

**Z.C. CASE NO. 07-13D
65 I Street, S.W. – Former Randall School Site**

APPLICANT'S RESPONSE TO OFFICE OF PLANNING COMMENTS (Supplemented 11/12/13)

OP ISSUE	PLANNING/ZONING RATIONALE	APPLICANT'S RESPONSE
Provide more specificity about the proposed use in the west wing of the remaining Randall School.	Specificity would help staff and the Commission evaluate the impact of the use on the functioning of the overall project and on public space.	Arts-related educational and/or commercial uses – with ancillary retail and services uses – will be located in the west wing of the remaining Randall School building. Possible occupants include: a cooking school, a restaurant test-kitchen, café, community arts programs, or arts-related educational uses.
Overall OP supports the architecture of the project, especially the rounded corners. OP would support the use of glass in the "bridges" linking the sections of the building.	The "bridges" should be designed to help visually break down the mass of the north elevation.	The “bridges” that join the various blocks of the residential buildings are now clad in floor-to-ceiling glass on both sides, providing much more transparency to these connecting elements.
Show or describe where the affordable units would be located.	It is District policy that affordable units should be distributed evenly throughout a building.	The affordable dwelling units will be distributed evenly throughout the building below the top three floors, consistent with the IZ guidelines. Drawings showing the location of the affordable units are attached as part of the revised architectural drawings dated 11/12/13 submitted as <u>Exhibit A</u>.
State how much green roof is proposed, and provide an evaluation of the project against LEED criteria.	The Comprehensive Plan encourages green development. More information is required for staff and the Commission to fully evaluate this project's environmental impact.	The roof plan landscape drawing shows approximately 13,100sf of green roof on both the residential buildings and the new addition to the Museum. An updated LEED scorecard is attached as part of the revised architectural drawings dated 11/12/13 submitted as <u>Exhibit A</u>.
Confirm that the depth of the soil above the garage structure is sufficient to support the proposed landscaping along First Street.	The landscaping will help provide a pleasant streetscape, as well as privacy for residents. Planting beds above garages should have enough soil depth for trees to survive and thrive.	The current landscape plan is based on a minimum of 18” of soil depth above the underground parking garage within the courtyard and along First and H Streets. This minimum depth is built up to as much as 36” of depth to

		accommodate trees and larger plant materials in places.
Demonstrate how residential loading would occur.	The current plans show no clear and easy path from the loading docks to the residential elevators.	The residential elevators are accessible from the loading dock through the underground parking. The circulation to the residential elevators has been improved with the redesign of the museum addition at the lower level. Additional details are included as part of the revised architectural drawings dated 11/12/13 submitted as <u>Exhibit A</u>.
Provide more information about the appearance of the at-grade loading area, and describe the frequency and nature of the use of that loading dock.	The loading dock would be visible from the former First Street right-of-way. Its appearance and use should not detract from the overall project aesthetics. Fumes and noise from idling trucks would negatively impact residents.	The at-grade loading area in the west courtyard will be used only occasionally to load and unload large artworks that cannot be accommodated in the underground loading. As a result, this area is considered an extension of the courtyard and the quality of materials and detailing will match accordingly.
Provide a rendering of the "security gates" at each entrance to the central courtyard, and describe who would have access to the courtyard.	The courtyard gates would be visible to pedestrians outside the building, and more information is required to evaluate their appearance.	The Courtyard will be fully open and accessible to the public during the day. Operable gates that can be closed will be provided in the evening or when otherwise needed. In this case, the courtyard will still be accessible through the restaurant, museum and residential building lobbies. The gates have been designed to open fully, thereby minimizing their visual impact when in the open position.
Confirm what areas of parking flexibility are required.	In order for the Commission to fully evaluate the application, a detailed list of all required flexibility is needed.	The Applicant has revised the parking plan, as shown on drawings attached as <u>Exhibit A</u> to this supplemental submission. The Applicant is proposing two parking alternates: the base plan with 290 total spaces, and an alternate with 370 spaces. Both plans provide 210 spaces in Phase 1 of the development. The Applicant is requesting flexibility, should the market demand for parking decrease by the time work commences on Phase 2 of the development. The drawings

		provide an analysis of compliance with the parking requirements.
Indicate which courts require flexibility and to what degree.	In order for the Commission to fully evaluate the application, a detailed list of flexibility is required.	The Applicant seeks flexibility from the width requirement for the court located between the two building masses at the north elevation of the building (at the entrance to the parking garage). Based on the overall 110-foot height of the court, a width of 36.6 feet should be provided. Here, only 17 feet is provided and relief from 19.6 feet is requested. The court relief is necessary in order to respond to HPRB and ZC design comments to reduce the apparent size and scale of the north elevation.

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