

RIVERSIDE BAPTIST CHURCH



by P.N. Hoffman & Associates, Inc. and Riverside Baptist Church

APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR
REVIEW AND APPROVAL OF A CONSOLIDATED PLANNED UNIT DEVELOPMENT
AND AMENDMENT TO THE ZONING MAP

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PREFACE

The following statement and attached exhibits support the application of P.N. Hoffman & Associates, Inc., as contract purchaser of the subject site, and Riverside Baptist Church, as owner of the subject site, to the Zoning Commission for consolidated review and approval of a Planned Unit Development and Zoning Map Amendment for the property located at the intersection of 7th Street SW and I Street SW (Square 472, Lot 127). The property that is the subject of this application is located in the Southwest neighborhood. The proposed project will redevelop an existing church into a mixed-use development containing a new home for Riverside Baptist Church, a 150-year old Southwest DC institution, as well as a residential apartment building with approximately 170 units and approximately 6,900 – 7,900 square feet of flexible ground floor space set aside for community-serving spaces, such as retail space, a daycare use, or live/work lofts.

This Planned Unit Development application is consistent with the District of Columbia Comprehensive Plan, D.C. Law 12-275, 10 DCMR (Planning and Development) § 100 et seq., as well as several of the goals and policies of the District of Columbia, including the goals of the draft Southwest Neighborhood Small Area Plan. This redevelopment will benefit the District of Columbia and the Southwest neighborhood by transforming an existing underutilized parcel center into a mixed-use pedestrian- and transit oriented development. The proposed redevelopment will provide approximately 170 new residential units, including approximately 14 affordable units, and strengthen the urban design and character of the neighborhood.

Attached to this statement are: completed application forms; a copy of the Notice of Intent to File a Planned Unit Development that was mailed to surrounding property owners; a list of neighboring property owners; architectural drawings, plans, elevations, and renderings of the proposed project; photographs of the existing conditions; surveyor's plats; a map depicting the

existing Zone Districts for the property and surrounding area; and a table summarizing the redevelopment and the public benefits.

As set forth more fully in Exhibit G, this application complies with the filing requirements for a Planned Unit Development application under Chapter 24 of the District of Columbia Zoning Regulations.

I. INTRODUCTION

A. *Summary of Requested Action*

P.N. Hoffman & Associates, Inc. and Riverside Baptist Church¹ (together, “Applicant”) submits this statement to the Zoning Commission of the District of Columbia (“Zoning Commission”) in support of its application for the consolidated review and one-step approval of a Planned Unit Development (“PUD”) and Zoning Map Amendment for the lots located at the intersection of 7th Street SW and I Street SW (Square 472, Lot 127) (“Property”). The Property is located in the Southwest neighborhood of Ward 6 and consists of approximately 36,015 square feet of land area.

The Property is currently improved with current Riverside Baptist Church and surface parking lot. The Property is located approximately four blocks from the Waterfront Metrorail station. The Applicant proposes to demolish the existing structure and construct a new mixed-use building containing a new home for the Riverside Baptist Church, ground-floor community-serving space, and residential uses (“Project”). As proposed, the Project will provide with a new church, approximately 6,900 – 7,900 square feet of ground-floor community-serving space (such as retail space, a daycare use, or live/work lofts), approximately 170 residential units, and approximately 135-170 parking spaces (which includes 40 parking spaces for the church and public/retail parking).

The proposed Project will enhance an important intersection and connection to the Southwest Waterfront, improve the pedestrian experience and urban design of the neighborhood, and benefit from the proximity to transit. The Project is a mixed-use, pedestrian-friendly, transit-oriented development appropriate for its strategic location. Moreover, the design of the Project

¹ P.N. Hoffman & Associates, Inc. is the contract purchaser of the Property, and has been authorized by the current owner, Riverside Baptist Church, to file this application.

features a modulation of heights that is consistent with the scale and character of the Southwest neighborhood. In addition, the uses within the Project will contribute positively to the continued vibrancy of the Southwest neighborhood.

The Property is currently located in the R-5-B Zone District and is located in the Moderate Density Residential category on the Future Land Use Map of the District of Columbia 2006 Comprehensive Plan. However, the draft Southwest Neighborhood Small Area Plan (“Southwest Plan”) calls for a change to the Medium Density Residential / Low Density Commercial land use designation in order to implement the guiding principles of the Southwest Plan and, in particular, permit the redevelopment of the Property as a connecting link between the Southwest Waterfront and the Waterfront Metrorail station. The proposed Zoning Map Amendment is consistent with the proposed land use change; it will facilitate the redevelopment of the Project and accommodate the Project’s proposed height and density. The Southwest Plan is scheduled to be transmitted to the D.C. Council by the end of March, and the Council is expected to take action later this spring.

The Applicant will also use the PUD process to obtain relief from other requirements of the Zoning Regulations, including the rear yard, parking, and roof structure requirements, as well as request a 1.56% increase in FAR pursuant to Section 2405.3 of the Zoning Regulations. The requested relief is essential to allow the redevelopment of the existing church into a mixed-use, transit-oriented development that provides substantial community and District-wide benefits yet also retains a 150-year old Southwest DC institution. The rezoning of the Property and the approval of the PUD application is consistent with the goals of the Comprehensive Plan and Southwest Plan, as set forth below.

B. The Applicant

PN Hoffman is one of Washington's premier developers of urban mixed-use neighborhood transformation projects. Formed in 1993, PN Hoffman has become one of the largest mixed-use developers in the District of Columbia. PN Hoffman has successfully completed 36 urban projects including ten Planned Unit Development (PUD) entitlements, five Tenant Opportunity to Purchase Act (TOPA) redevelopments, and numerous historic sensitive developments in Washington. The company has completed multiple mixed-use projects over the last decade including Union Row, which sold out more than 300,000 square feet of residential and retail space in the then up and coming U-Street neighborhood. Most recently, PN Hoffman has started construction on 3,200,000 square feet of development in Southwest DC along the Southwest Waterfront known as The Wharf.

Riverside Baptist Church has been a presence in the Southwest community since its founding in 1857 as the Island Baptist Church, located on D Street, between 4 1/2 and 6th Streets SW. Island Baptist Church soon outgrew its wooden structure, and a new brick structure was built in 1869. The church was later renamed Fifth Baptist Church. By its 100th anniversary, its membership had grown to 1,000 congregants. The Redevelopment Land Agency bought the old site in 1957 and the present building was built at 7th Street and Maine Avenue in 1968 and was renamed Riverside Baptist Church. Throughout these changes, the Church has fiercely worked to keep its congregation together and remain in Southwest. Through this PUD, the Church seeks to secure this congregation for another one hundred years by leveraging the Property's value to create a new church facility as well as create an endowment that will protect the church for years to come, seeding ministry and reacting proactively to new energies and development around it.

For 157 years, Riverside Baptist Church has ministered to both congregant and community, often at the forefront of issues of equality and civil rights. Riverside Baptist Church has been outspoken on behalf of the inclusion of LGBT persons, advocates for marriage equality in the District, outspoken on behalf of women's equality, ordaining women as deacons since 1972 and ordaining women as ministers, and outspoken on matters of race, with Pastor Bledsoe's recent "Open Letter To White Christians of Florida" having received national attention. The Church has also led community-serving efforts close to home and abroad. Recent local examples include: raising funds for the CROP walk to feed the hungry, collecting backpacks with school supplies each summer, providing Christmas gifts to the needy for upwards of 20 families every year, and offering space (initially donation-free) to Apple Tree Early Learning Center, which works on defeating illiteracy on the front end. The Church has also responded generously in times of crisis, most recently sending money to Liberia in its struggle with Ebola, and previously for earthquake relief efforts in Haiti and tsunami relief efforts in Indonesia. The Church advocates for humane values and approaches to problems that face us, within and as a partner in Southwest.

C. *Project Goals and Objectives*

The Project's height and density is consistent with the proposed Future Land Use Map designation for the Property as well as with the height, scale, and character of property in the Southwest neighborhood. The Project also furthers Comprehensive Plan and Southwest Plan objectives for transit-oriented development both citywide and with respect to the Southwest neighborhood. The Project will provide additional housing opportunities near multiple Metrorail stations. Furthermore, the Project will serve as a gateway to the Southwest neighborhood and strengthen the connection between the neighborhood and The Wharf along the Southwest

Waterfront. Finally, the Project will provide Riverside Baptist Church with a new facility as well as an endowment, which will permit the Church to remain within the Southwest neighborhood and continue to minister not only to its congregation but also to the greater Southwest community. The Project will not have adverse impacts on its neighbors, and in fact will benefit neighbors by activating the public realm with ground-floor uses and improving the pedestrian experience and urban design. The Project is also consistent with other goals of the Comprehensive Plan such as adding new affordable housing units, strengthening the ongoing revitalization of the Southwest Waterfront, and reducing the amount of surface parking.

D. Development Timetable

The Applicant would like to begin construction approximately 9-12 months after the expected completion of the PUD and expects that the total construction period will last approximately 22 months.

II. THE PROPOSED PUD PROJECT

A. *Site Location*

The Property consists of approximately 36,015 square feet of land area at the intersection of 7th Street SW and I Street SW in Ward 6. The Property is fronted by Maine Avenue SW on the southwest², 7th Street SW on the northwest, and I Street SW on the north. The Property is improved with the existing Riverside Baptist Church building and surface parking.

The Property is strategically located at one of the major gateways into the Southwest neighborhood. It will also function as one of the primary links to the redeveloped Southwest Waterfront, which is located across Maine Avenue to the southwest of the Property. The Property is also located approximately four blocks from the Waterfront Metrorail station and the emerging town center in that location and five blocks from the L'Enfant Plaza Metro station.

To the east and south of the Property is the Waterside Towers complex, which consists of a mix of three 10-story, 100-foot tall apartment buildings and a three-story townhouse-style complex. Further to the southeast is Arena Stage. To the northwest of the Property, across 7th Street, is the DAV (Disabled American Veterans) building. Continuing further north across 7th Street is Jefferson Middle School. To the north of the property, across I Street, is Town Square Towers, an 8-story, 100-foot tall condominium building with over 280 residential units. As mentioned above, the proposed redevelopment of the Southwest Waterfront, known as The Wharf, is across Maine Avenue from the Property. Immediately across from the Property will be a 130-foot tall building and the 7th Street Park approved by the Commission in Case No. 11-03.

The Property is located in the R-5-B Zone District, which permits a maximum height of 50 feet and a maximum FAR of 1.8. Land immediately to the southeast is also located in the

² The Property technically abuts a 20-foot wide strip of publicly-owned land on the southwest; it is the Applicant's understanding that this property is administered by the District as if it were public space.

R-5-B Zone District. Property immediately to the north and east of the Property is located in the R-5-D Zone District. Property to the northwest, across 7th Street, is located in the W-1 Zone District. Property in The Wharf to the southwest, across Maine Avenue, was rezoned from the W-1 Zone District to the C-3-C Zone District in Z.C. Order No. 11-03.

B. Project Description

As depicted in the architectural plans, elevations, and drawings attached as Exhibit A, the Project will deliver a mixed-use building with approximately 170 residential units, approximately 14 of which will be set aside as affordable housing, approximately 6,900 – 7,900 square feet of community-serving ground-floor space, and a replacement church for the Riverside Baptist congregation.

Broadly, the uses within the Project have been arranged to place the new Riverside Baptist church on Maine Avenue, in the most visible location and closest to the waterfront. The church component of the Project operates as the intersection between The Wharf and the Southwest neighborhood, and the residential component then extends back into and within the neighborhood. This is consistent with the overall pattern of development in Southwest, which generally places civic and institutional buildings along the primary streets and focuses residential development within the heart of the neighborhood. The varied heights of the church and residential portions of the Project also mimic the overall pattern of development of Southwest, which contain a combination of moderate and taller structures.

As shown on the plans, the church component is sited at the intersection of Maine Avenue and 7th Street that is oriented out to the street and towards pedestrians and the waterfront, while the current church turns its back to Maine Avenue. The proposed design reflects the congregation's preference for a significant, contextual, expressive structure. As a reference to

the congregation's past, the materials palette will express a sense of permanence and includes materials used in the current church building, such as stone, stained glass, stucco, slate and wood. Where possible and as budget permits, the church intends to salvage and reuse existing materials. (As an example, the stained glass windows of the proposed church will be attempted to be reused from the existing church building.) The two-story church contains approximately 11,455 square feet of gross floor area; although the church reaches a maximum height of 56 feet at its highest point, the bulk of the building is approximately 37-40 feet tall.

The residential component of the Project has been purposefully designed to respond to the unique context of the intersection of 7th and I Streets SW. The awkward, angular intersection of the two streets essentially places the Property as the southern terminus of 7th Street and creates a rather unique geometry for the site. To respond to this context, the massing of the Project has been comprised as two simple forms that intersect and overlap at the 7th Street terminus. The primary façade will be composed of light-colored masonry, most likely precast concrete, and glass.

The height and mass of the Project is consistent with and sensitive to the surrounding context. The residential component will be constructed to a maximum height of 90 feet, with a two-story step-down as the building turns the corner from 7th Street to I Street SW, signaling the entrance into the heart of the Southwest neighborhood. Furthermore, the taller 90-foot portion of the residential component is actually 10 feet shorter than the two adjacent apartment buildings to the north and east. Finally, by placing the shorter church component at the intersection of 7th and Maine Avenue, the Project will actually preserve views from neighboring residential properties out toward the waterfront, while responding to neighborhood concerns regarding having 100-foot plus tall buildings directly fronting Maine Avenue.

At the ground level, the Project will create an engaging and attractive pedestrian experience through a combination of moves in public space and on private property. In public space, the Applicant proposes to work with DDOT to eliminate the existing right turn only slip lane from 7th Street to I Street and instead recapture the space for use as a landscaped public plaza and street parking. The Applicant also proposes to retain four existing mature trees around the Property and enlarge the existing tree boxes, as well as plant additional new street trees to further enhance the tree canopy. On private property, the bulk of the residential component of the building is set back from the property line, which creates additional space for additional trees and other plantings. The church entrance at the intersection of 7th and Maine, the proposed ground-level community-serving/retail use along 7th Street, and the residential lobby entrance at the intersection of 7th and I streets will each help to create activity along all three street faces. Finally, the Applicant proposes to install a pair of water walls at ground level on either side of the residential lobby, which will function as public art and further enliven the public realm.

The Project will contain approximately 170 new residential units. In response to community preferences as expressed in the Southwest Plan and in other forums, the Applicant is specifically developing the residential program with a higher concentration of units that have multiple sleeping rooms. Approximately 45% of the units will be larger, more family-inclusive units than what is typically found in apartment buildings in new construction in the Southwest neighborhood and elsewhere in the close-in neighborhoods of the District. These will include a mixture of one-bedroom with dens units, two-bedroom units, and two-bedroom with dens units. The Project will also incorporate a playground for children in the private courtyard, and the Applicant is strongly considering a daycare as one of the leading potential ground-floor uses.

In addition, the residential component of the Project will contain a number of other recreational amenity spaces for building residents. On the ground level, the Project will include a landscaped private courtyard at the rear of the property. The varied building heights will create two roof terraces for building residents as well. These roof decks will feature a combination of seating areas and terraces as well as planted areas. Many of these planted areas will function as intensive green roofs with a soil depth of up to 18-24 inches. The proposed plans also anticipate the Commission's adoption of proposed text amendments to permit habitable space within roof structures, and feature an indoor rooftop amenity space as well as approximately four residential units with private terraces.³

The Project will contain three levels of below-grade parking, accessed from a curb cut located at the north end of the Property, off of I Street SW. The Project will provide approximately 135-170 parking spaces, including approximately 95-130 spaces reserved for residential use, approximately 5 spaces dedicated for church use at all times, and the balance of the spaces (35 spaces) to be made available to the church on Sundays and otherwise be used by the community-serving ground-floor uses or as public parking. Loading will also be accessed from the same curb cut and provide front-in, front-out access to two 30-foot loading berths, which will be shared by all uses within the Project. The curb cut being proposed exists today.

In total, the Project will contain approximately 170 residential units. The Project will also include a new church of approximately 11,455 square feet, and a minimum of approximately 6,900 – 7,900 square feet of community-serving ground-floor use. The total gross floor area is approximately 164,485 square feet, resulting in a FAR of approximately 4.57. Approximately eight percent of the residential floor area, or approximately 14 units, will be set aside for

³ Assuming the Commission sets this case down for public hearing and finalizes the roof structure text amendments later this spring, the Applicant will update and revise the plans to reflect the Commission's action on the amendments prior to the public hearing on this application.

affordable housing for households earning up to 80% of the area median income. The Project will have a maximum height of approximately 90 feet and will occupy approximately 73% of the Property. A complete summary of development data is attached as Exhibit B.

C. *Development Parameters*

The proposed development is appropriate with respect to density and height for this location. The Project will be constructed to a FAR of approximately 4.57 FAR (0.54 FAR nonresidential) and a height of 90 feet, with the northern portion of the residential component stepping down to 68 feet in height, and the church portion stepping down to an average height of 37-40 feet. The C-3-A District permits a maximum FAR of 4.0 (2.5 commercial) as a matter-of-right and a maximum FAR of 4.5 (3.0 nonresidential) in a PUD project. The maximum height allowed as a matter-of-right in the C-3-A Zone District is 65 feet. A PUD project in the C-3-A Zone District is permitted a maximum building height of 90 feet. The Zoning Tabulations in Exhibit A as well as the summary of development data attached as Exhibit B illustrate the zoning standards for the existing and proposed zoning.

D. *Flexibility under the PUD Guidelines*

The District's PUD process allows greater flexibility in planning and design than is possible under conventional zoning procedures. The PUD regulations allow the Zoning Commission to authorize a 5% increase in height and FAR beyond the limits set forth in the Zoning Regulations, provided that the increase is essential to the successful functioning of the project and consistent with the purposes and evaluation standards for PUDs. The PUD regulations also specifically allow the Zoning Commission to approve zoning relief that would otherwise require approval of the Board of Zoning Adjustment ("BZA"). Here, the Applicant

seeks a 1.56% increase in the maximum FAR for the Project as well as relief from the rear yard, parking, and loading, and roof structure requirements of the Zoning Regulations.

1. FAR

Section 2405.3 of the Zoning Regulations permits the Zoning Commission to approve a 5% increase in the maximum FAR of a PUD provided that the increase is essential to the successful functioning of the project and furthers the goals and purposes of the PUD regulations. Here, the Applicant requests a 1.56% increase (approximately 0.07 FAR or 2,521 square feet) in the maximum permitted density, from 4.5 FAR to 4.57 FAR. This increase is required to accommodate the unique architectural design of the Project, which sets back the ground floor of the Project. The area underneath these overhangs (approximately 2,196 square feet of gross floor area) technically counts as gross floor area but does not actually function as occupiable or habitable space; rather it is unenclosed and open to the elements.

The additional area is essential to the successful functioning of the Project because it enables the ground floor setback. This setback provides articulation to the Project design and evokes a streamlined approach consistent with the surrounding Mid-Century Modern architectural character of the Southwest neighborhood. The setback also creates more open space at ground level at both the front and rear of the residential portion of the Project, while defining a more human scale at the ground floor. Finally, the setback and corresponding increase in the footprint of the upper stories allows for a larger floorplate for the residential floors and more generous residential unit sizes. The additional area will further the goals and purposes of the PUD regulations because it will facilitate better architectural design, better site utilization, and more housing and affordable housing, all of which are goals and standards for

PUDs. Finally, the proposed FAR of 4.57 is still well below the maximum FAR of 4.8 that would be permitted for a matter-of-right residential project in the C-3-A Zone District.⁴

2. Rear Yard

In the C-3-A Zone District, under the Zoning Regulations, the Project is required to provide a rear yard of approximately 18.75 feet. Furthermore, under Section 774.11 of the Regulations, when a building fronts on three or more streets, the rear yard may be measured to the center line of the street opposite the middle of the front of the building. Here, the Property effectively fronts on three streets—I Street SW, 7th Street SW, and Maine Avenue SW.

However, the public space along Maine Avenue SW is technically located within a separate 20-foot wide strip of land controlled by DDOT (Square 472, Lot 820), rather than in the Maine Avenue right-of-way itself. Accordingly, the Property does not “front” on Maine Avenue and therefore Section 774.11 does not apply.

However, as a practical matter, the Property meets the intent of Section 774.11, and therefore such flexibility from the rear yard requirement is appropriate. Furthermore, the Project is set back approximately 30 feet from the adjacent property to the southeast and east. Finally, as shown on the shadow studies included in Exhibit A, the Project’s size and location will not impose adverse impacts on residential property to the southeast and east.

3. Parking and Loading

The parking requirements of the Zoning Regulations specify certain dimensional requirements for each space, as well as requirements for the grouping of compact spaces. Here, the Applicant requests flexibility to adjust the layout, type, and location of vehicular and bicycle

⁴ Under the Zoning Regulations, a C-3-A residential project triggering IZ bonus density is permitted a maximum FAR of 4.8, yet a C-3-A PUD is limited to a maximum FAR of 4.5.

parking spaces within the parking garage. Such flexibility is ordinarily granted to many Planned Unit Developments.

Loading requirements under the Zoning Regulations are cumulative; that is, separate loading facilities are required for each proposed use. Under the Regulations, the Project is required to provide one 30-foot deep loading berth for the proposed retail use and one 55-foot deep loading berth and one 20-foot deep service/delivery space for the apartment use, as well as associated loading platforms for each berth. The Project will provide two 30-foot deep loading berths, which meet the 30-foot deep loading berth and 20-foot service/delivery space requirements. The Applicant requests relief, however, from the requirement for a 55-foot deep loading berth and associated 200-square foot loading platform. New residents in similar apartment buildings rarely use large loading vehicles given the size of the individual apartments, and such a berth is not required to accommodate the building's loading needs. Tenant move-in and move-out needs can be accommodated on the remaining loading spaces. The Applicant will work with DDOT to develop a loading management plan to ensure that deliveries and service will not impose adverse impacts.

4. Roof Structure Requirements

As the Commission is aware, proposed amendments to the Zoning Regulations are currently under consideration that would permit the incorporation of habitable spaces, including residential amenity spaces and residential units, within the roof structure. The Applicant anticipates that such amendments will be final prior to the public hearing on this Project, and accordingly intends to include such habitable space within the roof structure. The proposed plans reflect these habitable spaces, which include approximately four residential units as well as residential amenity space.

The current Regulations require that mechanical, elevator, and stairway penthouses be contained within a single roof structure of uniform height that is set back one-to-one from all exterior walls. Here, the Applicant proposes a single roof structure for the residential component of the Project that falls within the setback requirement, but requests relief from the uniform height requirements to accommodate the stepped design of the proposed roof structure. The stepped design of the roof structure is required to accommodate the relatively narrow lot area, limited roof area created by the stepdown in height along I Street SW, and the desire to accommodate program elements within the roof structure. Without the stepped approach, the entire roof structure would need to be set back 1:1 from the exterior wall, which would constrain the Applicant's ability to accommodate habitable uses within the roof structure.

Notwithstanding this design, the roof structure has no visual impact because the roof structure as a whole is set back 1:1 from the exterior walls.

5. Other Minor Flexibility

The Applicant has made every effort to provide a significant level of detail in the plans. Nonetheless, some additional flexibility is necessary that cannot be anticipated at this time. Specifically, the Applicant requests flexibility in the following areas:

(1) To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, and toilet rooms, provided that the variations do not change the exterior configuration or appearance of the structure;

(2) To provide a range in the number of residential units plus or minus 10% from the number depicted on the plans and in this statement;

(3) To vary the number and location of affordable units, provided that (i) the minimum amount of square feet of gross floor area required for affordable housing is met; (ii) the affordable units will be distributed proportionately across unit types and evenly on all floors except the top two floors; and (iii) the proportion of affordable studio, efficiency and one-bedroom units to all affordable units will not exceed the proportion of market-rate studio, efficiency and one-bedroom units to all market rate units;

(4) To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction;

(5) To vary the final selection of landscaping materials utilized, based on availability and suitability at the time of construction;

(6) To vary the final streetscape design and materials, including the final design and materials on Lot 820, as required by District public space permitting authorities.

(7) To make minor refinements to exterior details and dimensions, including balcony enclosures, belt courses, sills, bases, cornices, railings and trim, 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 uses or systems;

(8) To vary the final use and design on the ground floor community-serving space frontage, including the number, size, design and locations of doors, windows, awnings, canopies, and similar features, , to accommodate the needs of specific tenants and users over the life of the Project; and

(9) To vary the number, location, size, and other features of signs.

III. PLANNING ANALYSIS

The PUD process requires the Applicant to demonstrate that the proposed Project will not impose unacceptable impacts on the surrounding area or on city services, but will instead be either favorable, capable of being mitigated, or acceptable given the public benefits of the Project. 11 DCMR § 2403.3. This Project does not impose any unacceptable impacts and is favorable to both the surrounding area and the District of Columbia as a whole.

A. *Land Use Impact*

The proposed PUD and Zoning Map Amendment are consistent with the goals and policies of the Comprehensive Plan and the draft Southwest Plan. Approval of this PUD will lead to the redevelopment of an underutilized site along a key gateway corridor to the Southwest neighborhood and across the street from The Wharf development. This Project is consistent with the District's goals for mixed-use, transit-oriented and pedestrian-friendly development. This Project will retain the existing Riverside Baptist Church, which has been a contributing institution in the Southwest neighborhood for over 150 years, and add housing density and affordable housing units as well as neighborhood-serving ground floor uses close to the Waterfront Metrorail station. The Project will also strengthen the urban design, character and identity of a prominent intersection along Maine Avenue and the southern terminus of 7th Street, by replacing the existing low-scale, auto-oriented, stepped-back church building with a human-scale streetwall that will activate a key pedestrian link between The Wharf and the Waterfront Metrorail Station and the L'Enfant Metrorail Station.

The height and density of the Project are appropriate given the proximity to transit and the size of other existing and approved buildings in the nearby area. Immediately to the north and east of the Project are buildings also constructed to a height of 100 feet, and immediately to

the southwest across Maine Avenue are buildings approved for a height of 110-130 feet. By contrast, the Project is proposed to a maximum height of 90 feet, with a stepdown to a height of 68 feet along I Street and a height of 37-40 feet at Maine Avenue. Indeed, the entire Southwest neighborhood is characterized by a mix of building heights that includes many buildings ranging from 90 to 130 feet in height juxtaposed with shorter buildings. The Project's medium density is also consistent with the Southwest neighborhood, which moderates the impact of relatively tall buildings with significant amounts of open space.

For these reasons, the PUD will have a positive land use impact that is consistent with the Comprehensive Plan, the Southwest Plan, and other planning goals of the District of Columbia.

B. Zoning Impact

The Applicant requests a Zoning Map Amendment to rezone the Property to the C-3-A Zone District. This proposed zoning change is consistent with the draft Southwest Plan, which recommends re-designation of the Property into the Mixed-Used Medium Density Residential / Low Density Commercial Land Use Category. (The site is currently located in the Moderate Density Residential category on the Future Land Use Map.) Under the definitions of the Comprehensive Plan, medium density areas “generally do not exceed eight stories in height,” Comprehensive Plan § 225.5; however, the Comprehensive Plan also permits greater height and density when approved through a Planned Unit Development. The proposed C-3-A zoning will facilitate the development of a seven- to nine-story building devoted to a mix of residential, church, and ground-floor community-serving uses, which is consistent the guidance provided by the Comprehensive Plan's Future Land Use Map as amended by the Southwest Plan.

The proposed C-3-A Zone district is also consistent with the Zoning Map. The C-3-A Zone is generally described as a zone that permits medium density development, with a density

incentive for residential development within a general pattern of mixed use development on arterial streets and at rapid transit stops. In the Southwest quadrant, C-3-A zoning is located at other “gateway” points into the Southwest neighborhood along Half Street SW between I Street SW and M Street SW. Furthermore, the proposed C-3-A zoning is less intensive than zone categories sought for other recent Southwest PUDs. Adjacent and nearby properties are zoned or have been rezoned to the C-3-C Zone District through the PUD process, including The Wharf, Waterfront Station near the Waterfront Metrorail Station, and the Marina View PUD to the west of Waterfront Station, and the CR Zone District, including two PUDs at 3rd and M Street SW.

The proposed rezoning to the C-3-A Zone District is requested not only to accommodate ground floor uses, but also the height, density, and uses within the proposed Project, which will deliver the additional housing opportunities and strengthened urban design called for at this key strategic connecting gateway site.

C. *Environmental Impact*

As described more fully in the attached Exhibit H, the Project will not have adverse environmental impacts. The Project will achieve the equivalent of a Silver rating under the LEED 2009 rating system. The Project will also meet the Green Area Ratio and stormwater management requirements.

D. *Facilities Impact*

The proposed Project will not have adverse impacts on public facilities. The Project is located approximately four blocks (1/3 mile, or a 7 minute walk) from the entrance to the Waterfront Metrorail station, and approximately 6 blocks (less than 1/2 mile, or a 9-minute walk) from entrances to the L’Enfant Plaza Metrorail station. Multiple bus lines also serve the Property. High transit usage as well as promotion of other alternatives to driving will minimize

the impact on public infrastructure. To encourage bicycle use, the Project will include bicycle storage for residents within the Project and in public space surrounding the Project.

IV. EVALUATION STANDARDS

A. *Public Benefits and Project Amenities*

Section 2403.9 of the PUD regulations sets forth categories of public benefits and project amenities for the Zoning Commission appropriate for a PUD application. The objective of the PUD process is to encourage high-quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning.

The proposed Project will achieve the goals of the PUD process by providing new family-inclusive housing, affordable housing, and community-serving ground-floor uses (such as retail, a daycare use, or live/work lofts) as part of a transit-oriented development that strengthens an important gateway connection into the Southwest neighborhood district. Other benefits include the retention of the church and providing an endowment for its ongoing operations as well as significant improvements to the public realm around the perimeter of the site. This Project furthers the goals of the PUD process and the District as a whole subject to the following nine evaluation criteria.

1. Urban Design, Architecture, and Landscaping

Section 2403.9(a) of the Zoning Regulations lists urban design, architecture, and landscaping as public benefits or project amenities of a proposed PUD that the Zoning Commission should evaluate. The detailed renderings, plans, and elevations of the Project in Exhibit A demonstrate that the proposed Project exhibits exemplary urban design. By addressing the non-rectilinear relationship among Maine Avenue, 7th Street, and I Street, the Project melds contemporary urban design preferences against the street grid created by earlier urban renewal efforts in Southwest, and improves the pedestrian experience and safety along all three streets

with interesting, attractive, and appropriately-scaled ground-floor uses, lighting, landscaping, and water walls as a public art feature.

The Project also features exceptional architectural design that modulates the height and mass of the building through setbacks, materiality, and other design elements. In particular, the upper two stories of the Project are set back along I Street SW, which reduces the apparent height and scale of the Project as one moves into the residential neighborhood. Similarly, the church component steps down in height toward Maine Avenue, preserving views out to the waterfront. At the same time, the building's nine-story volume balances the scale and size of the Waterside Towers and Town Square Towers residential buildings to the north and east. In addition, the building has been designed on all four sides, so that both the street-facing elevations and the southeast-facing elevation are equally attractive and context-sensitive.

The Project will not have adverse shadow or light impacts on surrounding residential properties. As shown in the shadow studies included in Exhibit A, the Project's height and mass will have limited impact, if any, on the residential townhouse units to the south, and the width of I Street diminishes any impacts on the apartment buildings and other buildings to the north.

2. Site Planning and Efficient and Economical Land Utilization

Under Section 2403.9(b) of the Zoning Regulations, the Zoning Commission is also to evaluate "site planning, and efficient and economical land utilization" as public benefits and project amenities. Here, the Project will transform an underutilized one-story auto-oriented church building that is set back from the street, and associated surface parking, into a well-designed, mixed-use structure. The new Project will be both an efficient and economical use of land near a Metro station and at a key gateway in the heart of one of the District's most diverse

residential neighborhoods. The Project will also activate the surrounding street network with a combination of active ground-floor uses, additional residents, and streetscape improvements.

3. Effective and Safe Vehicular and Pedestrian Access and Transportation Management

Pursuant to Section 2403.9(c), “effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures” are evaluation criteria for a PUD application. Here, pedestrian access is focused along 7th Street and is separated from the vehicular access point, which is located at the north corner of the Property on I Street, near the location of the existing access point. No new curb cuts will be added; instead, the existing curb cut will be slightly widened to accommodate both access to the loading dock and the underground parking garage. The curb cut and loading area will permit front-in, front-out loading and service activity.

The Applicant also proposes modifications to the existing intersection of 7th and I Streets SW as a key benefit of the Project. The modification would eliminate an existing “right turn only” slip lane from 7th Street onto I Street and replace it with an urban plaza over the former lane. The modification will narrow the crossing distance across I Street, and pedestrians will no longer have to cross two paths of vehicle travel just to cross the street. Furthermore, the modification will slow traffic speeds for turning traffic, further improving pedestrian safety. Finally, the modification will increase the amount of street parking and update the existing bicycle lane.

The Applicant proposes other streetscape improvements related to the Project that will also significantly improve pedestrian access at this key gateway location and connection. The Applicant will set back components of the Project along 7th Street and I Street, which will create additional area at ground level that will be designed to coordinate with improvements in public

space and enhance the apparent width and feel of public space around the Project. The Applicant will also replace the existing streetscape with new improvements that include wider sidewalks, new street trees and other plantings, and bike racks and other street furniture. The Applicant will also construct landscaping improvements in the DDOT-controlled property adjacent to Maine Avenue that will further enhance the public space experience along this important corridor.

Gorove Slade Associates, the transportation consultant for this project, will prepare a traffic assessment prior to the public hearing. The assessment will include a proposed Transportation Demand Management plan.

4. Housing and Affordable Housing

Section 2403.9(f) of the Zoning Regulations recites that “housing and affordable housing” are public benefits that the PUD process seeks to encourage. This Project will create approximately 170 new residential units, with many of the units being larger, more family-inclusive units than what is typically found in apartment buildings in new construction in the Southwest neighborhood and elsewhere in the close-in neighborhoods of the District. Eight percent of the residential floor area, or approximately 14 units, will be set aside as affordable housing for households earning up to 80% of the area median income.

5. Environmental Benefits

Pursuant to Section 2403.9(h), certain aspects of an application’s environmental management system are considered to be public benefits. The Project will provide a number of environmental benefits that improve the sustainability of the site and contribute to the sustainability of the neighborhood. These sustainability features include a commitment to achieve the equivalent of Silver certification under the LEED 2009 rating system, capitalizing on

the strategic potential of a transit-oriented location proximate to two Metrorail stations, and planting of over twenty new street trees.

6. Uses of Special Value and Revenue for the District

Under Section 2403.9(i), “uses of special value to the neighborhood or the District of Columbia as a whole” are public benefits and project amenities. Here, the Project will provide a new home for and create an endowment to support Riverside Baptist Church, which has been located in the Southwest neighborhood for over 150 years. During that time, the Church has contributed extensively to the neighborhood through efforts to feed the hungry at Martha’s Table and the Johnenning Center as well as support for the CROP walk to feed the hungry; educational efforts such as collecting backpacks with school supplies each summer and providing initial space for the then-start up Apple Tree Early Learning Academy; and community-serving efforts such as hosting AA meetings providing space at no cost to a licensed therapist to provide counseling to the community as well as congregants, and Christmas gifts to the needy for upwards of 20 families every year. Perhaps as importantly, the Project will also allow the Church to remain within the Southwest neighborhood, so that it may continue to minister not only to its congregation but also to the greater Southwest neighborhood.

The Applicant will also include a minimum of approximately 6,900 – 7,900 square feet of ground-floor space within the Project devoted to community-serving uses, such as retail space, a daycare, live/work lofts, or similar uses. The Applicant intends to request flexibility to modify this use over the life of the Project based on evolving neighborhood needs and market demands. The Project also includes a playground, which will serve as a project amenity for the building residents and will further support efforts to create a family-inclusive project. Finally, the Project

includes two water walls which will serve as public art and will help animate the proposed urban plaza at the intersection of 7th and I Streets.

B. Public Benefits of the Project

Section 2403.12 requires the Applicant to demonstrate that the public benefits offered are superior to typical developments of the type proposed. This application achieves the requirement of this provision by offering:

- Exemplary/superior architecture and site planning, including capitalizing on development of a strategic, transit-oriented infill gateway parcel,
- New housing, larger, family-inclusive units, and dedicated affordable housing units,
- Creation of a new home and endowment for and retention of Riverside Baptist Church, a community-serving institution in the Southwest neighborhood for over 150 years,
- Other uses of special value, including new neighborhood-serving uses, public art to animate the urban park at 7th Street, and an on-site playground for building residents,
- Sustainable development features, including a commitment to achieve a minimum equivalent of Silver certification under the LEED 2009 rating system,
- Roadway and streetscape improvements at the 7th and I Street intersection, which will improve pedestrian safety and create a pedestrian plaza at the intersection as well as increase street parking and enhance the existing bicycle lane,
- Other streetscape improvements around the balance of the site, which will widen sidewalks, improve street trees and other plantings, provide bike racks and other street furniture, and construct improvements on adjacent property on Maine Avenue to further enhance the public pedestrian experience, and
- A transportation demand management plan (forthcoming).

For the reasons set forth above, the Project contains numerous public benefits and project amenities that are superior to typical developments.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters numerous goals and policies of the Comprehensive Plan.

The purposes of the District elements of the Comprehensive Plan for the National Capital are to: (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District.

D.C. Code § 1-301.62 (2006). The proposed Project significantly advances these purposes by furthering the social and economic development of the District through the redevelopment of a strategic underutilized site into a new building with a new home for the church, enhanced ground-floor activating uses, approximately 170 new residential units, and numerous other public benefits.

A. *Citywide Elements*

1. Framework Element and Maps

The Framework Element provides guidelines for using the Future Land Use Map. This Element states that the Future Land Use Map should be interpreted “broadly” and notes that the zoning for an area should be guided by the Future Land Use Map interpreted in conjunction with any approved Small Area Plans as well as the text of the entire Comprehensive Plan. The Framework Element also clearly provides that density and height gained through the PUD process are bonuses that may exceed the typical ranges cited for each category. Comprehensive Plan § 226(d).

As discussed above in Section III.B, on the Future Land Use Map the Property is mapped for Moderate Density Residential, but the draft Southwest Small Area Plan calls for the Property

to be redesignated for mixed-used development supporting Mixed-Use Medium Density Residential and Low Density Commercial uses. The Medium Density Residential defines neighborhoods or areas where “mid-rise (4-7 stories) apartment buildings are the predominant use,” but also notes that the designation may apply to taller residential buildings surrounded by large areas of permanent open space. § 225.5. The Comprehensive Plan provides that R-5-B and R-5-C Zone Districts are consistent with Medium Density Residential, but then notes that other zones may apply. The Low Density Commercial use designation in the Small Area Plan necessitates the selection of a commercial zone to accommodate the commercial uses.

The proposed Zoning Map Amendment is consistent with the Future Land Use Map, as amended by the Southwest Plan and interpreted by the Framework Element. Consistent with the proposed Mixed-Use Medium Density Residential / Low Density Commercial Land Use designation, the C-3-A Zone generally permits medium-density development, with a density incentive for residential development. Although the proposed nine-story building slightly exceeds the upper limits listed in the definitions of the Medium Density Residential areas, the increased height is appropriate here because of the use of the PUD process. As noted above, the Future Land Use Map permits “heights that exceed the typical ranges” when density bonuses are granted through a PUD. Comprehensive Plan § 226(c). Furthermore, the Project’s proposed height is appropriate given the taller heights of surrounding buildings, the Project’s own modulations in height through both the stepdown to seven stories in height along I Street and to two stories in height along Maine Avenue, and the surrounding open space .

On the Generalized Policy Map, the Property is designated as a “Neighborhood Conservation Area.” The Framework Element explains that the general philosophy for such areas is to conserve and enhance existing established neighborhoods. § 223.5. Future changes for

such areas include scattered site infill housing, public facilities, and institutional uses. § 223.4. New development within conservation areas should be “compatible with the existing scale and architectural character of each area.” § 223.5. Here, the proposed Project delivers a mix of infill housing and institutional uses that is compatible with the height, scale, and character of the Southwest neighborhood, and is therefore consistent with the Policy designation.

2. Land Use Element

The proposed Project advances several policies of the Land Use Element. First, the Land Use Element encourages development of Metro stations as “anchors,” § 306.10 (LU-1.3.1 Station Areas as Neighborhood Centers), as the best opportunities for infill development, § 306.11 (LU-1.3.2 Development around Metrorail Stations), and as pedestrian-oriented nodes, § 312.9 (LU-2.4.5 Encouraging Nodal Development). Here, the Project’s proximity to the Waterfront and L’Enfant Metrorail stations represents the sort of transit-and pedestrian-oriented infill development promoted by the Land Use Element. Moreover, the Project’s enhancement of a key gateway and connection between The Wharf and the Southwest neighborhood means that the Project will also link and enhance The Wharf’s connection to Metrorail.

Second, the Land Use Element encourages sensitive, appropriate development that enhances and strengthens residential neighborhoods by making them more attractive, pedestrian-friendly, and transit accessible. §§309.8 and 309.15 (LU-2.1.3 Conserving, Enhancing, and Revitalizing Neighborhoods and LU-2.1.10 Multi-Family Neighborhoods). Similarly, the Land Use Element promotes the sustainment of churches as neighborhood anchors and sources of spiritual guidance through support for their operations and expansions. § 311.8 (LU-2.3.6: Places of Worship and other Religious Facilities). The Project will strengthen the Southwest

neighborhood through new residents, strengthened pedestrian connections along 7th and I Streets, and the continued presence of the church within the Southwest community.

Third, the Land Use Element seeks to balance adverse effects of new, denser development and to ensure that any new development is appropriate and compatible with surrounding areas. §§ 311.4 and 312.10 (LU-2.3.2 Mitigation of Commercial Development Impacts and LU-2.4.6 Scale and Design of New Commercial Uses). Here, traffic impacts will be limited by the Project's location near transit and by initiatives that encourage pedestrian, transit, and bike use. Additionally, all of the Project's loading and trash facilities will be enclosed and located within the building, and thus will not be visible to the surrounding neighbors. Finally, the Project will not have adverse shadow or light impacts on adjacent residential neighbors by virtue of the Site's location to the north of such neighbors.

3. Other Elements

This PUD application is also consistent with policies in the Housing, Transportation, and Urban Design Elements of the Comprehensive Plan. The Housing Element advocates a more even distribution of mixed-income housing across the city. § 504.8 (H-1.2.3 Mixed Income Housing). The Project advances this policy through 14 new dedicated affordable units in a neighborhood that has seen a considerable growth in market-rate housing but that also has historically housed residents with a mix of incomes.

The Transportation Element encourages pedestrian-oriented development around transit stations, § 403.1 (T-1.1.4 Transit-Oriented Development) and discourages auto-oriented uses such as "drive-through" business, large surface parking lots, and new curb cuts, § 404.8 (T-1.2.3 Discouraging Auto-Oriented Uses). As discussed above, this project is a transit-oriented

development and adds none of the auto-oriented features the Comprehensive Plan seeks to discourage, and in fact eliminates an existing surface parking lot.

Finally, the Project supports numerous policies of the Urban Design Element. The Urban Design Element calls for development that reinforces the form and identity of the city and improves visual character. § 906.6 (UD-1.4.1 Avenues/Boulevards and Urban Form). Here, the Project will enhance the form and identity of Maine Avenue as one of the District's most promising and vibrant locally-oriented (rather than federally-oriented) corridors, while protecting the nearby neighborhood from light, noise, and disturbances. The Project reinforces large scale design by linking The Wharf with the Southwest neighborhood and Waterfront Metrorail Station as well as strengthening the 7th Street axis into the Southwest neighborhood. The modulated height and scale of the Project will serve as a visual cue of the significance of key intersections of 7th Street with both Maine Avenue and I Street NW.

B. Compliance with Area Elements

The Property is within the Lower Anacostia Waterfront / Near Southwest Area Element. This Element calls for the development of new waterfront neighborhoods near the Southwest Waterfront, focused along key corridors such as Maine Avenue and strengthening those corridors with generous pedestrian amenities such as landscaping and ground floor uses. §§ 1908.3, 1908.4, and 1908.10 (AW-1.1.2 New Waterfront Neighborhoods, AW-1.1.3 Waterfront Area Commercial Development, and AW-1.1.9 Strengthening the M Street and Maine Avenue Corridors). The Project also helps meet the goals related to the Southwest Waterfront, including in particular policies aimed at strengthening pedestrian connections to the waterfront. § 1911.9 (AW-2.1.3 Connecting to the Southwest Waterfront).

C. *Compliance with the Southwest Neighborhood Plan*

The draft Southwest Plan provides a community-based framework for the future of the Southwest neighborhood that balances community aspirations, District goals, and market opportunities and is intended to enhance pedestrian and street connections, enhance transportation choices, and accommodate and guide the direction of future growth in the Southwest neighborhood. (Southwest Plan, page 2.) The Southwest Plan is organized around a series of visions, including continuing to serve as a model community for equity and inclusion, preserving its Modernist architectural heritage and design , providing additional green spaces, reinforcing Southwest as an arts and cultural destination, developing a thriving town center, optimizing the development of District-owned parcels of land, and providing vibrant pedestrian and other transportation connections. (Southwest Plan, pages 5-8.)

1. Visions and Goals—Vibrant Connections

As set forth in detail throughout this statement, the Project will further the visions for the Southwest neighborhood. In particular, the Project will further the specific goals articulated in the Southwest Plan to further the “vibrant connections” vision, which include enhanced pedestrian connections and safety, improved bicycle infrastructure and safety, and ensuring that Maine Avenue provides an attractive transition from the Southwest neighborhood to The Wharf. (Southwest Plan, page 8.)

With the above vision and goals in mind, the Southwest Plan specifically calls for the redesignation of the Property from Moderate Density Residential to Mixed-Use Medium Density Residential / Low Density Commercial use “to create a gateway into the community on the corner of ‘I’ Street and Maine Avenue.” (Southwest Plan, Page 117, VC.9., reprinted below) As set forth in the Southwest Plan, the Applicant is seeking redevelopment of the Property through a

PUD, and the proposed PUD reflects the gateway quality of the site and conforms to the design guidelines set forth in the Southwest Plan.



The Project also furthers other specific goals of the Southwest Plan. The intersection improvements at 7th and I Streets will improve pedestrian safety and connections at this intersection, which is specifically identified in the Southwest Plan. (Southwest Plan, Page 115, VC.3.a.) The intersection improvements will also further enhance the development of bike lanes through the area to provide connections to The Wharf. (Southwest Plan, Page 116, VC.4.) Finally, the Project will improve pedestrian infrastructure along Maine Avenue. (Southwest Plan, Page 117, VC.8.)

2. Design Guidelines

The Project complies with the Design Guidelines set forth in the Southwest Plan.

(Southwest Plan, Pages 81-84.)

- Principle 1: The Project provides a mix of rowhouse-scale height (the Church) and high-rise buildings (the residential component) as called for in Principle 1, and avoids a mid-rise building form.
- Principle 2: The Project seeks to provide high-quality materials, detailing, and architectural design.
- Principle 3: The Project is articulated in form as well as through setbacks from the property line and through the inclusion of ground-floor uses and public art to provide variation and pedestrian scale.
- Principle 4: The Project provides extensive public landscaping around its perimeter, not only through streetscape improvements but also through landscaping on the Project site as well as on adjacent DDOT-controlled land, and through the proposed urban plaza at the 7th and I Street intersection. The Project also incorporates internal amenity spaces at the rear of the Property and landscaped setbacks as called for in this principle.
- Principle 5: The Project incorporate sustainable design through green roofs and other features.
- Principle 6: Parking is located underground and is located at the edge of the Property so that it does not interrupt the street-facing building front.
- Principle 7: The Project will include pedestrian-activating ground-floor uses, including a transparent residential lobby and public art.

- Principle 8: The Project will enhance connectivity through the intersection improvements at 7th and I Street.

As a result, the Project design clearly aligns with the Southwest Plan's intent for development with design guidelines, as visually depicted in the Southwest Plan and reprinted below.

DEVELOPMENT COMPARISON

DEVELOPMENT WITHOUT DESIGN GUIDELINES

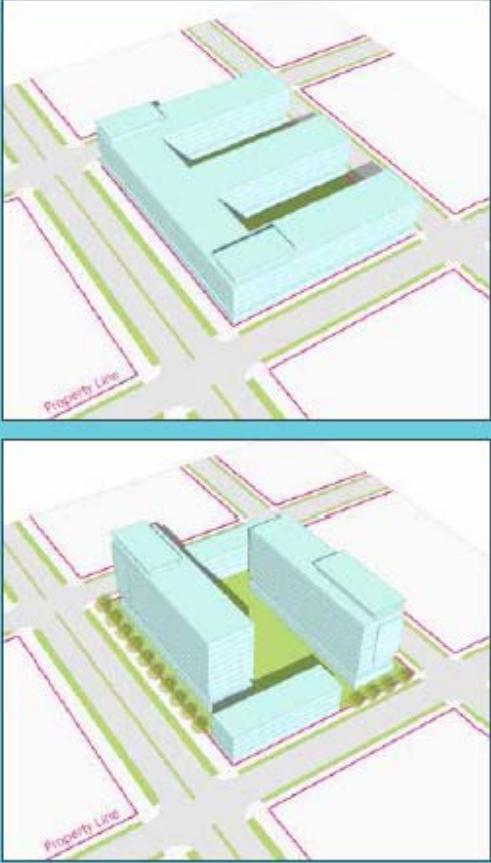
Medium Density | Floor Area Ratio (FAR) - 4.0

- Lack of green space
- Mid-rise structures
- Large buildings
- Tall, continuous streetwalls
- Less daylight in courtyards and on streets
- Monotony of architecture

DEVELOPMENT WITH DESIGN GUIDELINES

Medium Density | Floor Area Ratio (FAR) - 4.0

- Mix of high and low rise buildings
- Variety of architectural character
- Views through and around buildings
- Greater mix of building and housing types
- Reduces the "urban canyon" effect along corridors
- Public facing open spaces created by setbacks
- Private open spaces in the form of courtyards



(Southwest Plan, page 84.)

VI. CONCLUSION

For the foregoing reasons, the Applicant submits that this consolidated PUD application and related Zoning Map amendment application meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a consolidated PUD; provides significant public benefits; and advances important goals and policies of the District of Columbia. Therefore, the Zoning Commission should approve and adopt this consolidated PUD application and related rezoning.

Accordingly, the Applicant respectfully requests that the Zoning Commission set the PUD application down for a public hearing at the earliest possible date.

Respectfully submitted

GOULSTON & STORRS, P.C.

_____/s/____

Allison C. Prince

_____/s/____

David M. Avitabile

Date: March 16, 2015