

**Exhibit D**

**Analysis of the Project’s Consistency with the  
Convention Center Area Strategic Development Plan Design Guidelines**

During the Commission’s review of the Project at the September 23, 2019 public meeting, the Commission raised questions about the Project’s consistency with the “Design Guidelines” applicable to the “Transit Oriented Housing” sub-area of the Convention Center Area Strategic Development Plan (“Small Area Plan”). For the reasons given below, the Project is not inconsistent with the Design Guidelines set forth at page 43 of the Small Area Plan.

<b>Design Guidelines for the Transit Oriented Housing Sub-Area of the Small Area Plan</b>	<b>Applicability to the Project</b>
GOAL: Encourage additional new construction of mixed-income housing at and near Metro stations that are compatible with adjacent residential areas	The Project adds new construction of mixed-income housing within one block of the Mt Vernon Sq/7 <sup>th</sup> Street-Convention Center Metro station. The Project’s overall design is compatible with adjacent residential buildings with respect to quality of materials, height, setback, articulation, and other design details.
Provide prominent building entrances and lobbies	The Project includes appropriately prominent mid-block entrances and lobbies from each of 5 <sup>th</sup> Street, NW and 6 <sup>th</sup> Street, NW. The entrance and lobby are recessed from the main façade of the building on each elevation and accentuated by an outdoor plaza with plantings and seating areas. The 5 <sup>th</sup> Street, NW façade includes an ornamental and unique water feature to give the entrance even greater prominence.
Provide design that animates street through projections or openings	The Project’s façades animate the street through a mix of articulation (bays), balconies, and areaways. These features break up the scale of the building and increase the interaction between pedestrians and building occupants.
Tripartite arrangement of building elevation encouraged	A tripartite arrangement of building elevations is most commonly found in traditional buildings where a strong base, middle, and top of the façade composition is inherent in the style. In more contemporary architecture, this strict division of the façade is not always appropriate. In this case, the design team was concerned that

	<p>creating a strong base, middle, and top for the building would overly emphasize the horizontal and create a building which felt overly long and squat for the site. By not employing a strong tripartite arrangement, the project design better emphasizes the vertical elements of the structure and helps breakdown the length of the block. A similar design strategy and architectural style was successfully utilized for the O Street Market project, which is also located within the boundaries of this Small Area Plan. (See attached image of the building located at 800 P Street, NW.)</p> <p>The Applicant also notes that this guideline is the only one among the seven individual guidelines in the Transit Oriented Housing Sub-Area that is expressed as being “encouraged” rather than as being phrased more directly as a requirement, as the other six guidelines are phrased. Accordingly, the Project’s design is not inconsistent with this guideline.</p>
<p>Material shall be of high quality, providing a sense of detail, scale and visual interest</p>	<p>The Project includes high-quality materials. The Project’s materials provide detail, scale and visual interest for pedestrians and occupants of the building.</p>
<p>Provide a sense of privacy for ground level residential units</p>	<p>The Project is consistent with this guideline by employing a design that avoids placing any units directly at the same level as the street. Units at street level present the greatest privacy concerns. The Project’s cellar units are approximately five feet below grade and screened from view by planting and railings around the area ways. Likewise, the Project’s first floor units are raised approximately five feet above grade, which allows greater privacy in these units and presents a configuration similar to the historic townhouses on M Street, NW. This condition is depicted in a Street Section along M Street found in Exhibit B, Sheet A10a.</p>

Through-wall HVAC units are not allowed on public elevations	The Project locates all HVAC units on the roof.
Garage and service entrances should be from alleys, not on front elevations	This item is not applicable to the Project, which is located on a property that does not have any alley access. However, the Project minimizes the number of curb cuts and to the greatest extent possible consolidates the number of curb cuts.



800 P Street, NW