

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *JL for* Jennifer Steingasser, Deputy Director

DATE: October 17, 2016

SUBJECT: **Public Hearing Report** for ZC #16-10, 400 Florida Avenue, NE
Consolidated Planned Unit Development and Related Map Amendment

I. SUMMARY RECOMMENDATION

EAJ 400 Florida Avenue, LLC has submitted an application for a consolidated planned unit development and related map amendment to construct a mixed use project at 400 Florida Avenue, NE. The application also requests flexibility from several provisions of the Zoning Regulations, as well as design flexibility. The Office of Planning (OP) is generally supportive of the project and feels that the design has greatly improved since the initial submission. The proposed height and density would be consistent with the maximum guidelines contemplated by the Comprehensive Plan and the Florida Avenue Market Study.

There remain, however, a number of items that need resolution before OP could recommend approval of the PUD. OP, therefore, cannot recommend approval at this time, but will continue to work with the applicant to address the outstanding issues with the application, and can provide an update on a recommendation at the public hearing, based on any additional information filed by the applicant.

This application was set down on June 27, 2016 and is therefore being reviewed under the 1958 Zoning Regulations.

II. APPLICATION-IN-BRIEF

Location	400 Florida Avenue, NE Square 3588, Lots 4, 25 and 803 Ward 5, ANC 5D (Across Florida Avenue from Ward 6, ANC 6C) Approximately ¼ mile walking distance to the NoMa metro north entrance
Property Size	20,542 sf (0.47 ac.)
Current Zoning	C-M-1, Light Industrial / Commercial

Existing Use of Property	Vacant land and two low-scale commercial buildings
Proposed Zoning	C-3-C, High Density Mixed Use
Comprehensive Plan Generalized Policy Map	Multi-Neighborhood Center
Comprehensive Plan Future Land Use	Production, Distribution and Repair; High Density Commercial; Medium Density Residential
Proposed Use of Property	A hotel and apartment mixed use building; - Height – 120’ residential; 114’7” hotel - Total – 8.0 FAR - 96,171 sf residential (110 units) - 65,903 sf hotel (155 rooms) - <u>2,200 sf retail</u> - 164,274 sf total
Requested Flexibility	<ol style="list-style-type: none"> 1. PUD-related map amendment from C-M-1 to C-3-C; 2. § 2101 – Parking (69 required, 0 provided); 3. § 2201 – Loading (see additional detail in Section XXX of this report); 4. § 411 – Penthouse Setback (1-to-1 req’d; Less than 1-to-1 proposed); 5. § 776 – Court Width (40’ required, 35’ provided). 6. Flexibility to vary the: <ol style="list-style-type: none"> a. exact number of units and hotel rooms; b. location of interior partitions and design elements; c. number of electric-car charging stations and number of car-sharing spaces; d. LEED features; e. exterior materials; f. methods of achieving GAR and stormwater retention requirements.
Applicant	EAJ 400 Florida Avenue, LLC

III. SUMMARY OF OP COMMENTS

OP is generally supportive of the project and feels that the design has greatly improved since the initial submission. There remain, however, a number of items that need resolution before the project could be said to be not inconsistent with the Comprehensive Plan, and before OP could recommend approval of the PUD. The following summarizes OP comments from this report.

OP Comment	Planning and / or Zoning Rationale
Update the plans to more clearly show the meaningful connection between the portions of the building.	In order to measure building height for the hotel from 5 th Street, the proposed design would require that the entire development be one building.

OP Comment	Planning and / or Zoning Rationale
Remove the “retail” label from the art gallery space, and provide more detail about the operations of the gallery.	The applicant has proffered the gallery space as an amenity item. To ensure its fulfillment, the use of the space should be clarified on the plans, and its operation should be clarified.
Significant additional detail on how the ground floor is used and configured is necessary on the plans.	More detail is needed to fully assess the ground floor’s conformance with Comprehensive Plan and small area plan guidance to provide an active streetscape, and also how the retail spaces can be used to meet PDR goals.
Clarify how residential loading occurs.	Redesign of the loading spaces could have implications for the arrangement of the building’s core and the layout of the ground floor.
Clarify whether the alley is intended to be repaved, and where lighting fixtures would be located in the alley.	Renderings seems to show that the alley would be repaved with special materials. DDOT would need to approve any such non-standard material. Lighting in the alley would be important to safety.
Revise floor plans to be consistent with renderings of the loggia.	The final set of approved plans must be internally consistent.
Ensure that the design fully complies with Construction Code regulations that would limit the width of bays.	The Construction Code rules on projections are intended to break up the massing of buildings.
Provide more detail about the jobs program discussed in the list of amenities, and examine a more robust jobs commitment for District residents.	The Comprehensive Plan, Florida Avenue Market Study (FAMS) and the Ward 5 Works Study all place a strong emphasis on job creation. This is especially important in areas shown on the Future Land Use Map as suitable for Production, Distribution and Repair. Furthermore, the FAMS indicates that the highest levels of height and density can only be achieved through “significant” proffers.
The applicant should specify that the parking agreement is for the life of the project and that it would survive a change of ownership, should either building be sold.	The applicant is proffering that cars would have access to off-site parking spaces. The referenced agreement, however, does not appear in the record, so the Commission cannot fully evaluate the request for parking flexibility.

OP Comment	Planning and / or Zoning Rationale
Redesign to ensure that the mechanical penthouse space conforms to the 1:1 required setback.	The goal of the penthouse regulations is to accommodate all rooftop uses within the setback area. Without additional justification OP would not support flexibility from the required setback for the mechanical space.
Provide more detail about the proffered office space.	The free office space for start-ups could be a very valuable amenity. However, almost no detail has been provided to date.
Clarify if streetscape elements above and beyond DDOT standards are proposed.	The applicant has proffered “deaf-space” design in the public space, however, many of the listed items appear to be standard streetscape features.

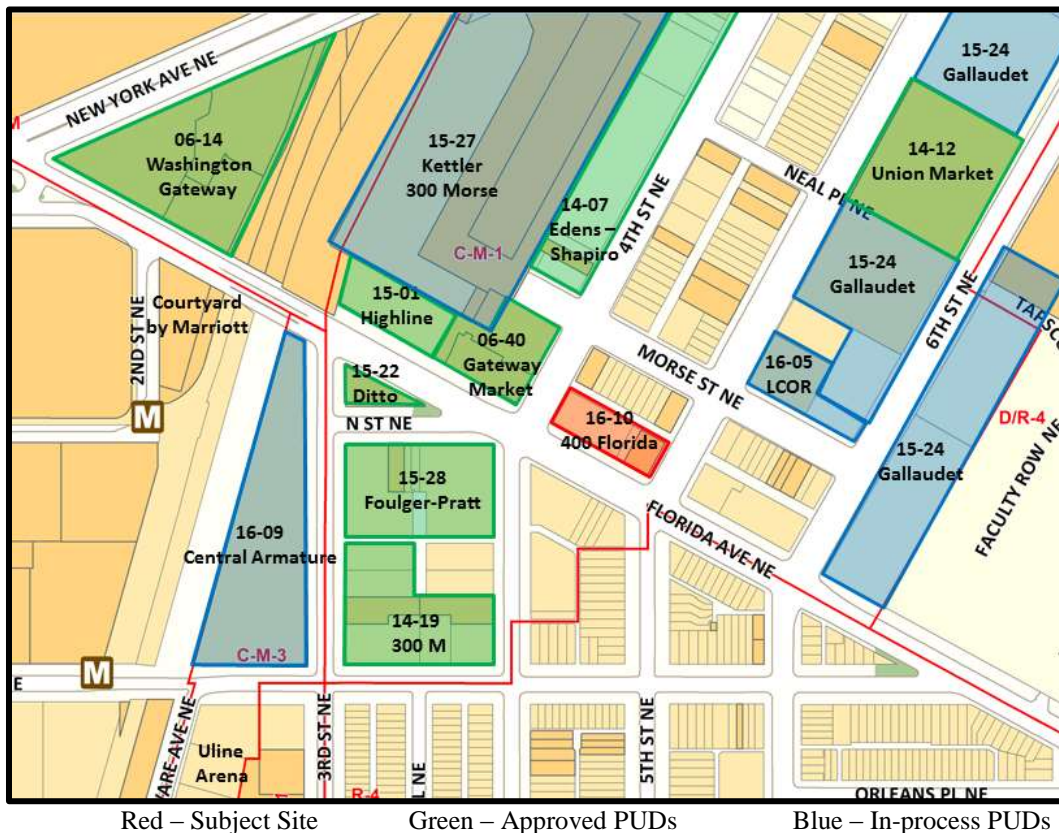
IV. ZONING COMMISSION COMMENTS FROM SETDOWN

The following table lists the Commission’s comments from the setdown meeting.

Zoning Commission Comment	Location of Applicant’s Response, and OP’s Comment, if Applicable
Benefits need work	See list of proposed benefits, Exhibit 27C.
Need for overall new design / building is bland / hotel is unattractive / residential needs articulation / The building has an industrial aesthetic but the industrial aesthetic needs to be reinterpreted	See revised architecture, Exhibit 27A.
Penthouses should be set back except for perhaps the elevator core.	See rooftop plans at Exhibit 27A, Sheets A110 and A111; Also Exhibit 17, p. 2, table.
No justification for not providing parking; Design should provide one level of parking.	Exhibit 17, p. 4, table; Parking would be provided off-site.
More information needed about solar panels	Exhibit 17, p. 3, table; Also Exhibit 27A, Sheet A111.
Loggia is interesting but needs some work; Provide more information about the drapes and other materials at the loggia.	Exhibit 17, p. 4, table
IZ units should not all be at the back of the building	See floorplans beginning at Exhibit 27A, Sheet A103.

The hotel should be LEED Gold	Exhibit 17, p. 4, table; Exhibit 27A, Sheet A021; Hotel remains at Silver.
Need additional renderings at the rear of the building for the court and the alley.	Renderings begin at Exhibit 27A, Sheet A201; See especially A209.
Flag at top of hotel – misuse of the flag; How would it be maintained?	Exhibit 17, p. 3, table

V. SITE AND AREA DESCRIPTION



The subject site is located on the north side of Florida Avenue, NE between 4th and 5th Streets, and is bound on the north by a 25' public alley. As shown on the map above, the site is in close proximity to properties that are either under construction, approved for new development or under consideration by the Commission. All of the PUDs nearby have received or propose a PUD-related map amendment to the C-3-C zone. The subject site slopes up slightly from Florida Avenue to the alley, and up slightly from 4th to 5th Streets. The NoMa metro station is west of the property, with entrances on N and M Streets.

VI. PROJECT DESCRIPTION

The applicant proposes a single building consisting of two components – a hotel component to the west, and a residential component to the east. In order to be considered a single building the two portions of the structure would maintain a meaningful above-grade connection through the loading corridor. The plans should be updated to more clearly show that connection. Please see Exhibit 27A, Sheet A102.

Ground Floor

The ground floor would be primarily occupied by two lobby spaces, and would also have 2,200 square feet of retail and art gallery space. The plan labels the gallery as “Retail / Gallery”, but the applicant has proffered the gallery as an amenity of the project, so the “retail” label should be removed from the plans. Overall, the ground floor plan is extremely vague. OP has alerted the applicant that significant additional detail on how the ground floor is used and configured is necessary to more fully assess its conformance with Comprehensive Plan and small area plan guidance to provide an active streetscape. Since the time of setdown, the design has been modified to increase the height of the ground floor of the hotel (Sheet A221). The increased height should provide a more pleasant experience for pedestrians and for hotel guests entering the building, and is more proportionally pleasing when compared to upper stories. OP views this as a positive change in the design.

Loading and car-share spaces would be located to the rear of the site, accessed from the alley. Loading would be shared by both uses. It is unclear how residential loading would occur. The plan indicates that access would be provided from the loading dock to a “move in/out vestibule”. From there, however, there does not appear to be access to the elevators. The applicant should resolve this issue as it could have implications for the arrangement of the building’s core and the layout of the ground floor. The northeast corner of the ground floor would also contain two rooms for bicycle parking – one labeled private, with access to the residential lobby, and one labeled public. The applicant should clarify who would have access to the public bike storage area, and how it would be managed.

The court at the rear of the ground floor would contain a patio for the hotel. A somewhat detailed design of this space can be seen at Exhibit 27A, Sheet L001. A rendering of the area can be seen at Sheet A209. That rendering shows enhanced paving in the alley. The applicant should clarify if it is their intent to pave the alley in that fashion and if DDOT has approved that proposal. Also, the applicant should show where lighting fixtures exist or would be placed in the alley. Notes in the plan set indicate that the applicant would construct public spaces according to DDOT’s Florida Avenue streetscape guidelines, which should be finalized in the near future.

Upper Stories

On the second floor, the typical residential floor plan would begin. On the hotel side, a restaurant occupies much of the second floor, with an outdoor area the applicant is calling the

“Loggia”. The renderings of the loggia show it as two stories tall, but the floorplans show it open through the 4th floor. OP has pointed this out to the applicant, and revised floor plans should be submitted.

At the roof level, both the hotel and apartment building would have communal recreation space, but no private habitable space, and, it appears, no commercial bar or restaurant on the hotel. The plans show a significant amount of green roof, though the amount has not been specified. Sheet A111 also shows solar panels on top of the residential penthouse. The applicant has requested areas of relief for penthouse setback. Please see further discussion of that area of flexibility in Section X of this report.

Residential Architecture

The architecture of the residential portion of the building has been completely revised since the time of setdown. The new façade is much lighter in color and appears to have more relief and texture. OP supports the new design direction. Sheet A113 contains an exhibit describing the dimensions of the bays and balconies projecting from the building. A note on that page states that the balconies would be disconnected from the bay projections, effectively shortening the length of the bays. The renderings of the building, however, show that the façade frame on the building would be connected for the entire length of the combined bays. The applicant should ensure that the design fully complies with Construction Code regulations that would limit the bays to 47’ per bay and 121’ total on Florida Avenue, and 22’ per bay and 43.5’ total on 5th Street.

Inclusionary Zoning

The proposed C-3-C zone would require that 8% of the total residential floor area be dedicated to households earning 80% of the AMI. The applicant proposes a larger and deeper affordability commitment, with a total of 12% of the floor area dedicated to IZ, and half of that would be reserved for 50% AMI. The result would be a total of 14 IZ units. A breakdown of the housing proposal is provided in the table shown on Sheet A008 of Exhibit 27A. The applicant also proposes large units for both the market rate and IZ units, including two-, three- and four-bedroom units. OP strongly supports the provision of family-sized units.

VII. COMPREHENSIVE PLAN POLICIES

The proposal would generally further the following Guiding Principles of the Comprehensive Plan, as outlined and detailed in Chapter 2, the Framework Element, although more detail on the proposed gallery and start-up office spaces, as well as a more robust retail/PDR program and employment commitment would help to fully meet these goals:

- (3) Diversity also means maintaining and enhancing the District's mix of housing types. Housing should be developed for households of different sizes, including growing families as well as singles and couples. 217.3
- (4) The District needs both residential and non-residential growth to survive. Nonresidential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. 217.4
- (7) Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality. 217.7
- (10) The recent housing boom has triggered a crisis of affordability in the city, creating a hardship for many District residents and changing the character of neighborhoods. The preservation of existing affordable housing and the production of new affordable housing both are essential to avoid a deepening of racial and economic divides in the city. Affordable renter- and owner-occupied housing production and preservation is central to the idea of growing more inclusively. 218.3
- (24) Despite the recent economic resurgence in the city, the District has yet to reach its full economic potential. Expanding the economy means increasing shopping and services for many District neighborhoods, bringing tourists beyond the National Mall and into the city's business districts, and creating more opportunities for local entrepreneurs and small businesses. The District's economic development expenditures should help support local businesses and provide economic benefits to the community. 219.9
- (27) Washington's wide avenues are a lasting legacy of the 1791 L'Enfant Plan and are still one of the city's most distinctive features. The "great streets" of the city should be reinforced as an element of Washington's design through transportation, streetscape, and economic development programs. 220.3

For further analysis of the project's relationship to the policies of the Comprehensive Plan, please refer to the OP setdown report at Exhibit 14.

VIII. COMPREHENSIVE PLAN LAND USE MAPS

The Generalized Policy Map designates the property as part of a Multi-Neighborhood Center, which are meant to contain uses meeting the day-to-day needs of nearby residents. Multi-Neighborhood Centers typically have catchment areas of one to three miles and are usually found at major intersections and along key transit routes. The Plan states:

These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses.

These centers also may include office space for small businesses, although their primary function remains retail trade.... Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. (§§ 223.17 and 223.18)

Because Multi-Neighborhood Centers are intended to provide job opportunities, the applicant's proposal to hire District residents for 25% of new hotel jobs is important (Exhibit 27C). But in order to fully meet the intent of the Comprehensive Plan, OP suggests that the applicant examine a more robust commitment.

The Future Land Use Map (FLUM) designation for the property is mixed use High-Density Commercial, Medium-Density Residential and Production, Distribution and Repair. The proposed hotel and residential uses on the site, and the proposed C-3-C zoning, would not be inconsistent with the Commercial and Residential designations of the FLUM. However, as of this writing, it is not clear how the proposal is fully consistent with the PDR designation on the site. In order for the project to best meet the goals of the Comprehensive Plan, OP recommends that the applicant maximize "maker" or start-up retail space, provide more detail on the gallery space, and who and how that space will be managed, and more detail on the jobs program mentioned in Exhibit 27C.



IX. FLORIDA AVENUE MARKET STUDY

The Florida Avenue Market Study (FAMS) is a Council-adopted small area plan (SAP) that applies to the subject site, and like all small area plans, supplements the Comprehensive Plan. The plan sets forth the anticipated heights, densities and uses within the market. The SAP calls

for “Medium – High” density development on the subject site, which it defines as development that through a PUD could reach heights of between 70 and 130 feet and densities of between 5 and 8 FAR (FAMS, p. 60). The proposed development would fall at the very top of that range. The SAP states that the “Maximum height and density...would only be achievable through a Planned Unit Development (PUD) that includes the provision of significant amenities...” (FAMS, p. 58). The applicant has proffered a range of benefits and amenities which, with some refinement, substantial additional information, and a greater commitment to meeting PDR objectives and providing jobs to District residents, may rise to the level of fulfilling that directive of the SAP seeking “significant amenities”. See more information about amenities in Section XII of this report.

In regard to uses, the plan states that frontages on Florida Avenue should “be filled with community services and regional-scaled retail” (FAMS, p. 66). However, given the relatively small floorplate possible on the subject site, and the need to have lobby spaces for the hotel and residential uses, it is reasonable to have smaller-scale retail in this building. Generally, the SAP encourages maintenance of light industrial wholesale-type uses within the market, though it recognizes that not all sites will be appropriate for that type of use. It goes on to say that new uses could have “an emphasis on food and food-related merchandise” (FAMS, p. 52) and should help to activate the street.

In order to show that the project would meet the goals of the FAMS, the applicant should add a considerable level of detail to the ground floor plan so that an assessment can be made of its impact on the surrounding streets. In addition, the applicant should provide more detail about the operation of the gallery space.

X. WARD 5 INDUSTRIAL LAND TRANSFORMATION STUDY

Policies from the Ward 5 Industrial Land Transformation Study, known as Ward 5 Works (W5W), could be informative to the transition of this property from industrial zoning to a mixed use development. The study is not a Council-adopted policy document, but provides guidance regarding the opportunities that can be found in industrial development and redevelopment. The vision of the study is to adapt industrial land to develop a cutting-edge and sustainable production, distribution, and repair industry that diversifies the District’s economy, serves as a hub for low-barrier employment, complements and enhances the integrity of neighborhoods, and provides opportunities for arts, recreation and other community amenities. The study encourages the preservation of production uses, environmental stewardship, workforce development, long-term affordability of industrial space, development of new multi-tenant space providing space for arts uses and makers, and the development of additional community amenities. “Maker” spaces are defined as small scale, local businesses devoted to the creation and production of goods and services. In order to demonstrate compliance with the employment goals of W5W, the applicant should provide more detail about the District resident hiring commitment in their most recent list of proffers, and should consider a more robust hiring pledge.

Specifically in regard to Florida Avenue Market, the study notes the need for food producer space, affordable arts space and a creative hub in the vicinity (W5W, Actions 9.2, 9.5 and 9.7, pp. 108-110). The applicant should provide more detail on the operation of the retail space, and of the gallery space and how that space would meet the goals of W5W.

XI. ZONING AND DESIGN FLEXIBILITY

To construct as proposed, the applicant requests the following zoning and design flexibility.

1. PUD-related map amendment from C-M-1 to C-3-C

The proposed zone would be not inconsistent with the Comprehensive Plan, including the Florida Avenue Market SAP. The change in zoning would allow residential uses on the site, at a height and density anticipated by planning for this area.

2. § 2101 – Parking

The design proposes zero parking spaces dedicated to the proposed uses where 69 are required. The application claims three parking spaces, but those include two car-share spaces and one combination loading space / car-charging space, neither of which would count toward required parking under the ZR58 zoning. In the written statement at Exhibit 17, page 4, the applicant indicated that they have an agreement to reserve 50 spaces in the approved development at 1250 4th Street (ZC #14-07) – 20 spaces for residents and 30 spaces for hotel guests. That project was approved with the understanding that the excess parking would be used for other nearby projects. The applicant should specify that the parking agreement is for the life of the project and that it would survive a change of ownership, should either building be sold. However, in response to Commission comments, the applicant should better detail why parking on-site is not being proposed. The applicant should also work with Edens, the owner of the subject property and the applicant in case #14-07, to provide a parking study for the entire Florida Avenue Market, to better illustrate how the pooled parking in some of the larger buildings would service the entire neighborhood.

3. § 2201 – Loading

Loading relief would be required as described in the following table:

	Hotel	Residential	Total	Proposed
20' space	1	1	2	1
30' berth	1	-	1	1
55' berth	-	1	1	-
100 sf platform	1	-	1	Area of platform not provided
200 sf platform	-	1	1	

The submitted traffic study (Exhibit 27D) states that the proposed loading facilities would be adequate to accommodate the needs of the project. OP has no objection to the requested loading flexibility, provided there are no objections from DDOT.

4. § 411 – Penthouse Setback

On the residential portion of the project, the entire penthouse structure, including the proposed solar panels, would meet the required 1-to-1 setback, except for the stairwell at the western end of the residential half of the building. Please refer to Exhibit 27A, Sheets A110 and A111. That stairwell would not be set back 1-to-1 from the open court at the rear of the building, facing an alley. The proposed stair tower is at the end of the residential corridor below. The applicant has stated that it does not meet the required setback in part because of the desire to create a substantial court that provides light to units on the north side of the building. OP does not object to flexibility for the stair tower on the residential portion of the building, as it is relatively low in height (9'6") and the proposed placement would minimize its visual appearance from the street.

On the hotel side of the building, the elevator and stair core is positioned to minimize the disruption to the floorplate generally, and especially the lobby level. At the roof level that portion of the penthouse would abut the central court facing the alley. Similar to the apartment stair tower, the hotel would also have a stair tower at the eastern end of its portion of the building that would not meet the 1-to-1 setback. OP generally does not object to this request for setback flexibility on the hotel, as it results in a superior layout for the lower floors, especially the lobby level. However, the amount of setback relief may be able to be minimized, such as by only taking one of the two elevators up to roof level.

Two other areas of the hotel penthouse are labeled "Mechanical" and would also require setback relief from the open court facing the alley. These areas should be made conforming to the 1:1 setback requirement.

5. § 776 – Court Width

The court at the north side of the building would have a required width of 40', but the maximum dimension of the court is 35'. The size of the proposed court should provide adequate light and air to the units within the development, and OP, therefore, has no objection to the requested flexibility.

6. Flexibility to vary the:

- a. exact number of units and hotel rooms;**
- b. location of interior partitions and design elements;**
- c. number of electric-car charging stations and number of car-sharing spaces;**
- d. LEED features;**
- e. exterior materials;**
- f. methods of achieving GAR and stormwater retention requirements.**

OP has no objection to the flexibility requested to items such as the number of units, the interior partitions and exterior materials. OP will work with OAG to craft language for the Order, should the application be approved, that allows appropriate levels of flexibility in the design while guaranteeing that the building is constructed as approved. OP also does not object to flexibility in the method of achieving the proffered LEED scores or the required GAR, but the applicant should propose conditions of approval that would clearly spell out the minimum sustainability levels that would be achieved in the design. OP cannot support flexibility in the number of car-share and electrical charging parking spaces, unless the existing amount shown in the plans serves as a minimum.

XII. PURPOSE AND EVALUATION STANDARDS OF A PUD

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24 of the 1958 Zoning Regulations. The PUD process is “designed to encourage high quality developments that provide public benefits.” Through the flexibility of the PUD process, a development that provides amenity to the surrounding neighborhood can be achieved.

The application exceeds the minimum site area requirements of Section 2401.1(c) to request a PUD. The applicant is requesting a consolidated PUD and related map amendment. The PUD standards state that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project” (§ 2403.3). Generally, the project is in keeping with the development magnitude envisioned by the Comprehensive Plan. Specifically in regard to city facilities, OP has received an email comment from DC Water which states that there are significant utility upgrades needed for the overall Florida Avenue Market area, including replacement of a very old 12-inch main in Florida Avenue as well as replacement of water mains throughout the market site. DC Water expects landowners to prepare a utility master plan, which will need DC Water’s approval prior to obtaining building permit approval. The Comprehensive Plan strongly supports adequate infrastructure capacity where growth is occurring (§ 217.6), and OP has forwarded the comment to the applicant. As of this writing OP has received no other agency comments.

XIII. PUBLIC BENEFITS AND AMENITIES

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, § 2403.8 states that “the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” Sections 2403.9 and 2403.10 state that a project must be acceptable in all the listed proffer categories, and must be superior in many. To assist in the evaluation, the applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed...” (§2403.12).

Amenity package evaluation is partially based on an assessment of the additional development gained through the application process. In this case, the application proposes a PUD-related map amendment from C-M-1 to C-3-C, which would allow the residential use, and would allow the proposed 5.0 gain in FAR (102,648 sf) and an increase in height of 80 feet over C-M-1 matter-of-right levels.

	Existing Zoning (C-M-1)	Proposed Zoning (C-3-C PUD)	Proposed Development
Height	40', 3 stories	130'	120', max.
FAR	0.0 – residential 3.0 – non-residential <hr/> 3.0 – Total (61,626 sf)	8.0 – residential 8.0 – non-residential <hr/> 8.0 – Total (164,336 sf)	[Mix of residential and non-residential] <hr/> 7.999 – Total (164,274 sf)

As noted earlier in the report, the proposed development would fall at the very top of anticipated Comp Plan and FAM Small Area Plan land use range. The SAP states that the “Maximum height and density...would only be achievable through a Planned Unit Development (PUD) that includes the provision of significant amenities...” [emphasis added].

The following table lists the applicant’s benefits and amenities as stated in Exhibit 27C, as well as OP’s comments on each item. With some refinement, substantial additional information, and a greater commitment to providing jobs to District residents, the amenities could be considered “significant”.

Applicant’s Amenities / Benefits	OP Comments
1. Reserve 25% of all new hotel jobs for qualified District residents through a partnership with Goodwill’s Hospitality Training Program. The Applicant will also make a donation and commit to hiring graduates of this program;	While an important amenity, in order to fully meet the goals of the Comprehensive Plan, FAMS and W5W, the applicant should consider a greater jobs commitment.
2. Dedicate 12% of the residential gross floor area to affordable housing units, whereas only 8% is required. Of the 12%, half will be dedicated to households earning up to 50% of the AMI, and half will be dedicated to households earning up to 80% of the AMI;	The provision of a greater amount of affordable housing than required, and at a deeper level of affordability than required, is an important amenity item.
3. Contribute \$80,000 for the installation of a new Capital Bikeshare station, located within close proximity to the PUD Site, and as approved by DDOT;	This contribution would be an amenity of the project.

Applicant's Amenities / Benefits	OP Comments
<p>4. Contribute \$25,000 to a "Life Quality Enhancement Fund" that provides security and street cleaning services in the surrounding neighborhood;</p>	<p>The scope of the operations of the Life Quality Enhancement Fund is unclear, but providing security and street cleaning would be operations undertaken by any development in this location, whether or not they were approved through the PUD process. The applicant should clarify who administers the Life Quality Enhancement Fund, and whether it is related to other security measures undertaken by other developments in the area.</p>
<p>5. Dedicate space in the hotel lobby for art exhibitions and partner with local arts organizations to source the artists and programs;</p>	<p>This item has the potential to be an amenity and contribute toward meeting planning goals for the area. However, more information is needed about how the art would be selected and displayed, how often it would be rotated, the gallery's hours, and the third-party manager. Furthermore, the plans should be revised to remove the word "retail" from the gallery space.</p>
<p>6. Provide a professional office space dedicated to supporting start-up companies. The office space will include rooms with desks, chairs, and free wi-fi. Use of the space will be free of charge for one year, after which a new group of start-ups will be selected;</p>	<p>This has the potential to be a valuable amenity and could help to meet planning goals for the area. However, the application includes almost no detail about the office space – where it is located, its size, who would manage it, how companies would be selected, etc. The applicant should also commit to provide the space in perpetuity.</p>
<p>7. Provide a cell phone charging station within or next to the building;</p>	<p>This item is not a benefit or amenity.</p>
<p>8. Provide on-site car sharing and electric vehicle charging spaces;</p>	<p>The proposed alternative-vehicle parking spaces are a benefit of the project.</p>

Applicant's Amenities / Benefits	OP Comments
<p>9. Incorporate deaf-space principles into the design of the building and the adjacent public spaces by implementing multiple design strategies. These include: (i) establishing wide pedestrian sidewalks free of barriers; (ii) providing good sightlines and space for signers to maintain full view of visual language while comfortably circulating the site; (iii) incorporating additional pedestrian streetlights to enable clear visual communication and a safer space for travel at night; (iv) planting street trees that provide shaded relief and reduced glare and understory plantings with bold color palettes, textures, and fragrance for seasonal interest and heightened sensory; (v) providing fixed casual seating areas with conversation tables to enable signers to rest carried objects and face each other while communicating; and (vi) installing detectable warning pavers to alert pedestrians when crossing intersections;</p>	<p>Many of the items mentioned here appear to be standard streetscape elements. If the applicant is proposing a streetscape elements above and beyond DDOT requirements, that should be clarified and could be considered a benefit of the project.</p>
<p>10. Implement the TDM plan and parking mitigation measures.</p>	<p>This item appears to be mitigation, rather than a benefit of the project.</p>

Although not listed by the applicant, OP would consider the following to be amenity items, provided they are made commitments by the applicant:

1. Large unit sizes – The applicant proposes that all residential units in the building would be two-bedrooms or larger, including some four-bedroom units dedicated as IZ units. These unit configurations go above and beyond the requirements of IZ and strongly benefit families staying in the District and in a metro-accessible location. OP very strongly supports the provision of family-sized units.
2. LEED Gold for the residential component.

As of this writing the applicant has not committed to a First Source Agreement or an LSDBE agreement. The applicant should either commit to these items or present a rationale for a lack of commitment.