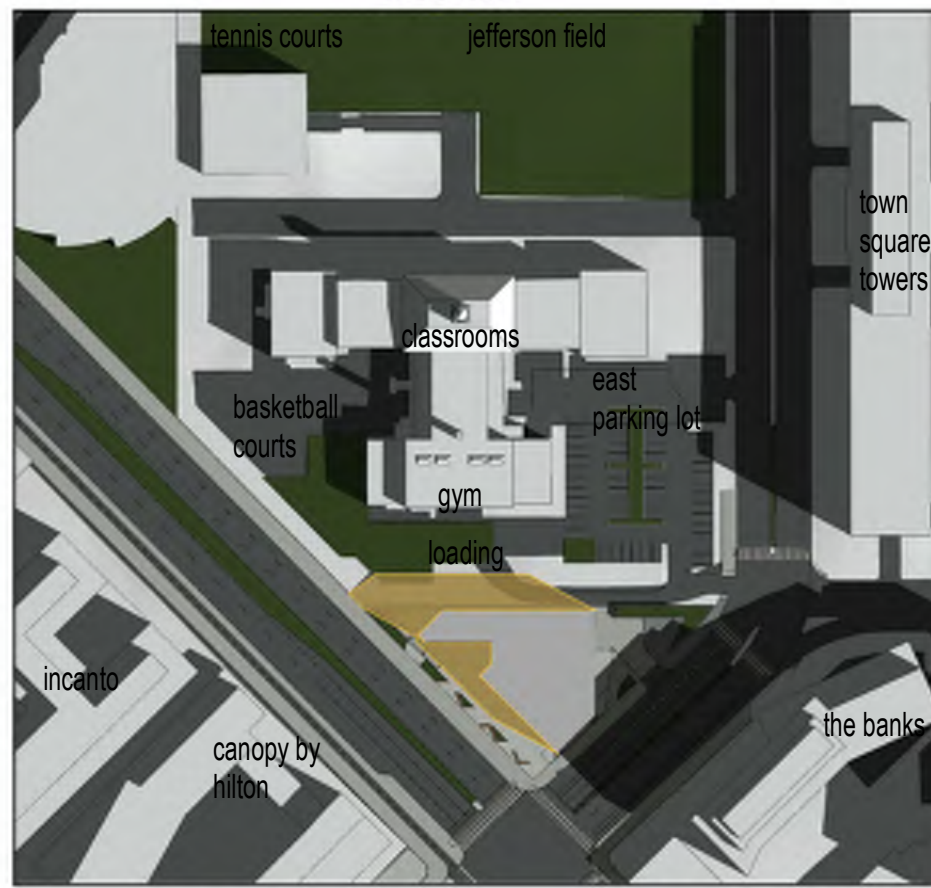
PN 2021071 | 08.26.2022 | MILL CREEK RESIDENTIAL TRUST

9:00 am

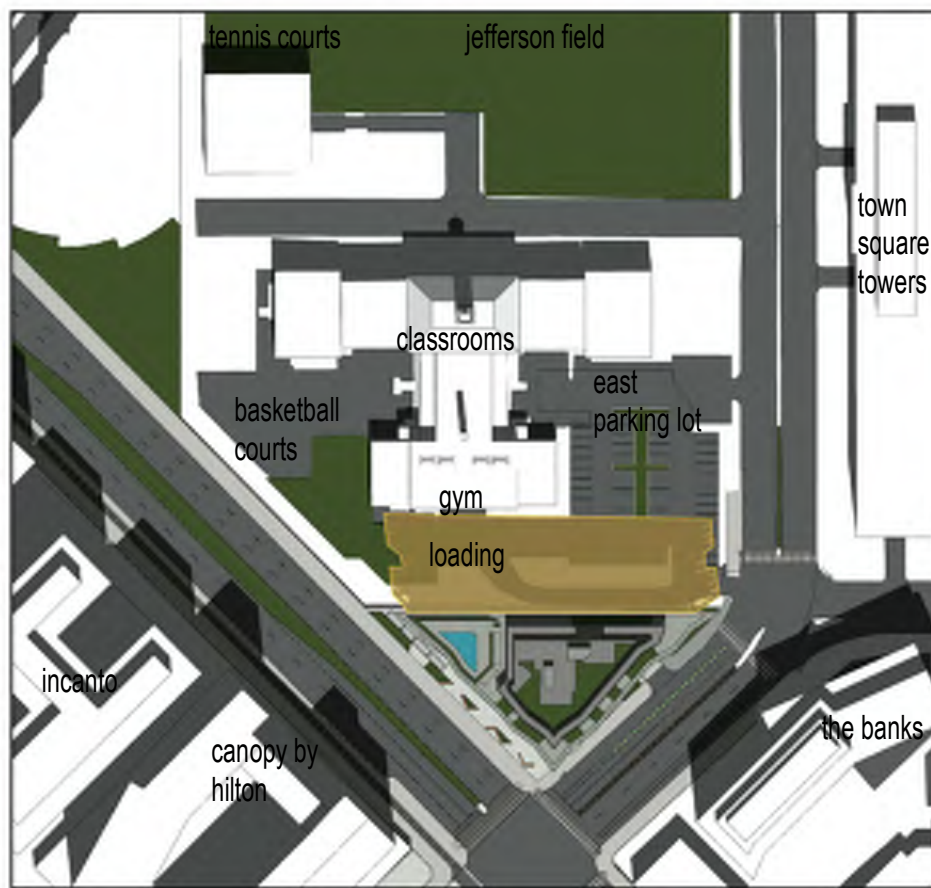
12:00 pm

3:00 pm

existing



proposed max height 110'



807 Maine Avenue SW | Washington, DC

shadow study - march & september 21st

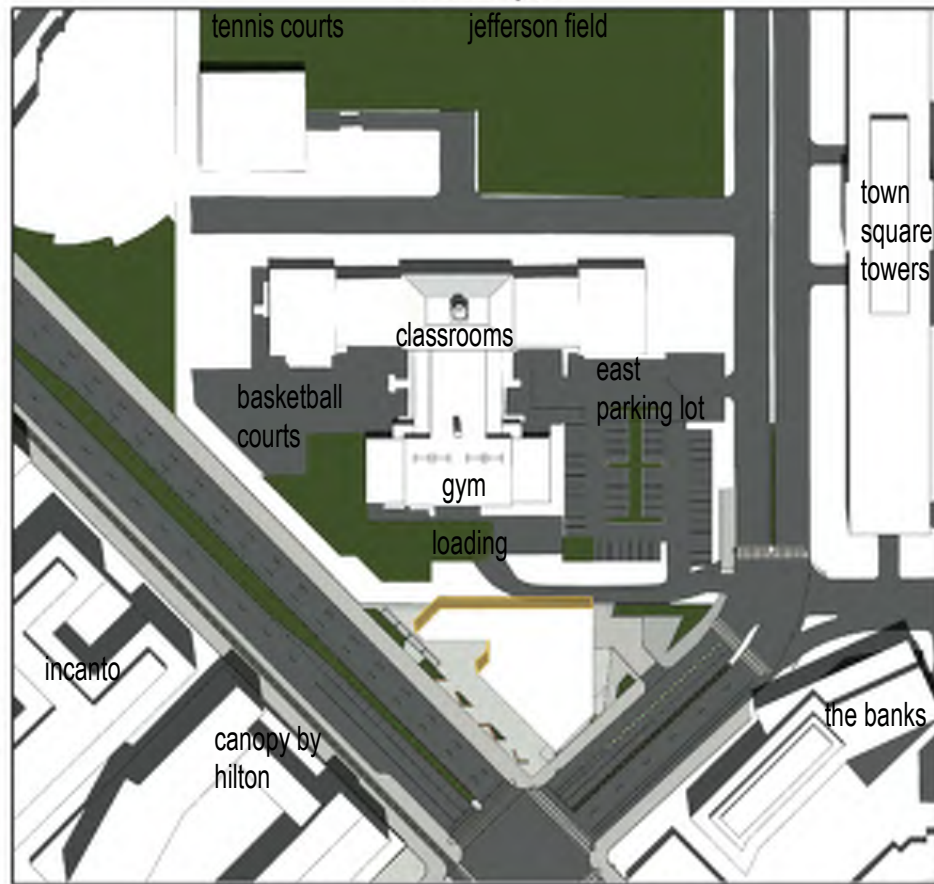
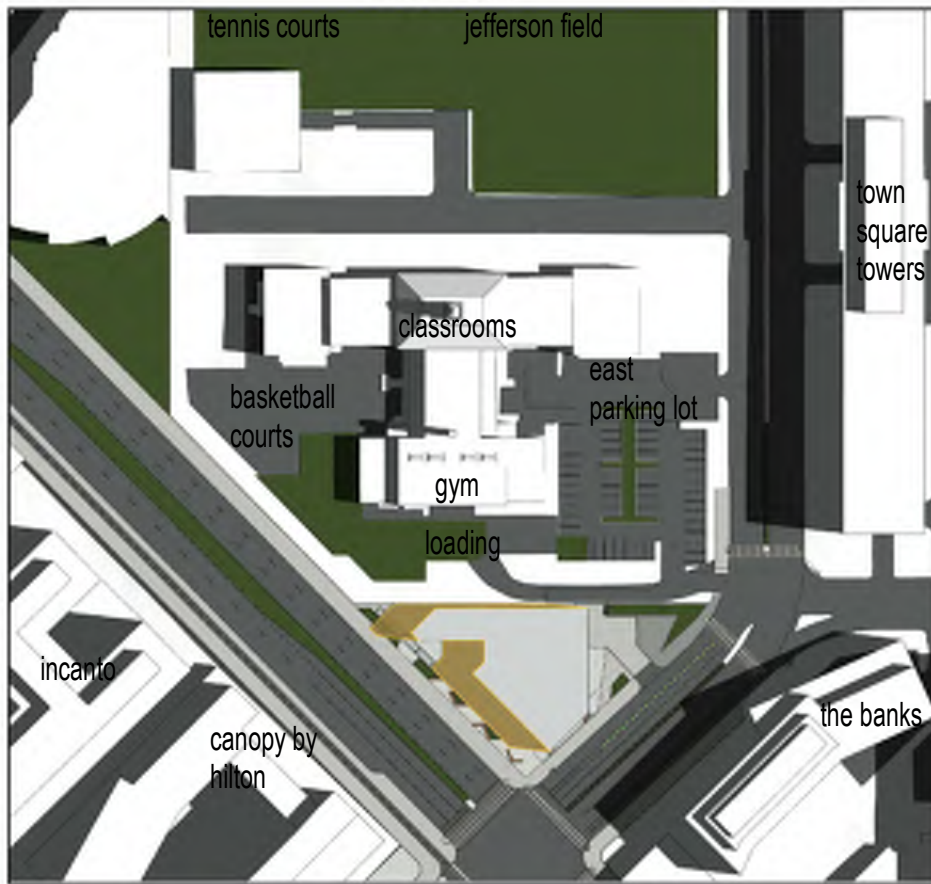
08.26.2022 | 041

9:00 am

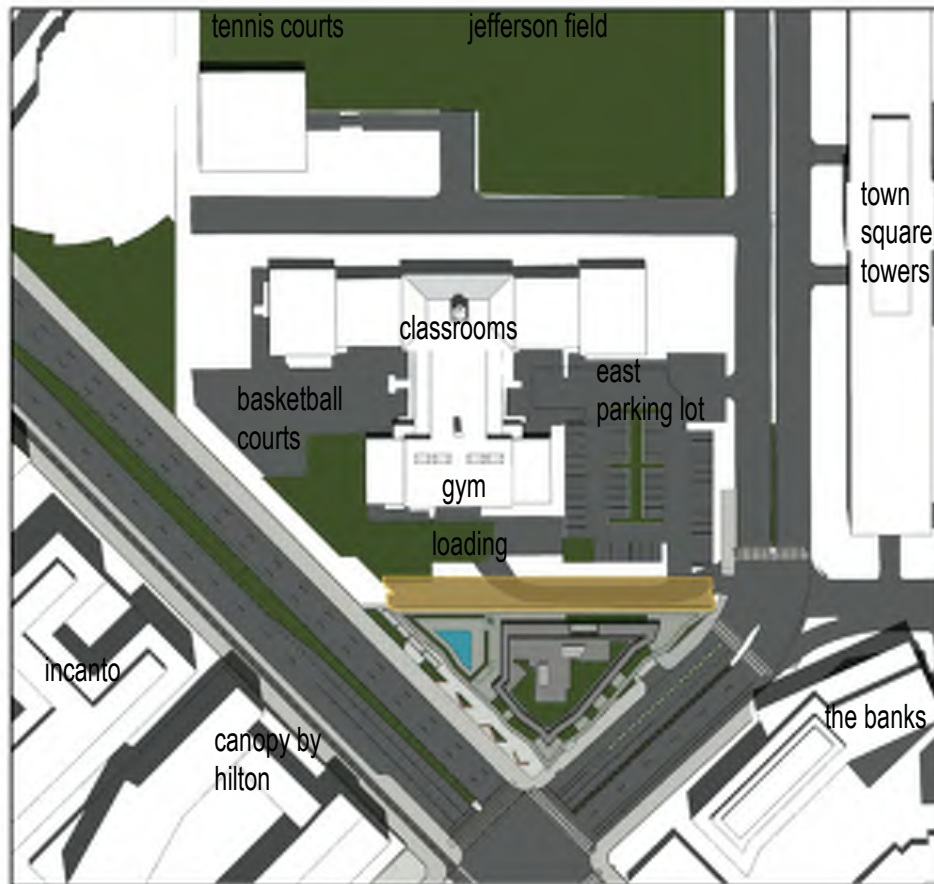
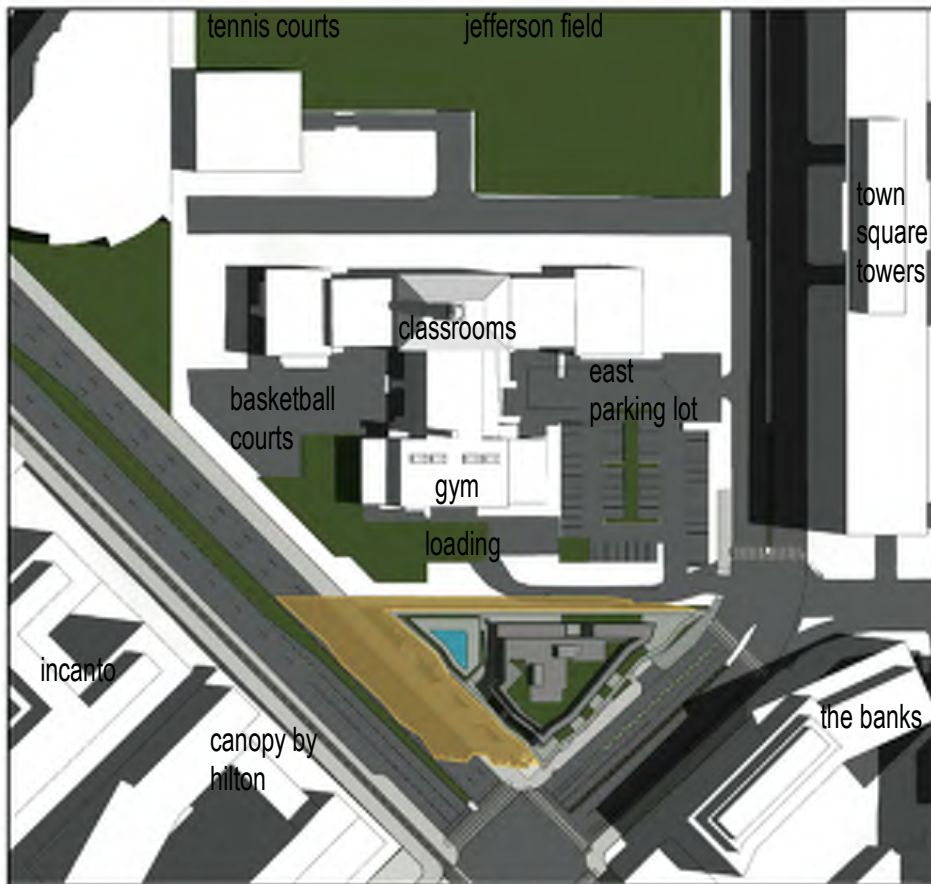
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existing



proposed max height 110'

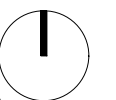


807 Maine Avenue SW | Washington, DC

shadow study - june 21st

08.26.2022

042



9:00 am

12:00 pm

3:00 pm

existing



proposed max height 110'



807 Maine Avenue SW | Washington, DC

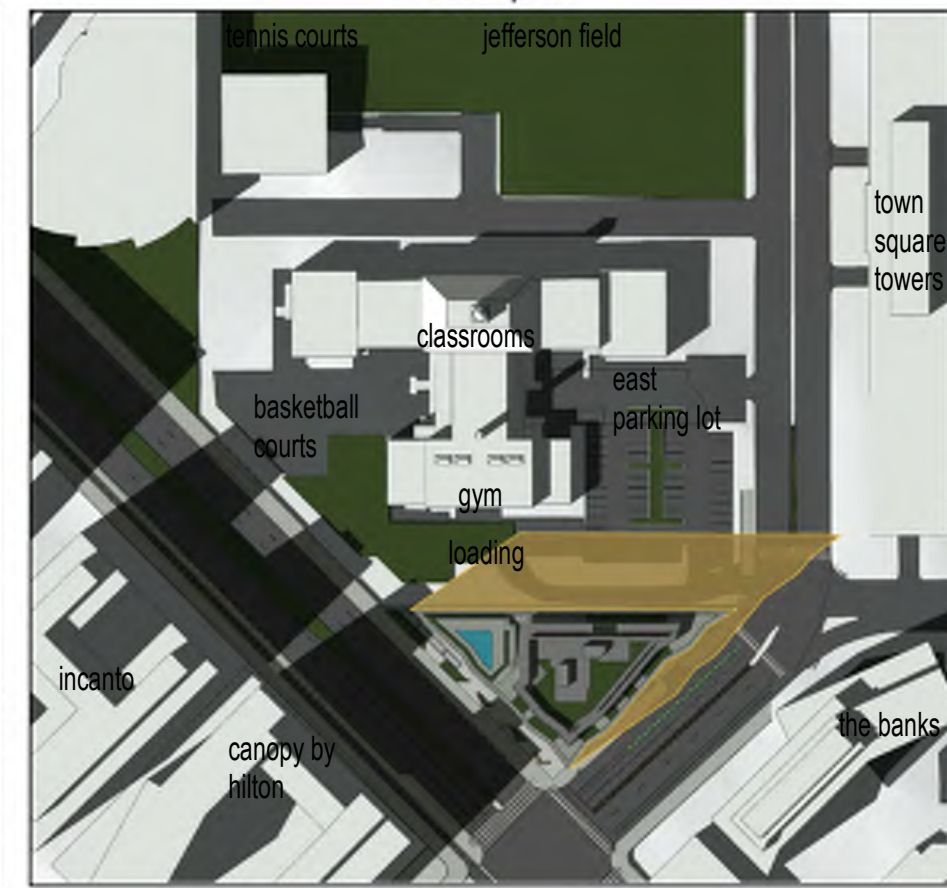
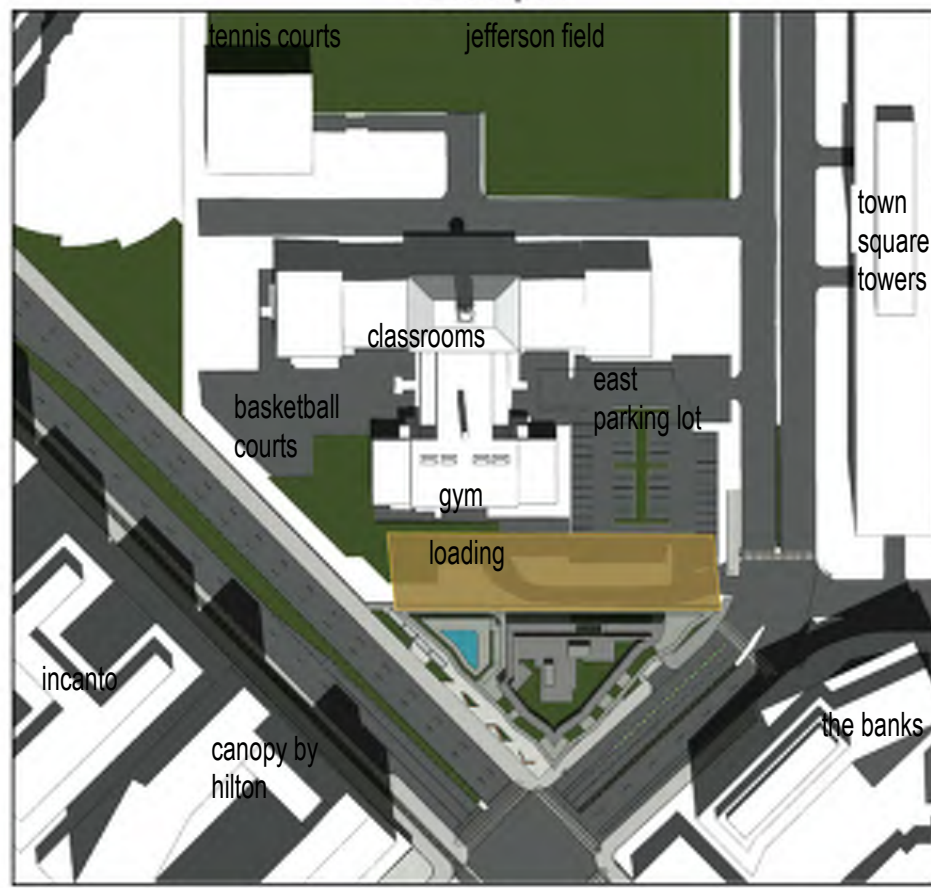
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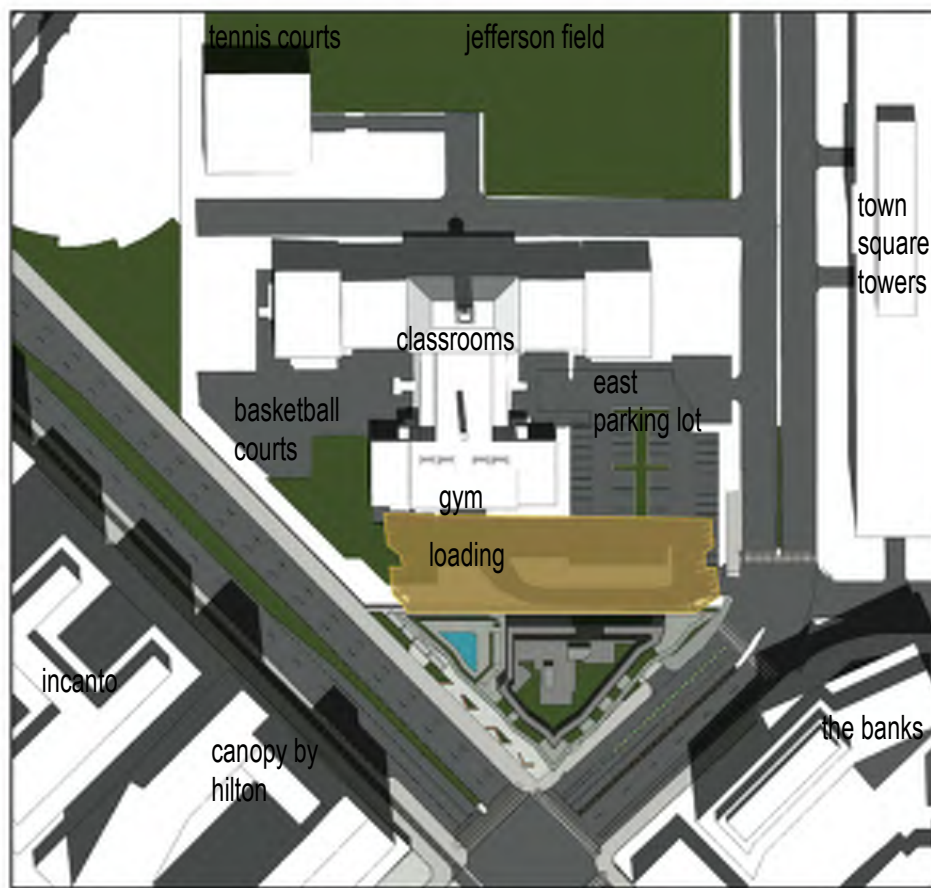
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3:00 pm

90' tall PUD



proposed max height 110'



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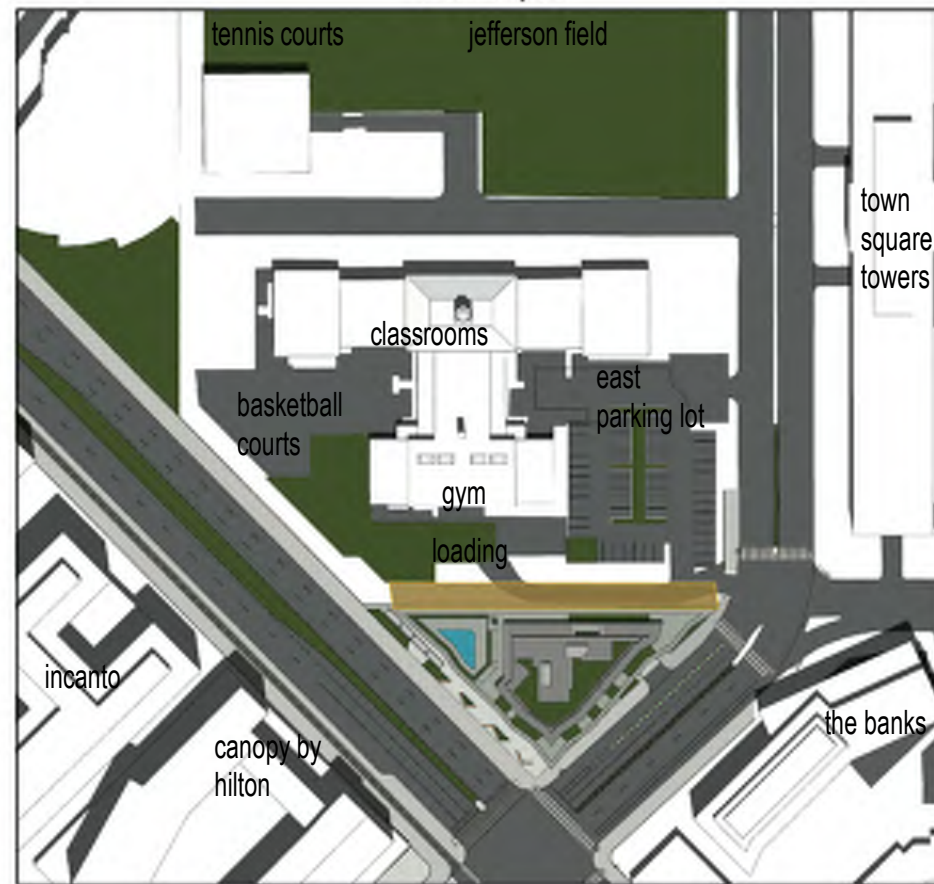
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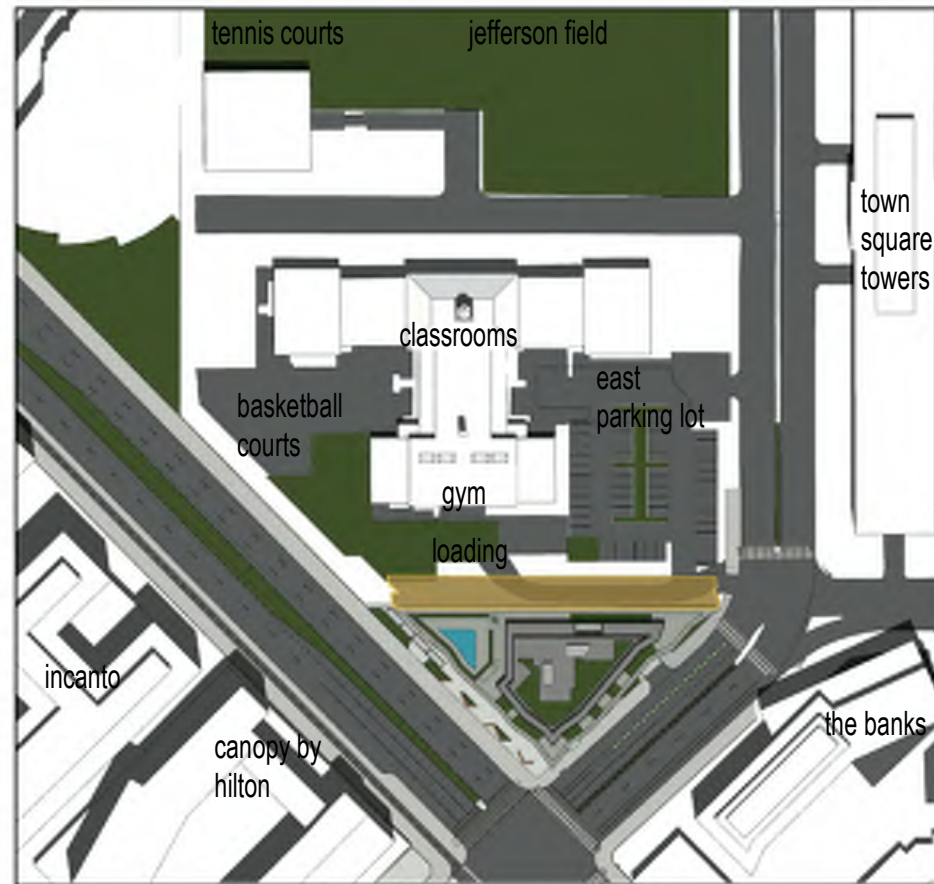
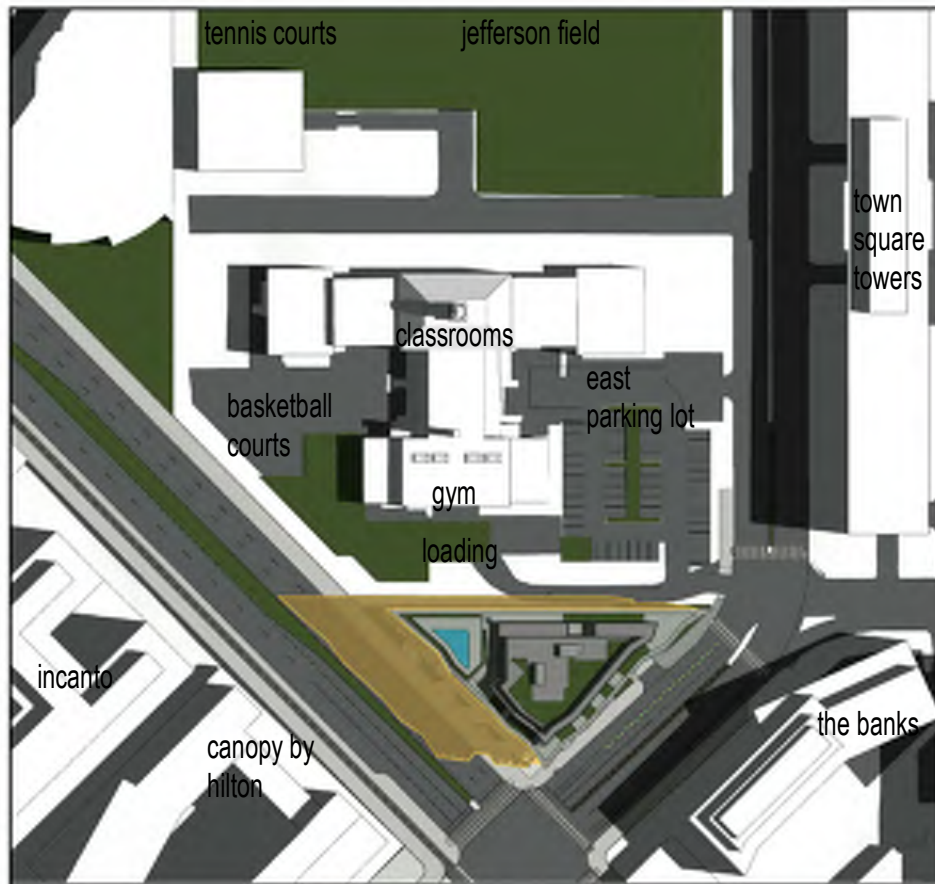
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3:00 pm

90' tall PUD



proposed max height 110'



807 Maine Avenue SW | Washington, DC

by right vs proposed - june 21st

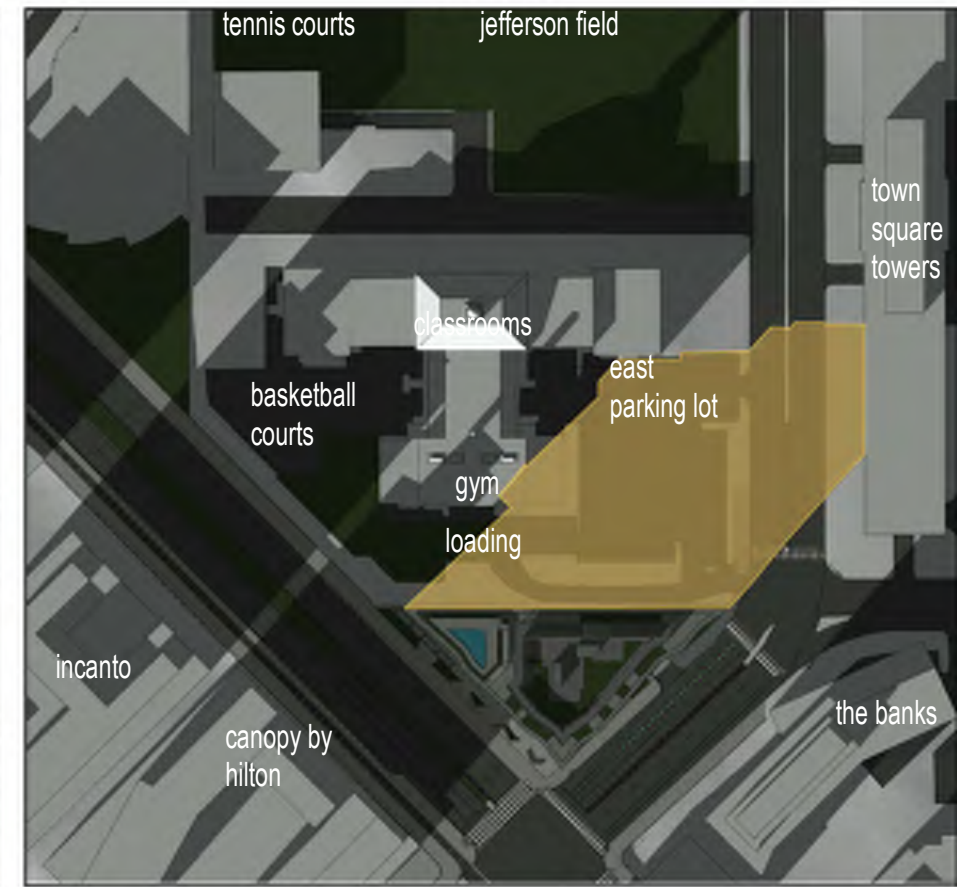
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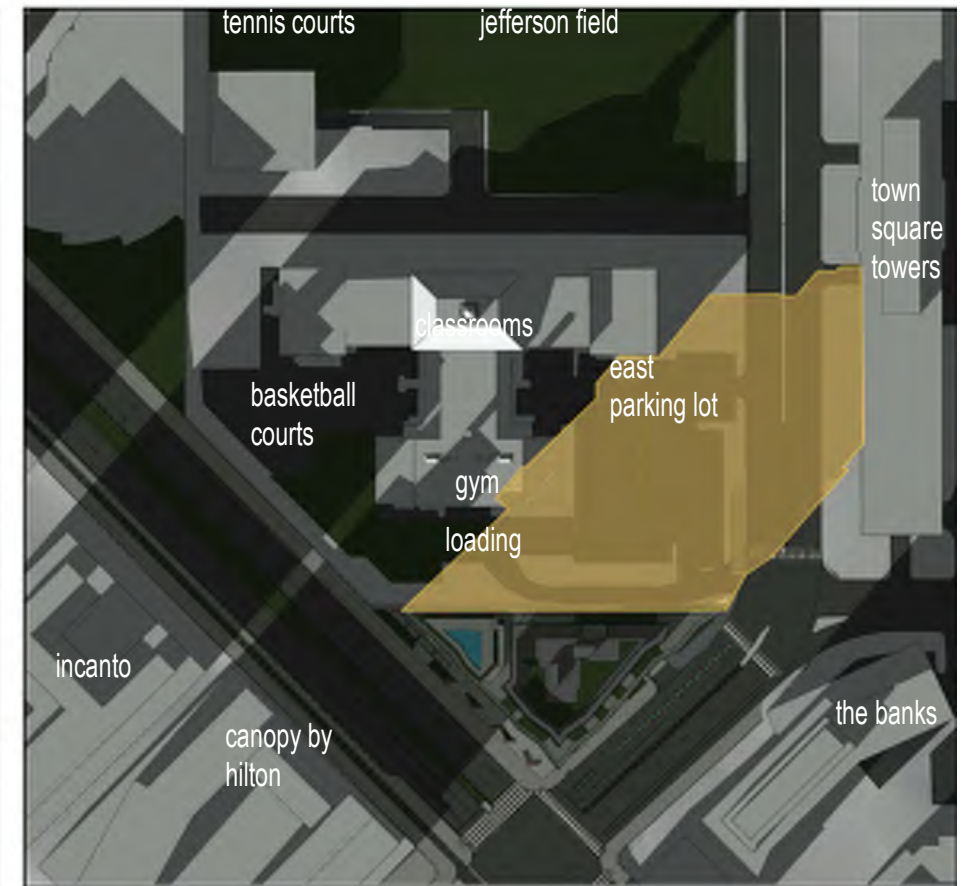
12:00 pm

3:00 pm

90' tall PUD



proposed max height 110'



807 Maine Avenue SW | Washington, DC

08.26.2022 | 046

Site Location

Metrorail (Red Line)

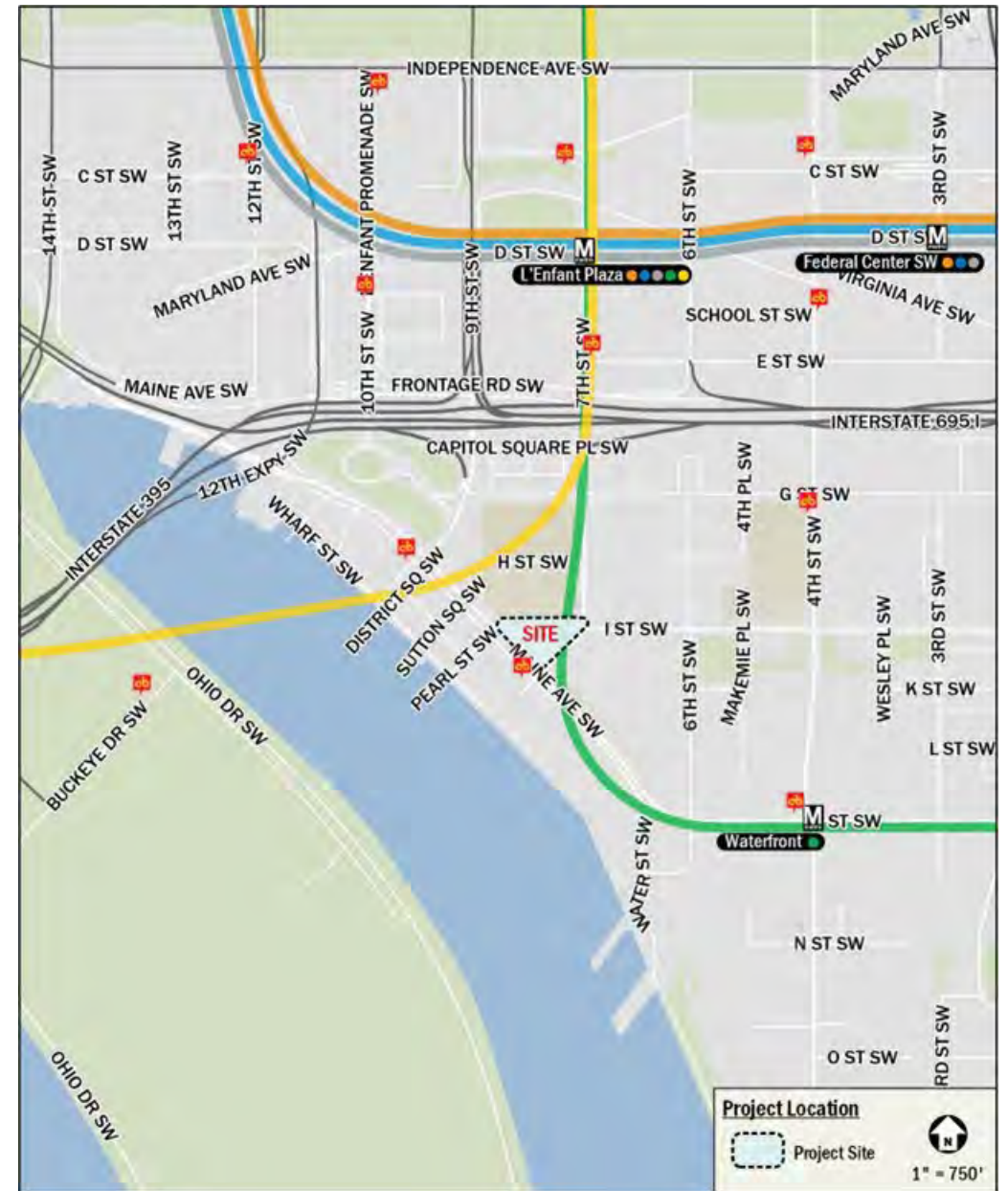
- Waterfront (0.4 miles)
- L'Enfant Plaza (0.5 miles)

Bus

- Metrobus Major: 52
- Metrobus Local: 74
- DC Circulator: EM-LP
- OmniRide: 612, D-300
- *moveDC* Transit Priority: 7th Street, M Street
 - Corridors where DDOT prioritizes transit infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections

Bicycle Facilities

- Off-Street Trails: Maine Avenue Cycle Track
- Protected Bicycle Lanes: 4th St, P St, I St (future)
- Capital Bikeshare (2 stations, 32 docks total) within 5-minute walk



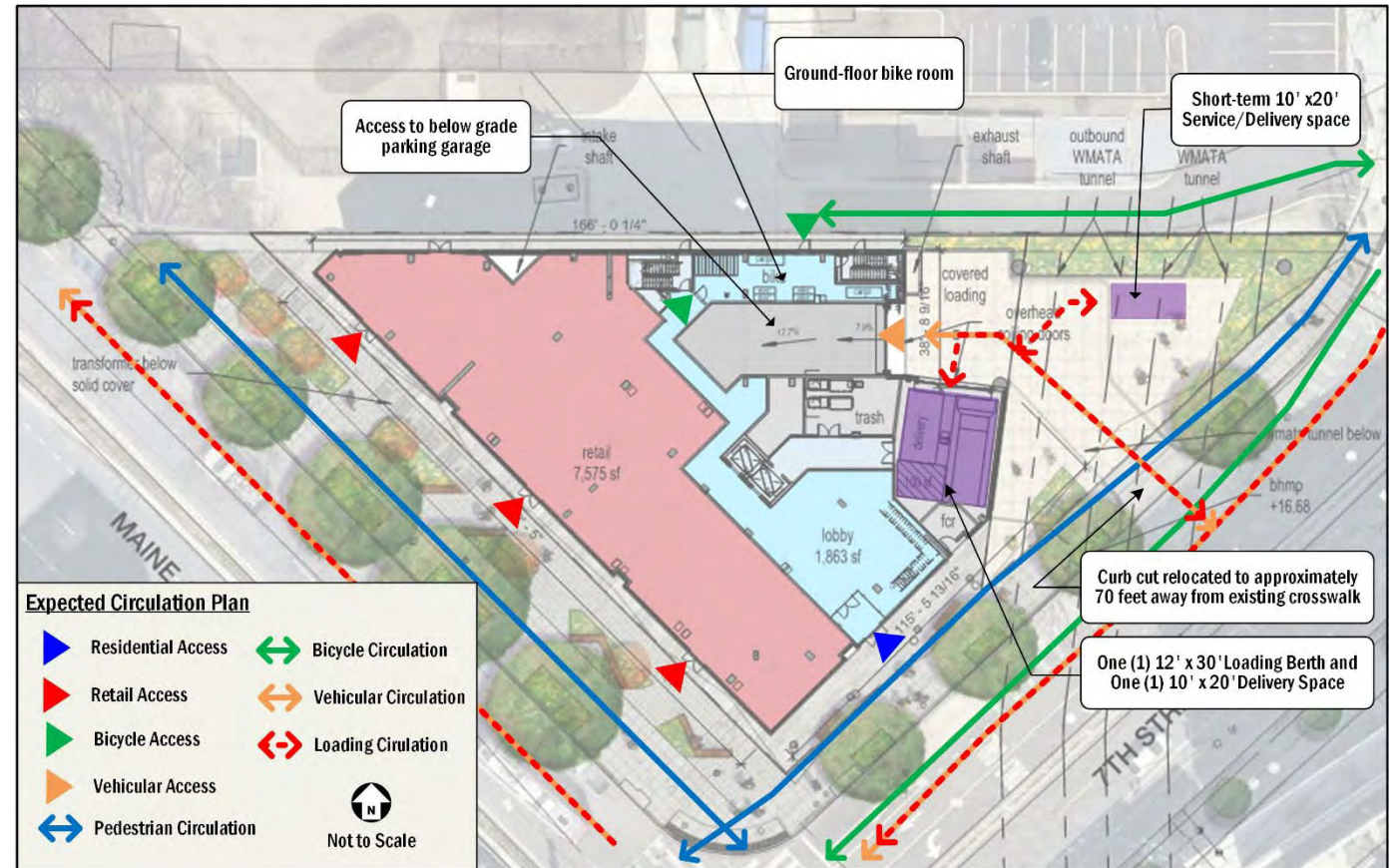
Access and Circulation

Vehicular Access

- Via improved existing curb cut on 7th Street relocated further away from I Street

Non-Auto Access

- Via 7th Street and Maine Avenue
- Bicycle rooms available from 7th Street on ground floor and first parking level



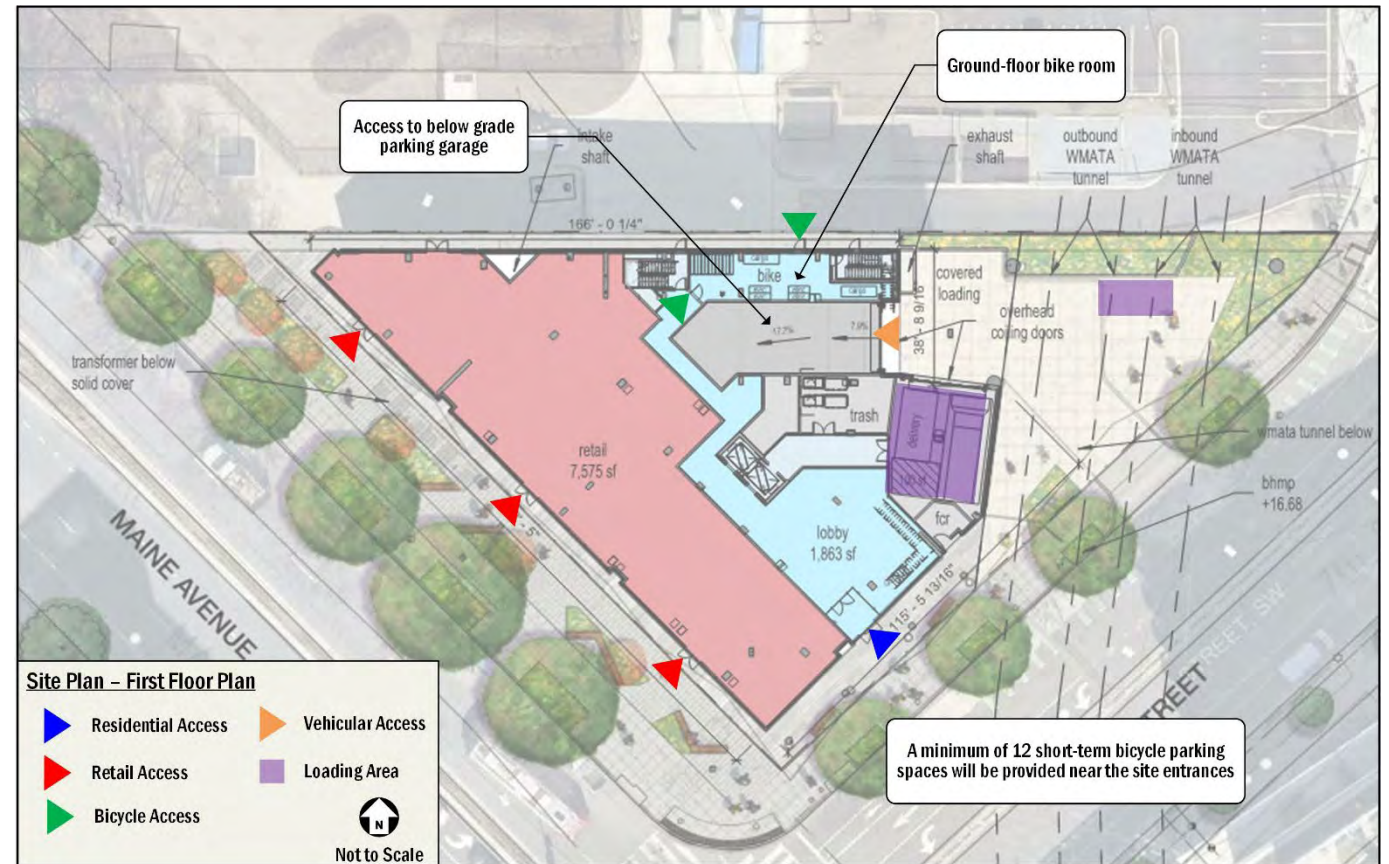
Parking

Vehicle Parking

- 78 spaces (72 required)
 - 8 electric vehicle charging spaces

Bicycle Parking

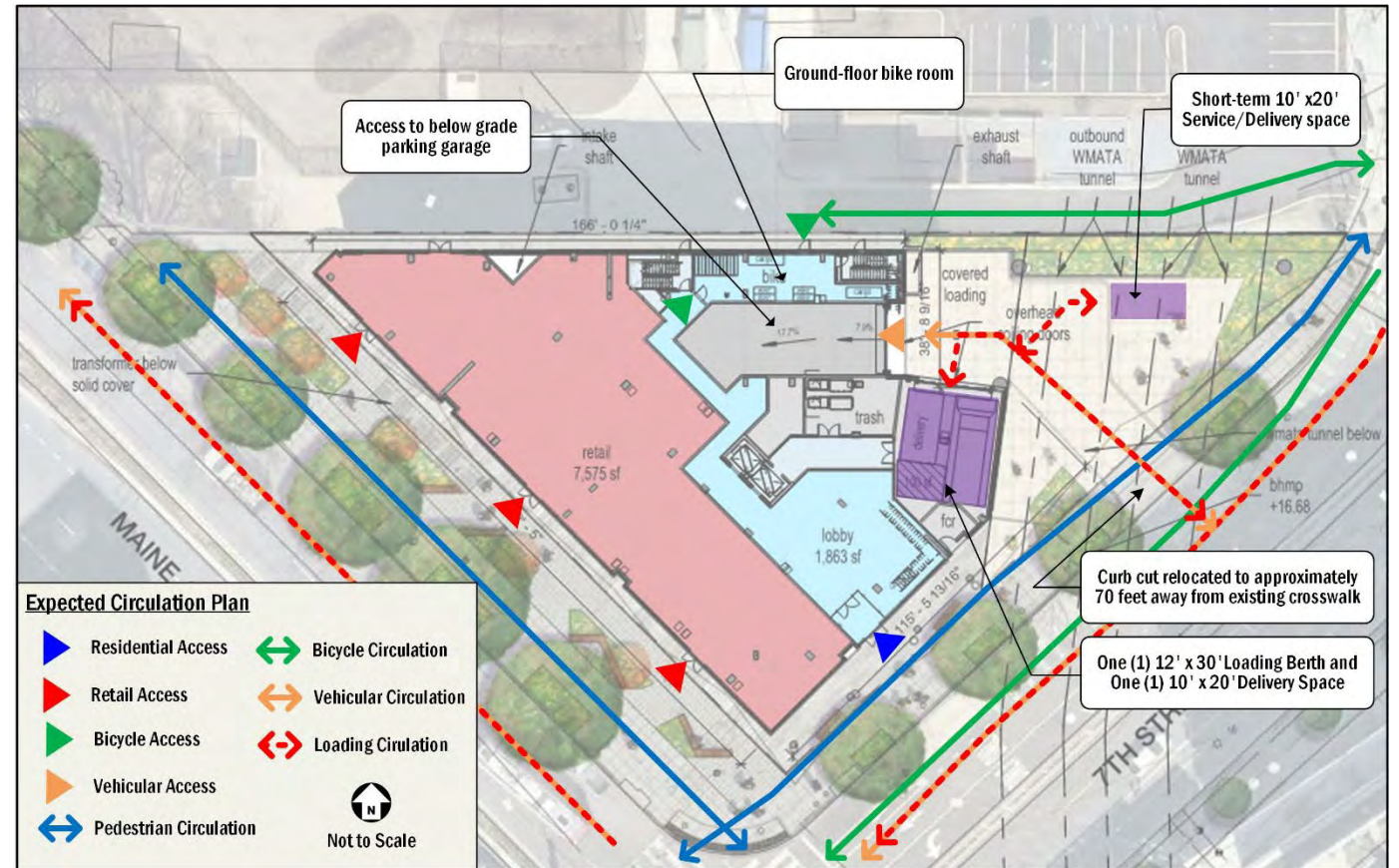
- Long-Term: 84 spaces (69 required)
 - 4 cargo/tandem spaces
 - 9 spaces with electrical outlets
- Short-Term: 12 spaces (12 required)



Loading

Loading

- Ground floor loading facilities
- One (1) 30' loading berth
- Two (2) 20' service/delivery spaces
- Head in/head out access from 7th St



Loading Management Plan

- Designates loading manager
 - Coordinate/schedule loading activities
 - Distribute suggested truck routing maps and other flyer materials
 - Work with community/neighbors to resolve conflicts
- Requires residents to use loading area for deliveries and move-in/move-out
- Requires tenants/retail vendors to schedule deliveries that use loading area (20-ft trucks or greater)
- Restricts delivery trucks over 30 feet in length from serving the site

Vehicular Trip Generation Comparison

Mode	Land Use	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Saturday Peak Hour (veh/hr)		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Auto	Residential	3	6	9	6	5	11	8	8	16
	Retail	1	0	1	1	2	3	1	2	3
	Existing Office	-17	-2	-19	-3	-17	-20	-3	-2	-5
	Total	-13	4	-9	4	-10	-6	6	8	14

- Methodology and assumptions based on local and national standards
- Vetted and approved by DDOT
- The proposed development program will result in 9 fewer vehicular trips in the AM peak hour, 6 fewer vehicular trips in the PM peak hour, and 14 additional vehicular trips in the Saturday peak hour

Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Provide TDM materials and Loading Management Plan (LMP) to new residents and employees
 - Includes an offer of a SmarTrip card and a complimentary Capital Bikeshare coupon good for a free ride
- Exceed zoning requirements for bicycle parking
- Accommodate non-traditional sized bicycles (cargo, tandem, kids' bikes, etc.)
- Unbundle cost of vehicle parking from lease/purchase agreement
- Install electric vehicle (EV) charging stations

DDOT Coordination

Comprehensive Transportation Review (CTR)

- Development meets criteria for Low Impact Development Exemption for CTR and TIA
- Scoping document finalized July 7, 2022
- Multimodal assessment performed
 - Trip generation analysis accepted by DDOT
 - Transportation Demand Management (TDM) Plan accepted by DDOT

DDOT no objection with conditions:

- Implement the TDM Plan as proposed in the CTR with one (1) revision – **Agree**
 - **Revision** – *State the specific minimum number of long-term bicycle parking spaces to be provided as horizontal on the floor, cargo/tandem-sized, and served by electrical outlets (currently cited as percentages) in final Order*
- Design/fund/construct a protected bike lane on the west side of 7th St between I St and Maine Ave with any infrastructure deemed necessary by DDOT to manage bus-bike conflicts prior to issuance of Certificate of Occupancy – **Agree**

Low Impact Development Waiver from CTR/TIA

- Development meets criteria for Low Impact Development Exemption for CTR and TIA

Condition	Met/Not Met	Description
Must be located within ½ mile of a Metrorail station or ¼ mile from a Streetcar, Circulator, or Priority Corridor Network Metrobus Route	Met	The 807 Maine Avenue SW site is located approximately 0.4 miles from the Waterfront Metro Station, 0.5 miles from the L'Enfant Metro station, and is less than 0.1 miles from bus stops served by Metrobus routes and the DC Circulator.
The total number of parking spaces provided on-site is below the amount calculated using DDOT's Preferred Maximum Vehicle Parking Rates for the applicable distance from transit	Met	The proposed development will provide a total of 78 parking spaces for residential and retail use, one (1) space less than DDOT's Preferred Maximum Vehicle Parking Rates of 79 spaces.
Site has 100 or fewer proposed parking spaces	Met	The development will provide 78 parking spaces in a two-level below grade garage.
Implement a Baseline Tier TDM Plan	Met	A Baseline Tier TDM Plan will be implemented.
Ensure there is a complete pedestrian network that meets DDOT and ADA standards surrounding the site and to the nearest high-frequency transit stop. The Applicant must also install at least one (1) pedestrian, bicycle, or transit improvement along walking routes to other transit stops, neighborhood amenities, or recreational locations. Off-site improvements could include installation of any missing or non-compliant sidewalks and curb ramps, curb extensions, closure of slip lanes, or other pedestrian safety improvements outlined in Section 1.5.2	Met	Pedestrian facilities surrounding the site meet DDOT and ADA requirements as shown in Figure 9. The proposed development will coordinate with DDOT to provide a protected bicycle lane in front of the site on 7 th Street between I Street and Maine Avenue.
Curb cuts and loading design meet DDOT standards or have received PSC approval (zoning relief from loading berths or service delivery spaces is acceptable)	Met	Vehicular access to the site will be provided via an existing curb cut on 7 th Street which will be modified as part of the proposed development to meet DDOT standards. The development will provide one (1) service/delivery space (10' x 20') and one (1) loading berth (30' x 20') with an adjacent loading platform, and one short-term 20-foot service/delivery space exceeding the zoning requirements.
Site meets all ZR16 requirements for short-term bicycle parking and locker/shower facilities, and exceed the requirements for long-term bicycle parking	Met	A minimum of 12 short-term and a total of 84 long-term spaces will be provided, exceeding the ZR16 requirements
A minimum of two (2) electric vehicle charging stations are provided if site has 20 or more parking spaces (otherwise exempt)	Met	The development will provide a minimum of two (2) electric vehicle charging stations.

Multimodal Trip Generation

Mode	Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Auto	Residential	3	6	9	6	5	11	8	8	16
	Retail	1	0	1	1	2	3	1	2	3
	Existing Office	-17	-2	-19	-3	-17	-20	-3	-2	-5
	Total	-13	4	-9	4	-10	-6	6	8	14
Transit	Residential	10	20	30	19	16	35	26	27	53
	Retail	7	5	12	16	16	32	16	16	32
	Existing Office	-30	-4	-34	-7	-28	-35	-5	-4	-9
	Total	-13	21	8	28	4	32	37	39	76
Bike	Residential	1	2	3	2	1	3	2	3	5
	Retail	2	1	3	5	4	9	5	4	9
	Existing Office	-3	0	-3	-1	-2	-3	0	-1	-1
	Total	0	3	3	6	3	9	7	6	13
Walk	Residential	3	7	10	7	5	12	10	9	19
	Retail	10	6	16	23	22	45	24	21	45
	Existing Office	3	0	3	1	2	3	0	-1	-1
	Total	16	13	29	31	29	60	34	29	63

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

- The Zoning Commission shall find that the proposed development:
 1. Is **not inconsistent with the Comprehensive Plan** and with other adopted public policies and active programs;
 2. Does not result in unacceptable impacts but instead **impacts shall be favorable, capable of being mitigated, or acceptable** given the quality of public benefits; and
 3. Includes specific **public benefits and project amenities** that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.
- 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.

NOT INCONSISTENT WITH THE COMPREHENSIVE PLAN

“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...**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

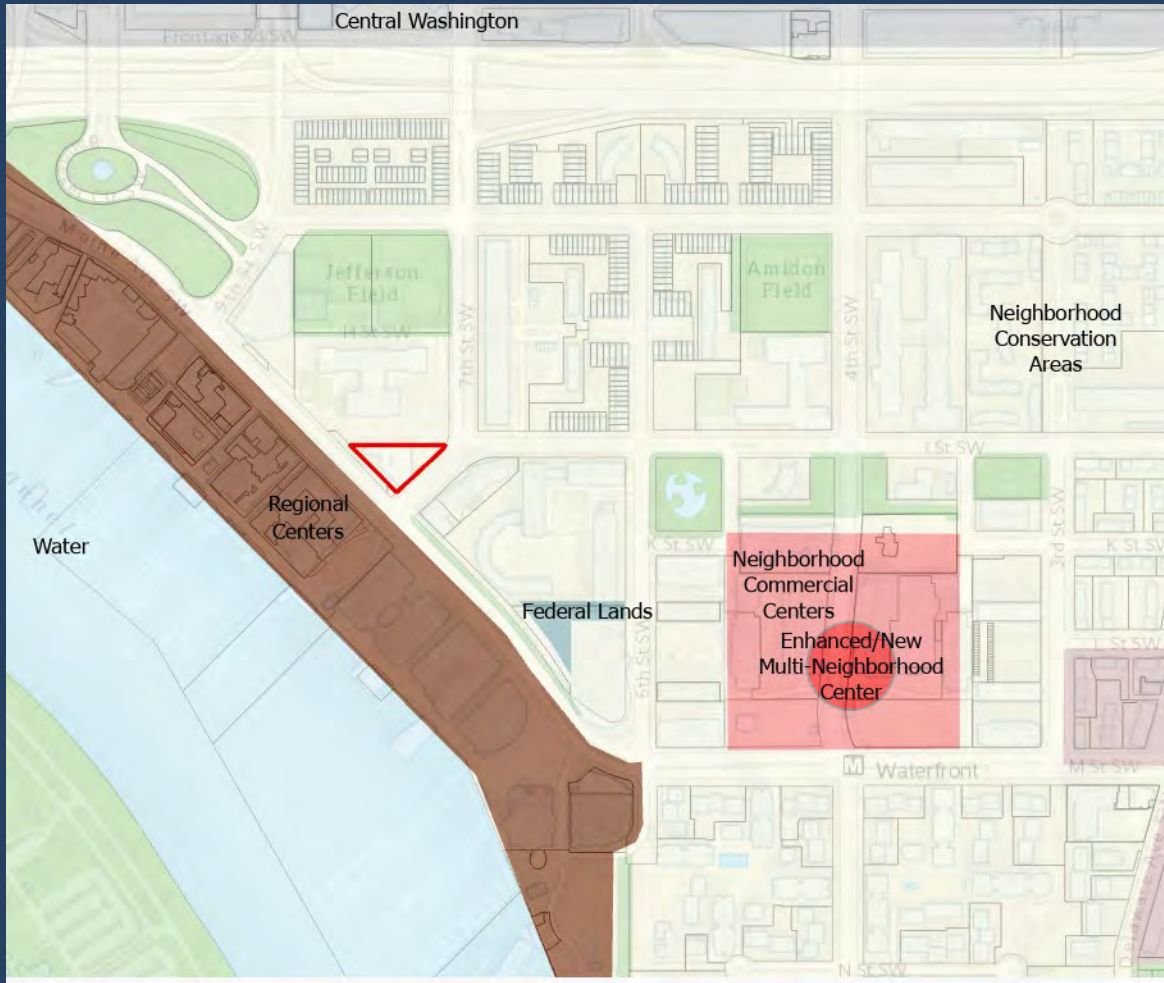
“Prepare and implement tools, including training, to assist District agencies in evaluating and implementing the Comprehensive Plan’s policies and actions through an equity, particularly a racial equity lens...This shall specifically include a process for the Zoning Commission to evaluate all actions **through a racial equity lens as part of its Comprehensive Plan consistency analysis.**” *Implementation Element at Section 2501.8*

RACIAL EQUITY LENS

- Comprehensive Plan (GPM, FLUM, Citywide / Area Elements)
- SW Neighborhood [Small Area] Plan
- Mayor’s Housing Equity Report
- Sustainable DC
- Climate Ready DC – Resilient Design Guidelines

GENERALIZED POLICY MAP

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.
- **Densities are guided by the Future Land Use Map and Comprehensive Plan policies.**
- Approaches to managing **context-sensitive growth** in Neighborhood Conservation Areas may vary based on neighborhood socio-economic and development characteristics.
- Proposed **PUD is compatible** with the scale and character of surrounding area and will help address citywide housing needs.

GENERALIZED POLICY MAP

NEIGHBORHOOD CONSERVATION AREA



Southwest Neighborhood Plan:

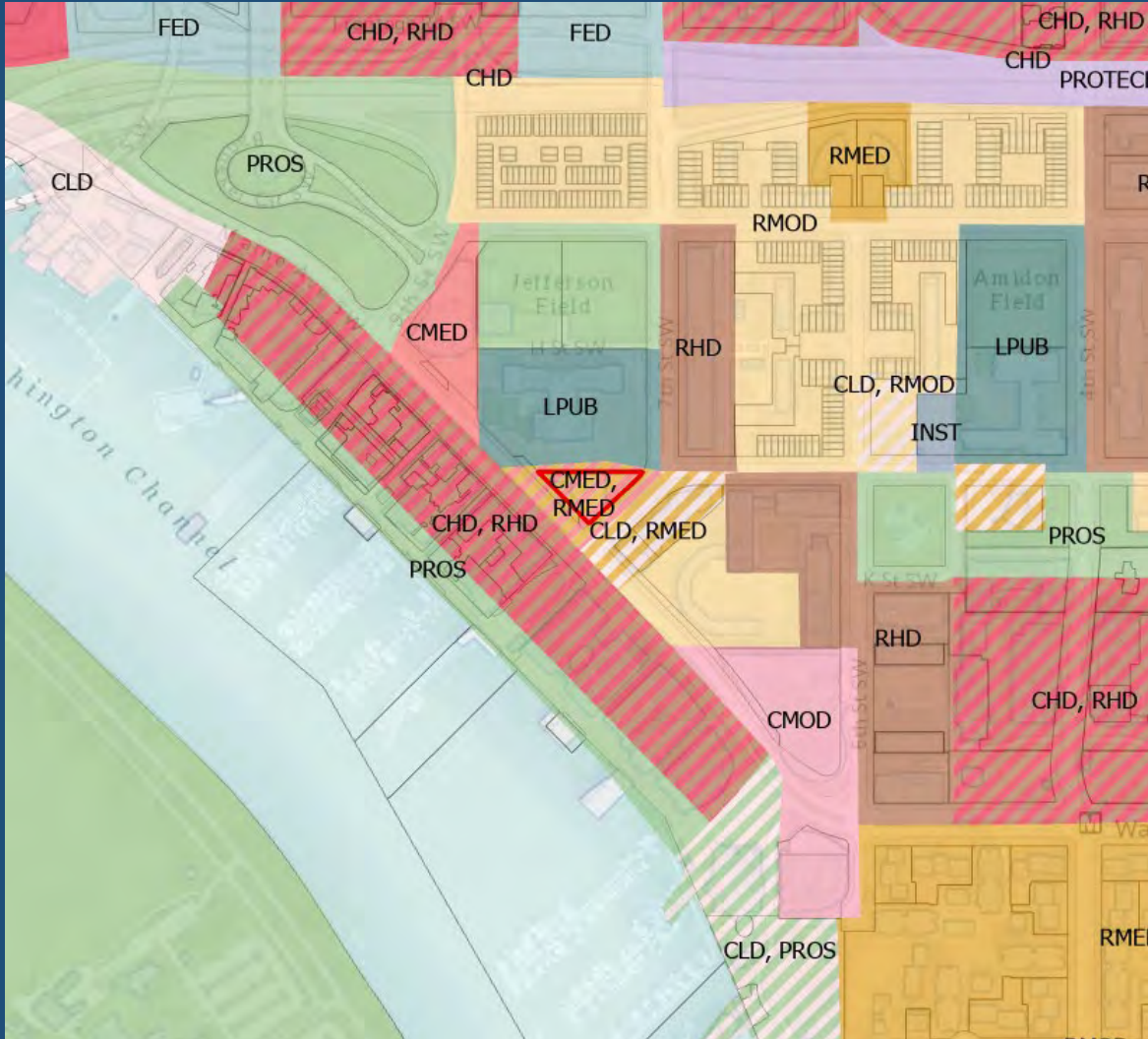
Its high-rise and low-rise building heights,...exemplifies another defining urban design feature of Southwest that contributes to the neighborhood's physical character.

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.

FUTURE LAND USE MAP

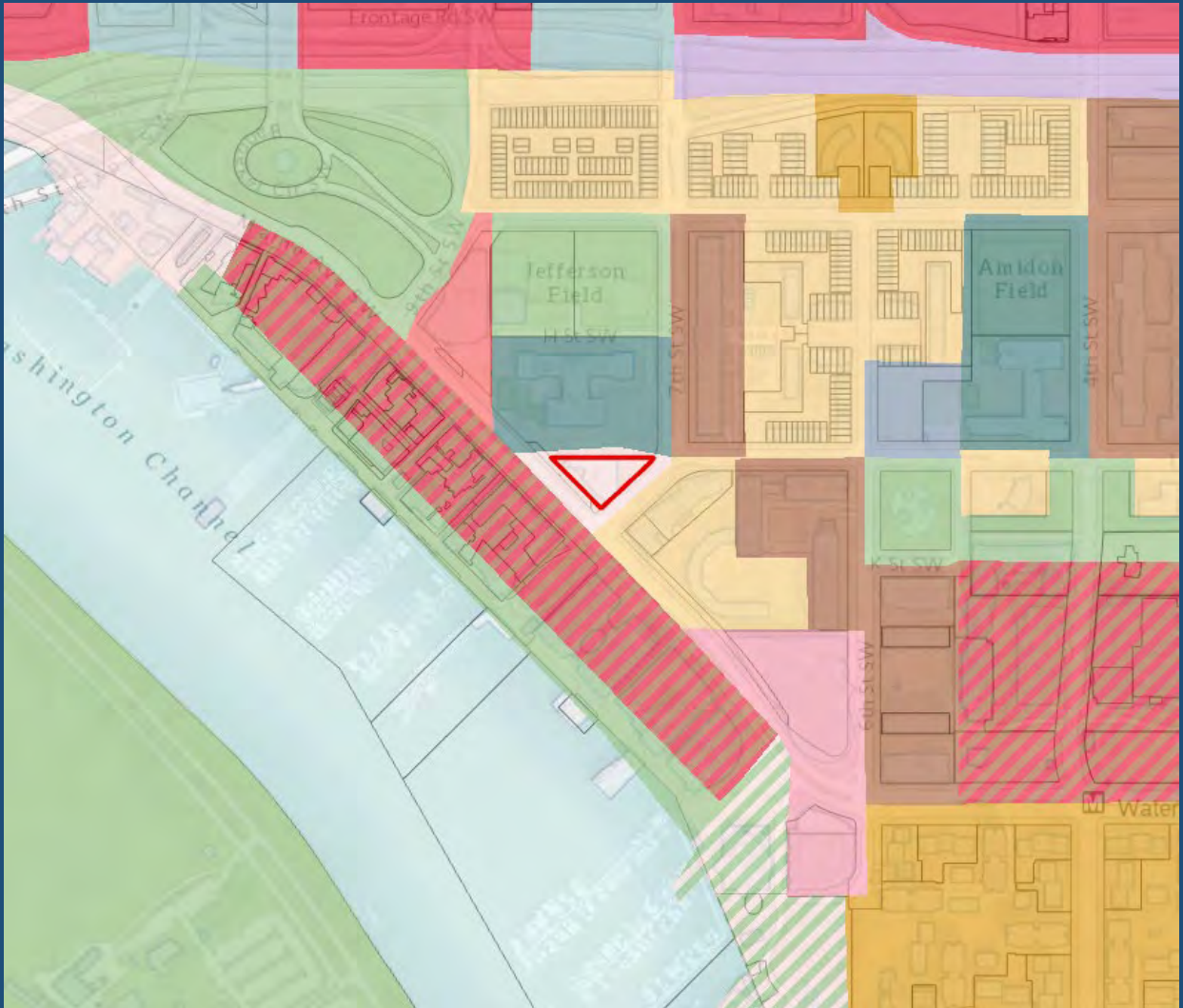
MIXED USE (MEDIUM DENSITY COMMERCIAL / MEDIUM DENSITY RESIDENTIAL)



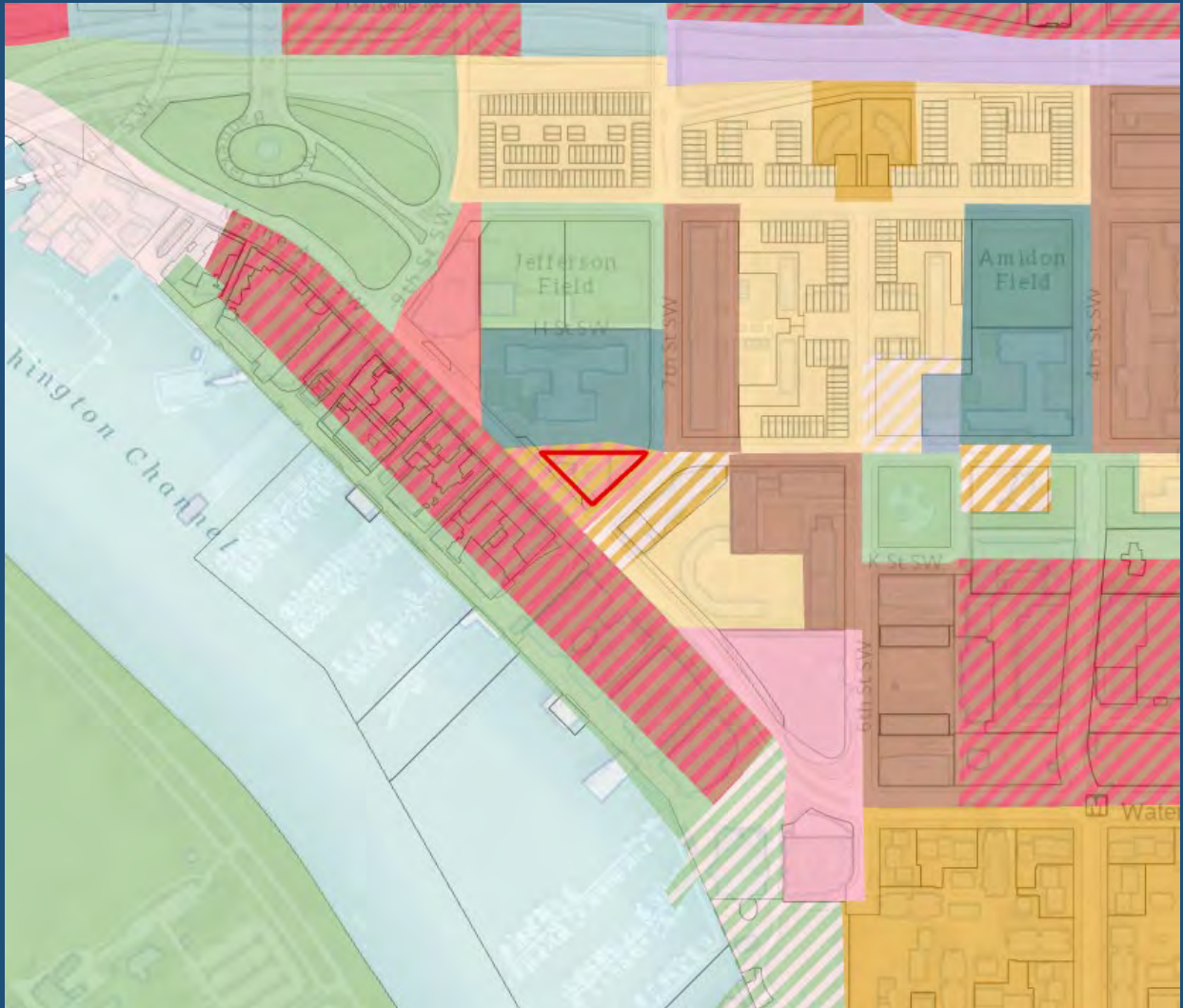
- Areas where the mixing of two or more land uses is encouraged.
- MU-10 zone intended to be applied to areas where a mixture of uses and building densities is intended to carry out elements of the Comp Plan and small area plans.
- General density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. Preferred use may be depicted by higher density stripe, or expressed in Area Elements and small area plan(s).
- FLUM denotes medium density mixed-use development with no preference for one use over another.
- Other policies and plans suggest preference for residential use.

FUTURE LAND USE MAP

MIXED USE (MEDIUM DENSITY COMMERCIAL / MEDIUM DENSITY RESIDENTIAL)



2011



2021

FUTURE LAND USE MAP

MIXED USE (MEDIUM DENSITY COMMERCIAL / MEDIUM DENSITY RESIDENTIAL)

Framework Element Guidance on **Medium Density Commercial** Land Use Designation

- Designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas.
- Buildings are larger and/or taller than those in Moderate Density Commercial areas
- Typical [MOR] density ranges between 4.0 - 6.0 FAR, with greater density possible through IZ and PUD
- The MU-10 Zone District is consistent with the Medium Density Commercial category
- MU-10
 - MOR: 6.0 FAR (7.2 FAR w/ IZ) / 90 ft. (100 ft. w/ IZ)
 - PUD: 8.64 FAR / 110 ft.

	Zone	Max. FAR (PUD)
Existing Zoning Permitted	MU-12	3.6
Proposed Zoning Permitted	MU-10	8.64
Proposed Project	MU-10	8.64

ZONING COMMISSION RACIAL EQUITY TOOL EVALUATION

Part One: Guidance Regarding Racial Equity Submissions

The recent updates to the Comprehensive Plan require that the Zoning Commission evaluate all zoning actions through a racial equity lens. The Comprehensive Plan, Citywide and Area Elements, that explicitly focus on advancing equity are listed below. As applicable, the Zoning Commission suggests a discussion of these elements in submissions to the zoning case record that analyze zoning actions through a racial equity lens.¹

Citywide Elements	Area Elements
Land-Use Transportation Housing Environmental Protection Economic Development Urban Design	Lower Anacostia Waterfront Near Southwest

CONSISTENCY WITH LOWER ANACOSTIA WATERFRONT / NEAR SOUTHWEST AREA ELEMENT

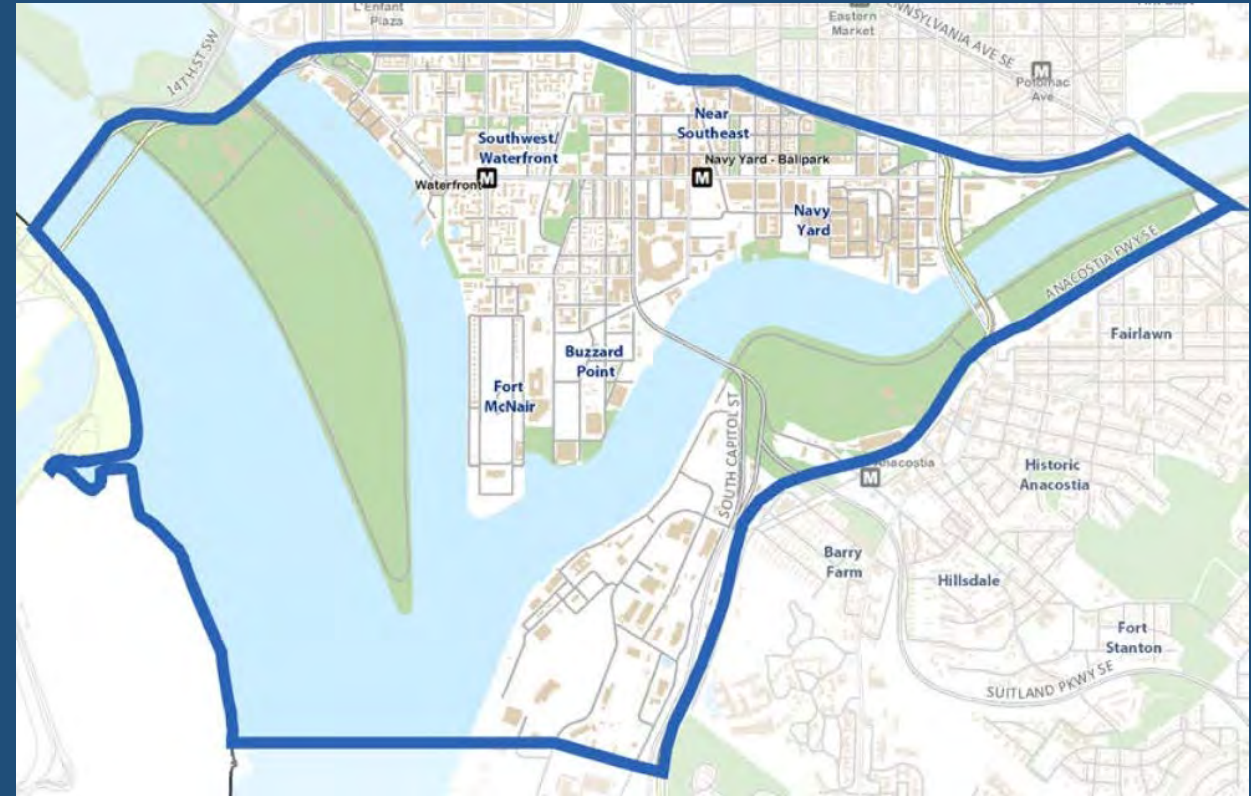
SEE EXHIBIT(S): 3H

Guiding Growth and Neighborhood Conservation

- AW-1.1.5: Flood-Resilient and Climate-Adaptive Development
- AW-1.1.6: Resilient Affordable Housing
- AW-1.1.7: Waterfront Area Commercial Development

Southwest Policy Focus Area

- AW-2.5.2: Southwest Neighborhood Plan
- AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood
- AW-2.5.7: Southwest Sustainability and Resilience
- AW-2.5.8: Southwest Arts and Culture
- AW-2.5.11: Affordable and Family-Sized Housing in Southwest



CONSISTENCY WITH CITYWIDE ELEMENTS

SEE EXHIBIT(S): 3H

Land Use

- LU-1.2.4: Urban Mixed-Use Neighborhoods
- LU-1.2.6: CEA Edges
- LU-1.4.4: Affordable Rental and For-Sale Multi-family housing Near Metrorail Stations
- LU-1.4.6: Development Along Corridors
- LU-1.4.C: Metro Station and Inclusionary Zoning
- LU-2.1.1: Variety of Neighborhood Types
- LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods
- LU-2.3.12: Arts and Cultural Uses in Neighborhoods

Transportation

- T-1.1.2: Land Use Impact Assessment
- T-1.1.4: Transit-Oriented Development
- T-1.1.7: Equitable Transportation Access
- T-1.1.8: Minimize Off-Street Parking
- T-1.1.B: Transportation Improvements
- T-1.4.1: Street Design for Placemaking
- T-2.4.1: Pedestrian Network
- T-2.4.2: Pedestrian Safety
- T-3.1.1: TDM Programs
- T-3.2.D: Unbundle Parking Cost

Housing

- H-1.1.1: Private Sector Support
- H-1.1.3: Balanced Growth
- H-1.1.4: Mixed-Use Development
- H-1.1.5: Housing Quality
- H-1.1.9: Housing for Families
- H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority
- H-1.2.7: Density Bonuses for Affordable Housing
- H-1.2.9: Advancing Diversity and Equity of Planning Areas
- H-1.2.11: Inclusive Mixed-Income Neighborhoods
- H-1.2.F: Establish Affordability Goals by Area Element
- H-1.3.1: Housing for Larger Households
- H-2.1.6: Long-term Affordability Restrictions

Environmental Protection

- E-1.1.2: Urban Heat Island Mitigation
- E-2.1.2: Tree Requirements in New Development
- E-2.1.3: Sustainable Landscaping Practices
- E-3.2.3: Renewable Energy
- E-3.2.7: Energy-Efficient Building and Site Planning
- E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff
- E-4.1.3: GI and Engineering
- E-4.2.1: Support for Green Building

Economic Development

- ED-2.2.3: Neighborhood Shopping
- ED-2.2.5: Business Mix

Urban Design

- UD-2.1.1: Streetscapes That Prioritize the Human Experience
- UD-2.2.1: Neighborhood Character and Identity
- UD-2.2.2: Areas of Strong Architectural Character
- UD-3.2.5: Safe and Active Public Spaces and Streets
- UD-4.2.1: Scale and Massing of Large Buildings
- UD-4.2.2: Engaging Ground Floors
- UD-4.2.4: Creating Engaging Facades

ZONING COMMISSION RACIAL EQUITY TOOL EVALUATION

Part Two: Zoning Commission Evaluation of the Zoning Action through a Racial Equity Lens

The Zoning Commission will use the following questions as a baseline in evaluating consistency with the Comprehensive Plan through a racial equity lens (other themes may also be appropriate):

Zoning Commission Evaluation

What are the expected goals of the zoning action?

What are the anticipated positive and negative impacts and/or outcomes of the zoning action? May include the following themes and any others that also apply:

Direct Displacement	Will the zoning action result in displacement of tenants or residents?
Housing	Will the action result in changes to: <ul style="list-style-type: none">▪ Market Rate Housing?▪ Affordable Housing?▪ Replacement Housing?
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none">▪ Public Space Improvements?▪ Infrastructure Improvements?▪ Arts and Culture?▪ Environmental Changes?▪ Streetscape Improvements?
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none">▪ Job Training/Creation?▪ Healthcare?▪ Addition of Retail/Access to New Services?

GOALS OF THE ZONING ACTION

Goal: Consolidated planned unit development (PUD) and related map amendment that will result in new housing, including affordable housing, and new neighborhood-serving retail at an underutilized, transit-oriented site that is compatible with neighborhood surroundings and consistent with District policies and goals.

Development program:

- Approximately 202 **new housing units**.
- 15% of the total residential GFA to be set aside as **affordable housing (approx. 30 IZ units)**, as follows:
 - Set aside equal to 15% of base building residential GFA
 - 14% for households earning no more than 60% MFI
 - 1% for households earning no more than 50% MFI
 - Set aside equal to 15% of penthouse residential GFA for households earning no more than 50% MFI.
- **3-bedroom units** in the project devoted to IZ units (total of 4 units).
- Approximately 5,583 GFA for **neighborhood-serving retail**
- **LEED Gold**.
- Delivery of **additional benefits and amenities** including installation of protected bike lane, public art, contribution to Jefferson Middle School PTA, contribution to SW BID to support mobility initiative (eTrikes).

EVALUATION OF EQUITABLE DEVELOPMENT INDICATORS

Indicator	Measure	Outcome / Applicable Public Benefit
Displacement		
	Physical	<ul style="list-style-type: none"> Displacement due to redevelopment.
	Economic	<ul style="list-style-type: none"> No physical displacement of existing residents.
	Economic	<ul style="list-style-type: none"> 15% of base building residential GFA devoted to households earning no more than 60% MFI (low income) and 50% MFI (very low income). 15% of penthouse residential unit GFA devoted to households earning no more than 50% MFI (very low income).
	Cultural	<ul style="list-style-type: none"> Loss of sense of belonging or shared identity in neighborhood. Public art developed with neighborhood input. Public space improvements (seating and landscaping) that can facilitate impromptu interactions and information gatherings. Neighborhood-serving retail.
Housing		<ul style="list-style-type: none"> Number of new market rate and dedicated affordable units (per 2019 Housing Equity Report and Land Use Element goals). Approx. 202 dwelling units (approx. 2.5% of AW overall housing goal per Housing Equity Report). Affordable housing at 60% MFI (low income) and 50% MFI (very low income) (approx. 3.5% of AW affordable housing goal per Housing Equity Report).
	Housing burden	<ul style="list-style-type: none"> Households that pay more than 30% of income (burdened), or 50% of income (severely burdened) on housing. Approx. 30 affordable units dedicated to 60% MFI and 50% MFI households.
	Family-sized units	<ul style="list-style-type: none"> Dwelling units with 3 or more bedrooms. 3-bedroom units (four (4) 3-bedroom IZ units)

DISTRICT HOUSING AND AFFORDABLE HOUSING GOALS

HOUSING EQUITY REPORT

- **202 new housing units** in the Project represents approx. 2.5% of the overall housing goal for the Planning Area (7,960 units)
- Planning Area already on track to meet affordable housing goal.
- Pipeline affordable housing units (910 units) already projected to exceed the Planning Area’s affordable housing goal (850 units), not including the Project and other recently approved / proposed projects.
- **Approx. 30 affordable housing units** represents approx. 3.5% of the affordable housing goal in the Planning Area (850 units)

COMPREHENSIVE PLAN

- Minimum **15% affordable units** within each Planning Area by 2050 (H-1.2.9).
- Planning Area currently 22% affordable units (Housing Element, Fig. 5.11).
- **15%** of Project devoted to affordable housing.

Figure 6. Current Affordable Housing Pipeline & 2025 Production Goals by Planning Area

Planning Area	Affordable Housing Production Goals	Affordable Housing Pipeline	Shortage of Affordable Housing	2025 Total Housing Production Goals*
Rock Creek West	1,990	80	1,910	1,260
Capitol Hill	1,400	280	1,120	3,270
Near Northwest	1,250	270	980	1,850
Mid-City	1,010	620	390	4,210
Rock Creek East	1,500	1,160	340	1,580
Central Washington	1,040	750	290	3,940
Upper Northeast	1,350	1,160	190	6,900
Lower Anacostia Waterfront & Near Southwest	850	910	on track	7,960
Far Southeast & Southwest	1,120	1,450	on track	2,040
Far Northeast & Southeast	490	1,290	on track	2,990
Total	12,000	7,970	5,220	36,000

*The total housing goals consist of net new market rate and affordable housing production. For Rock Creek West, the new affordable housing goals are greater than the total housing goals because the affordable housing goals include not only net new production, but also conversion of existing housing into subsidized housing and voucher recipients living in non-restricted housing. Reaching our goals will require a mix of these strategies, especially in Rock Creek West, where new housing has been extremely limited to date and where land use changes must be made to the Comprehensive Plan to reach these housing goals.

Planning Area	Total Units	Percent of Total Units District Wide	Affordable Units	Percent of Affordable Units District Wide	Percent Affordable of Area Units	Affordable Projects
Capitol Hill	28,163	8%	1,753	3%	6%	47
Central Washington	15,897	5%	2,664	5%	17%	29
Far Northeast and Southeast	37,527	11%	9,576	19%	26%	103
Far Southeast and Southwest	30,738	9%	15,517	31%	50%	138
Lower Anacostia Waterfront and Near Southwest	14,115	4%	3,059	6%	22%	30
Mid-City	50,184	15%	6,820	13%	14%	156
Near Northwest	54,549	16%	4,004	8%	7%	64
Rock Creek East	30,568	9%	2,518	5%	8%	85
Rock Creek West	48,836	14%	471	1%	1%	10
Upper Northeast	32,295	9%	4,489	9%	14%	75
Total	342,872	100%	50,871	100%	15%	737

Source: HousingInsights.org, OP.

EVALUATION OF EQUITABLE DEVELOPMENT INDICATORS

Indicator	Measure	Outcome / Applicable Public Benefit
Transportation (incl. public space, streetscape, and infrastructure)		
Access to transit	<ul style="list-style-type: none"> • 0.5 miles to Metrorail. • 0.25 miles to priority bus corridors and other modes of public transportation. 	<ul style="list-style-type: none"> • Approx. 0.3 miles to Metrorail. • Adjacent to DC Circulator and priority bus corridors. • Proximity to Capital Bikeshare stations and several bike lanes.
Transportation improvements / Mobility improvements / Pedestrian safety	<ul style="list-style-type: none"> • Gaps in pedestrian network. • Lack of pedestrian facilities (crosswalks, lighting, seating, etc.). • Lack of bicycle facilities. 	<ul style="list-style-type: none"> • Reconstruction of adjacent streetscape. • Public seating and art installation along 7th Street and Maine Avenue. • Construction of protected bike lane along 7th Street. • Contribution to SW BID in support of mobility initiative (eTrikes)
Employment		
New jobs		<ul style="list-style-type: none"> • Construction jobs. • Retail jobs. • Building maintenance / management jobs.
Access to jobs		<ul style="list-style-type: none"> • Resident proximity to multiple modes of public transit. • Resident proximity to numerous other employment opportunities at nearby retail, service, and neighborhood-serving uses.
Education / Health / Wellness	<ul style="list-style-type: none"> • Access to quality public services. • Access to safe, clean public gathering spaces, open spaces, and recreation. • Food access and security • Healthy natural environment. 	<ul style="list-style-type: none"> • Proximity to: <ul style="list-style-type: none"> • Waterfront, parks, open space, and recreation. • Amidon Elem. School and Jefferson Middle School. • Southwest Library. • Future Southwest Community Center. • Contribution to Jefferson Middle School

EVALUATION OF EQUITABLE DEVELOPMENT INDICATORS

Indicator	Measure	Outcome / Applicable Public Benefit
Environmental	<ul style="list-style-type: none"> • LEED rating (or similar). • Use of renewable energy sources. • Storm water management. • Placement of unwanted high-impact land uses. • Resilient design strategies. 	<ul style="list-style-type: none"> • LEED Gold certification. • Green roofs. • Improved storm water infrastructure. • Incorporation of climate resilient design strategies.
Access to Amenities / New Services	<ul style="list-style-type: none"> • Availability of building amenities. • Proximity/available of use that meet day-to-day needs (grocery, retail, service, eating and drinking) 	<ul style="list-style-type: none"> • High-quality resident amenities. • Approx. 5,583 GFA of retail and services uses. • Proximity to: <ul style="list-style-type: none"> • Nearby retail, service, and eating and drinking establishment uses. • Waterfront, parks, open space, recreation. • Amidon Elem. School and Jefferson Middle School. • Southwest Library. • Future Southwest Community Center. • Numerous cultural attractions (performing arts, art galleries, museums).

SMALL AREA PLANS



- Unless a Small Area Plan has been made binding on the Zoning Commission through its enactment as part of a Comprehensive Plan amendment, a Small Area Plan provides only **supplemental guidance** to the Zoning Commission and it does so **only to the extent it does not conflict with the Comprehensive Plan.** 10A DCMR 224.5

SOUTHWEST NEIGHBORHOOD PLAN

Model Community

- MC.4: Retain the neighborhood's 19% subsidized units by establishing targets that exceed IZ thresholds for future development on publicly owned land and in future PUDs.
- MC.6: As part of the PUD process, prioritize affordable units that exceed IZ requirement or fewer affordable units, but larger in size to better serve families.
- MC.11: Increase number of benches along sidewalks throughout Southwest to better serve residents of all ages and abilities.

Modernist Gem

- MG.5: Retain existing streets and open spaces that contribute to the L'Enfant Plan.
- MG.6: Ensure future development and improvements reinforce the L'Enfant Plan as an important historic feature typing Southwest to the greater urban context.
- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 1: Encourage a mix of building heights.

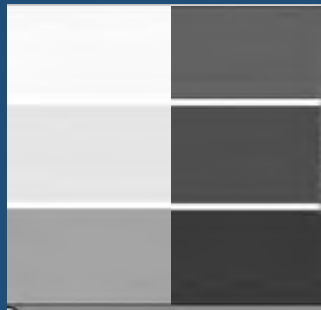


SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 2: Achieve design excellence for high quality and timeless development.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 3: Promote variation in building frontages along streets with continuous massing.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 4: Enhance green space through landscaped perimeters and internal green or amenity spaces.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 5: Incorporate sustainable building and site design.

01.3 3.5 4.0 Total Project Score		Possible Points 110	
Y ? N		Certified: 40 pts Silver: 50 pts Gold: 60 pts Platinum: 80 pts	
2	Integrative Process	4.0 0 5.0	Materials and Resources
15 0.5 0	Location and Transportation	Y	Prereq, Certified Tropical Wood
Y	Prereq, Floodplain Avoidance	Y	Prereq, Durability Management
15	Credit, LEED for Neighborhood Development Location	1	Credit, Durability Management Verification
8	Credit, Site Selection	2.0 3.0	Credit, Environmentally Preferable Products
3	Credit, Compact Development	2	1 Credit, Construction Waste Management, 10%-60% Reduction
2	Credit, Community Resources		
1.5 0.5	Credit, Access to Transit		
3 0 4	Sustainable Sites	8.0 0 10	Indoor Environmental Quality
Y	Prereq, Construction Activity Pollution Prevention	Y	Prereq, Ventilation
Y	Prereq, No Invasive Plants	Y	Prereq, Combustion Venting
1	Credit, Heat Island Reduction, Option 1, Shading	Y	Prereq, Garage Pollutant Protection
1	Credit, Heat Island Reduction, Option 2, Non-Absorptive Materials	Y	Prereq, Radon-Resistant Construction
3	Credit, Rainwater Management, Case 1, Low Impact Development Or,	Y	Prereq, Air Filtering
3	Credit, Rainwater Management, Case 2, NPDES Projects	Y	Prereq, Environmental Tobacco Smoke
2	Credit, Non-Toxic Pest Control	Y	Prereq, Compartmentalization
7 0 5	Water Efficiency	1	2 Credit, Enhanced Ventilation
Y	Prereq, Water Metering	1.0 1	1 Credit, Contaminant Control
7	5 Credit, Total Water Use (Performance Path)	1	2 Credit, Balancing of Heating & Cooling Distribution Systems
6	6 Credit, Indoor Water Use	3	3 Credit, Enhanced Compartmentalization
1	1 Credit, Outdoor Water Use, 60% Turf, 25% Native/Adaptive	1	1 Credit, Combustion Venting
1	1 Credit, Outdoor Water Use, 40% Turf, 50% Native/Adaptive	1	1 Credit, Enhanced Garage Pollutant Protection
1	1 Credit, Outdoor Water Use, 20% Turf, 75% Native/Adaptive	2	1 Credit, Low Emitting Products, Paints, Adhesives/Sealants, Flooring, Insul.
1	1 Credit, Outdoor Water Use, 5% Turf, 75% Native/Adaptive	1	1 Credit, Low Emitting Products, Composite Wood
		1	1 Credit, No Environmental Tobacco Smoke
22 1 24	Energy and Atmosphere	1 0 5	Innovation
Y	Prereq, Minimum Energy Performance - Whole Bldg Energy Simulation	Y	Prereq, Preliminary Rating
Y	Prereq, Minimum Energy Performance - Commissioning	1	1 Credit, Innovation, Exemplary Performance, Compact Development
Y	Prereq, Energy Metering	1	1 Credit, Innovation
Y	Prereq, Education of the Tenant, Homeowner or Building Manager	1	1 Credit, Innovation
20.0 1 9	9 Credit, Annual Energy Use, 6%-51%	1	1 Credit, Innovation
2	2 Credit, Efficient Hot Water Distribution System - Pipe Length or Volume	1	1 Credit, LEED-H Accredited Professional
3	3 Credit, Efficient Hot Water Distribution System - Performance Test		
2	2 Credit, Efficient Hot Water Distribution System - Pipe Insulation	2 0 2	Regional Priority
1	1 Credit, Advanced Utility Tracking - Electric and Water Metering	1	1 Credit, Access to Transit; Rainwater Management (3 pts)
1	1 Credit, Advanced Utility Tracking - Third Party Utility Reporting	1	1 Credit, Community Resources
		1	1 Credit, Construction Waste Management, 3 pts
		1	1 Credit, Site Selection, 8 pts

Note: The above targeted points may change over the course of the project but the project will achieve a LEED Gold rating.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 6: Ensure parking is not a detractor.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 7: Maximize transparency and viability of ground floor uses along key commercial corridors.



SOUTHWEST NEIGHBORHOOD PLAN

Modernist Gem

- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.

Principle 8: Encourage connectivity for pedestrians, bicycles, and vehicular access, including transit where feasible.



SOUTHWEST NEIGHBORHOOD PLAN

Green Oasis

- GO.11: Reduce storm water runoff by transforming key areas of existing impervious surfaces to pervious materials and encouraging bioretention and landscaping.
- GO.12: Meet or exceed current flood-proofing requirements (requirements are currently set for 100-year floods). The Southwest neighborhood should consider negotiating with developers so that future PUDs meet flood-proofing for 500-year floods given the rapidly increasing sea-level rise projections. Any setbacks for new developments should become an opportunity for storm water and flood water retention rather than lawns.
- GO.13: Maximize open spaces, vegetation and sustainable practices in new developments achieved through Planned Unit Developments (PUDs).
- GO.14: Encourage the installation of electric vehicle-charging stations and set aside electric vehicle-only parking spaces in the garages of future buildings, constructed under PUDs as a community amenity.

Arts & Culture

- The Southwest neighborhood can reinforce its identity as an arts and culture destination by manifesting the arts in the public realm.

SOUTHWEST NEIGHBORHOOD PLAN

Vibrant Connections

- VC.3: Improve pedestrian/cyclist crossing through enhanced signage, redesigned crosswalk flashing signals, and/or speed cameras.
- VC.4: Link bike routes across Southwest by extending dedicated bicycle lanes.
- VC.8: Improve streetscapes and pedestrian infrastructure along Maine Avenue to create a complete street in alignment with plans depicted for The Wharf.

POTENTIAL COMPREHENSIVE PLAN INCONSISTENCIES

Potential Inconsistency	Outweighing Policies / Considerations
<p>ED-2.1.4: Diversified Office options</p> <p>ED-2.1.5: Infill and Renovation</p> <p>ED-2.1.B: Support Low-Cost Office Space</p>	<ul style="list-style-type: none"> • Housing Equity Report overall and affordable housing goals for the Lower Anacostia Waterfront / Near southwest Planning Area. • Proposed amount of affordable housing. • Sustainability benefits (LEED Gold). • FLUM designation: Mixed Use (Medium Density Commercial / Medium Density Residential) • <u>Land Use Element policies:</u> <ul style="list-style-type: none"> • LU-1.2.4: Urban Mixed-Use Neighborhoods • LU-1.4.4: Affordable Rental and For-Sale Multi-Family Housing Near Metrorail Stations • <u>Housing Element policies:</u> <ul style="list-style-type: none"> • H-1.1.9: Housing for families • H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority • H-1.2.9: Advancing Diversity and Equity of Planning Areas • H-1.3.1: Housing for Larger Households • <u>Environmental Element policies:</u> <ul style="list-style-type: none"> • E-3.2.3: Renewable Energy • E-4.2.1: Support for Green Building • <u>Lower Anacostia Waterfront / Near Southwest Area Element policies:</u> <ul style="list-style-type: none"> • AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood • AW-2.5.11: Affordable and Family-Sized Housing in Southwest

COMPLIANCE WITH PUD STANDARDS: BALANCING TEXT

- 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.

PUBLIC BENEFITS / PROJECT AMENITIES (11-X DCMR 305.5)

<p style="text-align: center;">Housing (X-305.5(f) & (g))</p>	<ul style="list-style-type: none"> • Approx. 202 units of new housing on an underutilized site in close proximity to Metrorail and numerous amenities. • 15% affordable housing (approx. 30 units) at 60% MFI and 50% MFI. • Four (4) 3-bedroom IZ units.
<p style="text-align: center;">Transportation Infrastructure (X-305.5(o))</p>	<ul style="list-style-type: none"> • Installation of protected bike lane along 7th Street, SW. • Loading Management plan.
<p style="text-align: center;">Environmental / Sustainability (X-305.5(k))</p>	<ul style="list-style-type: none"> • LEED Gold. • Approx. 5,449 square feet of green roof and bioretention. • Approx. 925 square feet of rooftop solar. • EV charging stations and additional EV infrastructure. • Climate resilient design strategies.
<p style="text-align: center;">Superior urban design and architecture, site planning and efficient land utilization (X-305.5(a), (b), & (l))</p>	<ul style="list-style-type: none"> • Context-sensitive design. • Engaging façade articulation. • High ground floor transparency. • High-quality materials (brick, terracotta, porcelain tile).
<p style="text-align: center;">Streetscape Plans, Superior Landscaping, or Creation or Preservation of Open Spaces (X-305.5(b) & (l))</p>	<ul style="list-style-type: none"> • Significant public space improvements (landscape, planters, seating), particularly along Maine Avenue (approx. 8,000 square feet). • Sidewalk widening. • Ground floor set backs and plaza.

PUBLIC BENEFITS / PROJECT AMENITIES (11-X DCMR 305.5)

<p>Commemorative Works / Public Art (X-305.5(d))</p>	<ul style="list-style-type: none">• \$75,000 toward public art installation along Maine Avenue.• Additional public art along 7th Street.
<p>Uses of Special Value to the Neighborhood / Other Public Benefits (X-305.5(q) and (r))</p>	<ul style="list-style-type: none">• Contribution to Jefferson Middle School (\$100,000).• Contribution to Southwest BID Mobility Innovation District initiative (\$100,000).• Targeted senior advertising.• Construction management plan.

DEVELOPMENT INCENTIVES AND TECHNICAL ZONING FLEXIBILITY

- PUD-related zoning map amendment from MU-12 to MU-10 (11-X DCMR § 303.11)
- Side yard (11-G DCMR § 406.1)
- Rear yard (11-G DCMR § 405.3)
- Lot occupancy, residential (11-G DCMR § 404.1)

	Density	Height
MU-12	2.5 FAR 3.0 FAR w/ IZ 3.6 FAR w/ PUD	45 ft. 50 ft. w/ IZ 60 ft. w/ PUD
MU-10	6.0 FAR 7.2 FAR w/ IZ 8.64 FAR w/ PUD	90 ft. 100 w/ IZ 110 w/ PUD
Proposed	8.64 FAR	110 ft.
Gain (compared to existing zoning)	+5.64 FAR (MOR) + 5.04 FAR (PUD)	+60 ft. (MOR) + 50 ft. (PUD)

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Land Use	<ul style="list-style-type: none"> • More efficient and economical use of underutilized land in close proximity to transit and numerous amenities. • New housing (market-rate and affordable) near Metrorail. • New neighborhood-serving amenities. • Favorable recommendation from DCOP. 	Favorable
Transportation	<ul style="list-style-type: none"> • Fully analyzed in Comprehensive Transportation Review. • No detrimental impact on surrounding transportation network. • All loading activity on-site with head-in/head-out maneuvers. • PUDO area located on-site. • Relocation of 7th Street curb cut to the south. • Loading Management Plan • Construction of protected bike lane along 7th Street, SW. • Contribution to Southwest BID mobility initiative (eTrikes)(\$100,000) • Favorable recommendation from DDOT. 	Favorable
Arts & Culture	<ul style="list-style-type: none"> • Contribution to Southwest BID for public art on Maine Avenue (\$75,000) • Additional public art along 7th Street • Favorable recommendation from DCOP. 	Favorable

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Housing	<ul style="list-style-type: none"> • Approx. 202 new housing units where none currently exist. • Approx. 30 new affordable housing units at 60% MFI and 50% MFI where none currently exist. • Larger average-sized dwelling units. • Four (4) three-bedroom IZ units. • No demolition of existing housing or physical displacement of existing residents. 	Favorable
Environmental Protection	<ul style="list-style-type: none"> • LEED Gold v4 for H-Multifamily Midrise. • Green roofs and bioretention. • Improved storm water management. • Resilient design strategies. • EV and eBike charging infrastructure. • Roof top solar. • No objection received from DOEE. 	Favorable
Economic Development	<ul style="list-style-type: none"> • Redevelopment of underutilized site in close proximity to transit and numerous amenities. • Approx. 5,583 GFA of neighborhood-serving retail. • Construction jobs. • Retail and building maintenance jobs upon completion. • New residents to support neighborhood commercial uses. • Favorable recommendation from OP 	Favorable 80

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> • Increased use of nearby parks and recreation facilities. • Public access to District land along Maine Avenue. • New seating and landscaping along Maine Avenue. • Plaza space along 7th Street (approx. 3,000 sf). • Rooftop amenities for residents. • No objection received from DPR. 	Favorable or acceptable given quality of public benefits
Urban Design	<ul style="list-style-type: none"> • High-quality, Context-sensitive design. • Distinctive architecture at gateway location along Maine Avenue, SW. • Pedestrian-oriented, mixed-use development. • Significant enhancements to streetscape and public realm, including public art. • Improved pedestrian and bicycle circulation. • Nominal shadow increase on Jefferson Middle School rear parking and loading area. • Change in scale between Project site surrounding context. • Favorable recommendation from OP. 	Favorable or acceptable given quality of public benefits.
Historic Preservation	<ul style="list-style-type: none"> • No adverse impacts. • No objection received from HPO. 	N/A 81

POTENTIAL IMPACTS

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Community Services and Facilities	<ul style="list-style-type: none"> • Potential increased utilization of <ul style="list-style-type: none"> • Jefferson recreation fields and other nearby recreation facilities. • Southwest Library. • Nearby health facilities. • New neighborhood-serving uses. • No objection received from DPR, DCPL. 	Favorable or acceptable given quality of public benefits
Educational Facilities	<ul style="list-style-type: none"> • Potential increase in students attending neighborhood schools. • Nominal shadow increase on Jefferson Middle School rear parking and loading area. • Contribution to Jefferson Middle School PTA (\$100,000) • No objection received from DCPS. 	Acceptable given quality of public benefits.
Infrastructure	<ul style="list-style-type: none"> • Construction of protected bike lane along 7th Street, SW. • Relocation of existing curb cut along 7th Street, SW. • Reconstruction of adjacent streetscape. • Increased seating and landscaping in adjacent public space. • Construction over existing WMATA tunnel. • Increased utilization of utility infrastructure, upgrades during permitting, as necessary. • Favorable recommendation from DDOT • No objection received DC Water, WMATA, utilities 	Favorable or acceptable given quality of public benefits

COMPLIANCE WITH PUD STANDARDS: BALANCING TEXT

- 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.

BENEFITS & AMENITIES

- Superior urban design and architecture.
- Superior landscaping.
- Site planning and efficient and economical land utilization.
- Approx. 202 new housing units.
- 15% affordable housing (approx. 30 units) @ 60% MFI and 50% MFI.
- Approx. 5,583 GFA of neighborhood-serving uses.
- LEED Gold (5,449 sf. green roofs and 925 sf. rooftop solar).
- New protected bike lane along 7th Street, SW.
- Contribution to Jefferson Middle School (\$100,000).
- Contribution to Southwest BID Mobility Innovation District initiative (\$100,000).
- Public art.

INCENTIVES AND POTENTIAL ADVERSE EFFECTS

- Related map amendment to MU-10
 - Density: +5.64 FAR (MOR), + 5.04 FAR (PUD)
 - Height: +60 ft. (MOR), +50 ft. (PUD)
- Technical Zoning Flexibility: Side yard, Rear yard, Lot occupancy (res)
- Impacts capable of being mitigated:
 - Transportation (mitigated through Loading Management Plan).
- Impacts that are acceptable given quality of public benefits:
 - Increased shadow on Jefferson Middle School rear parking and loading area.
 - Increased use of nearby parks and recreation facilities.
 - Increased enrollment at nearby public schools.
 - Increased use of infrastructure.

ZONING ACT CONSISTENCY

Purpose	Assessment
Congestion	<ul style="list-style-type: none"> • Transit accessible location. • Walkable location. • Pedestrian, bicycle, and vehicular circulation improvements (incl. protected bike lane along 7th Street, SW). • Streetscape improvements to improve pedestrian facilities and overall public realm. • No adverse effect to transportation network. • Transportation impacts mitigated through Loading Management Plan.
Light and Air	<ul style="list-style-type: none"> • Minimal impact on surrounding residential uses. • Moderate impact to Jefferson Middle School rear parking and loading area.
Health, Welfare, and Safety	<ul style="list-style-type: none"> • Better utilization of site. • Housing near transit and amenities. • Pedestrian, bicycle, and vehicular circulation improvements. • Affordable housing. • New neighborhood-serving uses.
Overcrowding of Land	<ul style="list-style-type: none"> • Density consistent with that expected of medium density mixed-use development. • Efficient use of land near Metrorail and other transit modes. • Close proximity to commercial uses at The Wharf and Southwest Town Center.
Distribution of Uses	<ul style="list-style-type: none"> • Housing near transit. • Housing along Maine Avenue commercial corridor. • Housing in proximity to uses that will serve daily needs. • Housing near waterfront, parks and open space, several neighborhood-serving amenities / facilities.

CONCLUSION

- **Not inconsistent with the Comprehensive Plan.**
- Any **potential inconsistencies** with individual Comprehensive Plan policies **are outweighed** by:
 - Consistency with the FLUM and GPM
 - Consistency with other competing Comprehensive Plan priorities relating to housing and transit-oriented development.
 - Other District planning policies and programs (incl. Housing Equity Report goals).
- Project will not create unacceptable impacts, but rather **all impacts are favorable, mitigated, or acceptable** given the quality of the proposed public benefits.
- Project offers a substantial and wide range of **public benefits that are directly informed by the Comprehensive Plan and neighborhood needs identified in the SW Plan.**
- Requested **development incentives are well balanced** by proffered public benefits and project amenities.
- **Consistent with the Zoning Act** and will create conditions that are favorable to public health, safety, welfare, and convenience.