



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *JLS*
Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: January 29, 2016

SUBJECT: **Setdown Report for ZC #15-33**, Consolidated PUD and related Zoning Map Amendment from C-M-1 to R-5-B, Bowie Redevelopment Site (Square 1043, Lots 128, 156, 157, 818, and 819)

I. RECOMMENDATION

OP recommends setdown of the consolidated PUD and PUD-related map amendment from the C-M-1 Zone District to the R-5-B Zone District requested by Insight E Street LLC (the “Applicant”) to permit development of a residential apartment house at 1339, 1343-1345, and 1341-1355 E Street SE (Square 1043, Lots 128, 156, 157, 818, and 819) (the “Property”). The proposed development would replace the existing trash truck, auto collision repair and associated parking uses. The development would include 123,549 gross square feet of development, or 3.00 Floor Area Ratio (FAR), which is permitted under an R-5-B PUD. The proposed PUD would include a total of 153 residential units and 90 parking spaces.

The proposal conforms to the Comprehensive Plan’s objectives for the Capitol Hill Area and would advance key Land Use and Housing goals by constructing transit-accessible infill housing on an underutilized lot, with an affordable housing component. The Property is intended for Moderate Density Residential Use and the Generalized Policy Map locates the site within an area designated for Neighborhood Conservation.

OP informed the Applicant that the following information should be provided prior to the public hearing:

- *Site circulation diagram, including a demonstration of how pedestrians would travel safely along the alleys along with two-way vehicular traffic;*
- *Turning diagram for trash, loading, and resident vehicles;*
- *A Transportation Demand Management (TDM) plan for the Project that has been developed in coordination with the District Department of Transportation (DDOT);*
- *Details for Inclusionary Zoning (IZ) compliance, including number of units, unit type and location within project, income type, and affordable control period;*
- *Revised area tabulations and zoning summary information;*
- *Revised architectural elevations that address the E Street façade, the recessed fourth floor, and penthouse design;*

- Renderings depicting views of the project from the west and south alleys; and
- An updated and improved benefits and amenities package that provides information about the proposed improvements at the Potomac Avenue Metro Plaza such as a concept plan, concurrence from WMATA, and specific elements the developer would provide, as well as information regarding the use of the rowhouse on lot 156 by Capitol Hill Village.

II. SITE AND SURROUNDING AREA

The proposed development would be located on a property that is generally rectangular in shape and that is located within the Capitol Hill neighborhood. The site consists of Lots 128, 156, 157, 818, and 819 in Square 1043 for a total of 0.95 acres. The project would replace the Signature Collision Center, Bowie's, and parking associated with these uses. The project would retain the existing rowhouse on Lot 156.

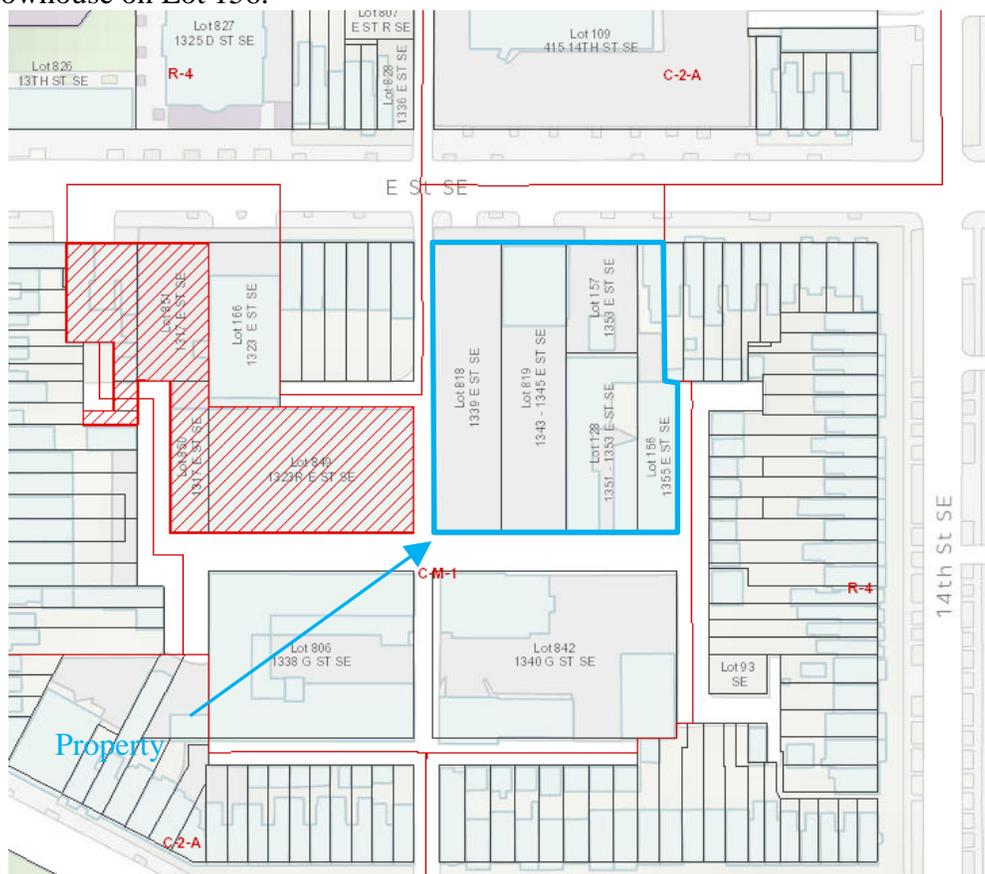


Figure 1: Location Map

The area has seen a great deal of new development with a number of projects recently completed or in-progress. See Figure 2 below.

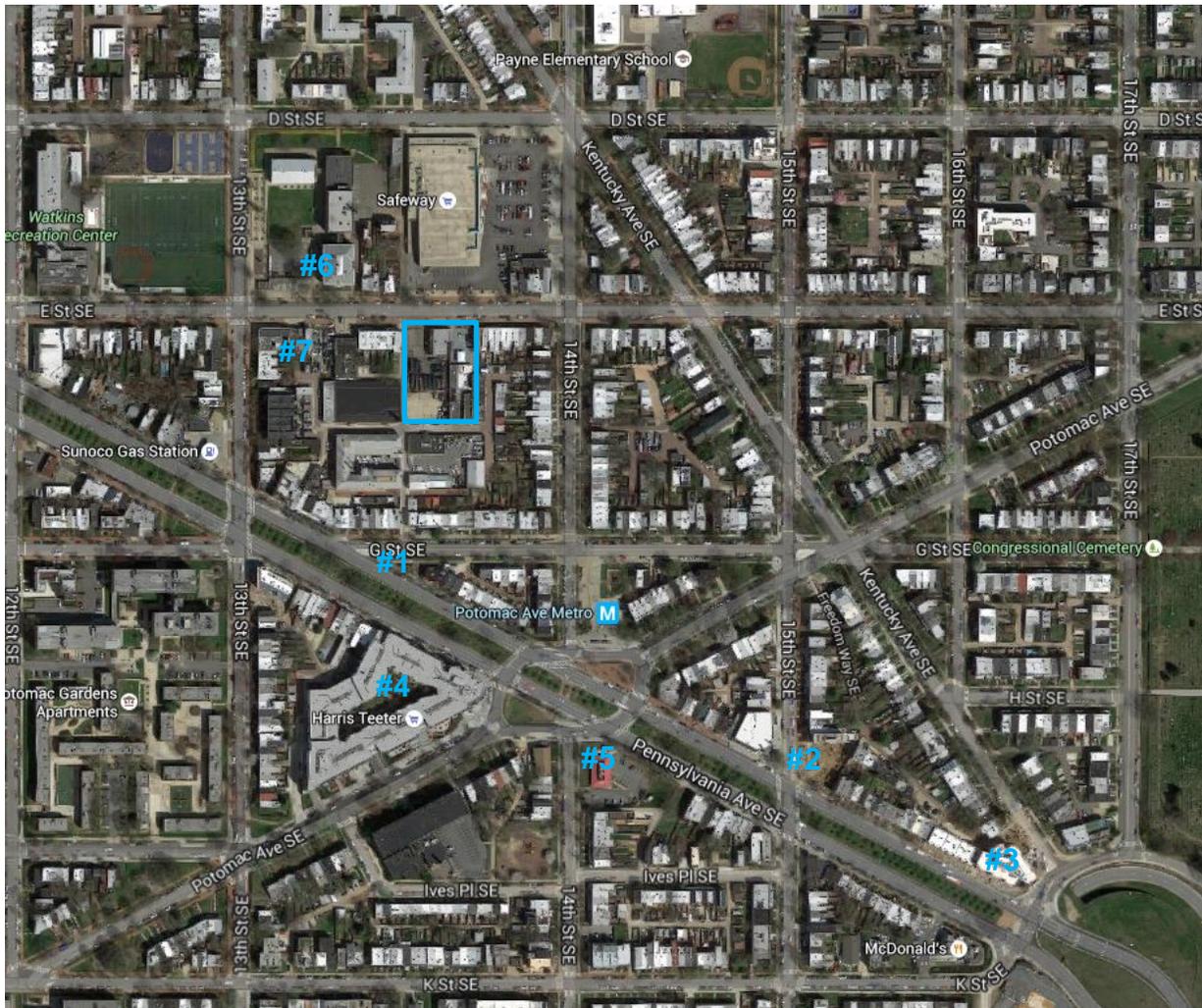


Figure 2: Vicinity Map/Aerial Photo. Approximate bounds of the Project shown in blue. 2014 Google.

- #1: BZA No. 18258, 4-story residential with ground floor retail, completed (1442 Pennsylvania Ave. SE).
- #2: BZA No. 18713, 4-story residential building with ground floor retail, currently under construction (1500 Pennsylvania Ave. SE).
- #3: BZA No. 18544, 5-story residential building, completed (1550 Pennsylvania Ave. SE).
- #4: Jenkin's Row, 5-6-story, matter-of-right under C-2-B zoning, residential with ground floor retail, completed (1391 Pennsylvania Ave. SE).
- #5: ZC No. 15-12, 1401 Pennsylvania Avenue SE, Consolidated PUD and related Zoning Map Amendment from C-2-A and R-4 to C-2-B for a mixed-used building of approximately 170 to 190 residential units, public hearing scheduled for February 4, 2016 (1401-1433 Pennsylvania Ave. SE).
- #6: BZA No. 19035, 22 one-family attached and semi-detached dwellings and six flats in the R-4 District, BZA Final Order July 30, 2015 (1325 D St. SE), as well as 40 condos, matter-of-right, in the Buchanan School building.

#7: ZC Case No. 15-13, Watkins Alley, Consolidated PUD and Related Zoning Map Amendment from C-M-1 and R-4 to R-5-B for 44 residential units, pending public hearing (1309-1323 E St. & 516 13th St. SE).

The surrounding area is a mix of residential, industrial, commercial/retail, and institutional uses. Across the street to the north is a Safeway supermarket in the C-2-A zone. To the east and west are residential rowhomes in the R-4 zone. To the south and southwest across the alley are a DDOT facility that fabricates signs and an industrial building that are in the C-M-1 zone.

III. PROJECT DESCRIPTION

Location:	Square 1043, Lots 128, 156, 157, 818, and 819. The Property is approximately one-third of a mile from the Potomac Avenue Metrorail Station on the Orange, Blue and Silver Lines.
Ward/ANC:	Ward 6, ANC 6B
Applicant/Owner:	Insight E Street LLC/E Street Development, LLC (Lots 128, 156, and 157) and Bowie's Inc. (Lots 818 and 819)
Current Zoning:	C-M-1
Existing Use of the Property:	The Property is currently used as a trash truck facility, an auto collision repair center, and parking areas for the two businesses.
Comprehensive Plan Future Land Use Map Designation:	Moderate Density Residential
Property Size:	41,183 square feet (0.95 acres)
Proposal:	<p>Together with a related map amendment to R-5-B, develop a four-story, 153 unit residential building.²</p> <p>The total Gross Floor Area (GFA) is 123,549 square feet with 123,549 square feet of residential GFA. The proposed FAR for the site is 3.0. The FAR is permitted by the R-5-B/PUD.</p> <p>No less than 10% of the total residential area (11,518 square feet) would be affordable with 6,034 square feet dedicated to units at 50% of Area Median Income (AMI) and 5,484 square feet dedicated to units at 80% AMI.</p> <p>The project would provide a total of 90 underground parking spaces and 51 bicycle spaces in a secure room in the underground parking garage.</p>
Relief and Zoning:	<p>Pursuant to 11 DCMR Chapter 24, the Applicant/Owner seeks:</p> <ol style="list-style-type: none">1. Consolidated PUD and related map amendment to the R-5-B District; and2. Flexibility from the lot occupancy (§ 403.2), rear yard

² See the Applicant's Site Plan, December 22, 2015, Exhibit 3A6, Sheet C1.03.

(§ 404.1), side yard (§ 404.1); parking (§ 2115.4); loading (§ 2201.1); record lot (§ 3202.3); and penthouse enclosing wall (§ 411.6) provisions.

Additional discussion of the requested flexibility can be found in **Section V** of this report.

The Applicant is working with ANC 6B to refine the amenity package prior to the public hearing.

IV. COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed PUD must not be inconsistent with the Comprehensive Plan and with adopted public policies (§ 2403.4). The development proposal is not inconsistent with the Future Land Use and Generalized Policy Maps and would further objectives of the Land Use, Housing, and Capitol Hill Area elements and their related policies.

A. Generalized Policy Map

The Generalized Policy Map locates the Property within a “Neighborhood Conservation Area.” New residential development is appropriate as it will aid in conserving the residential character of the Capitol Hill neighborhood.

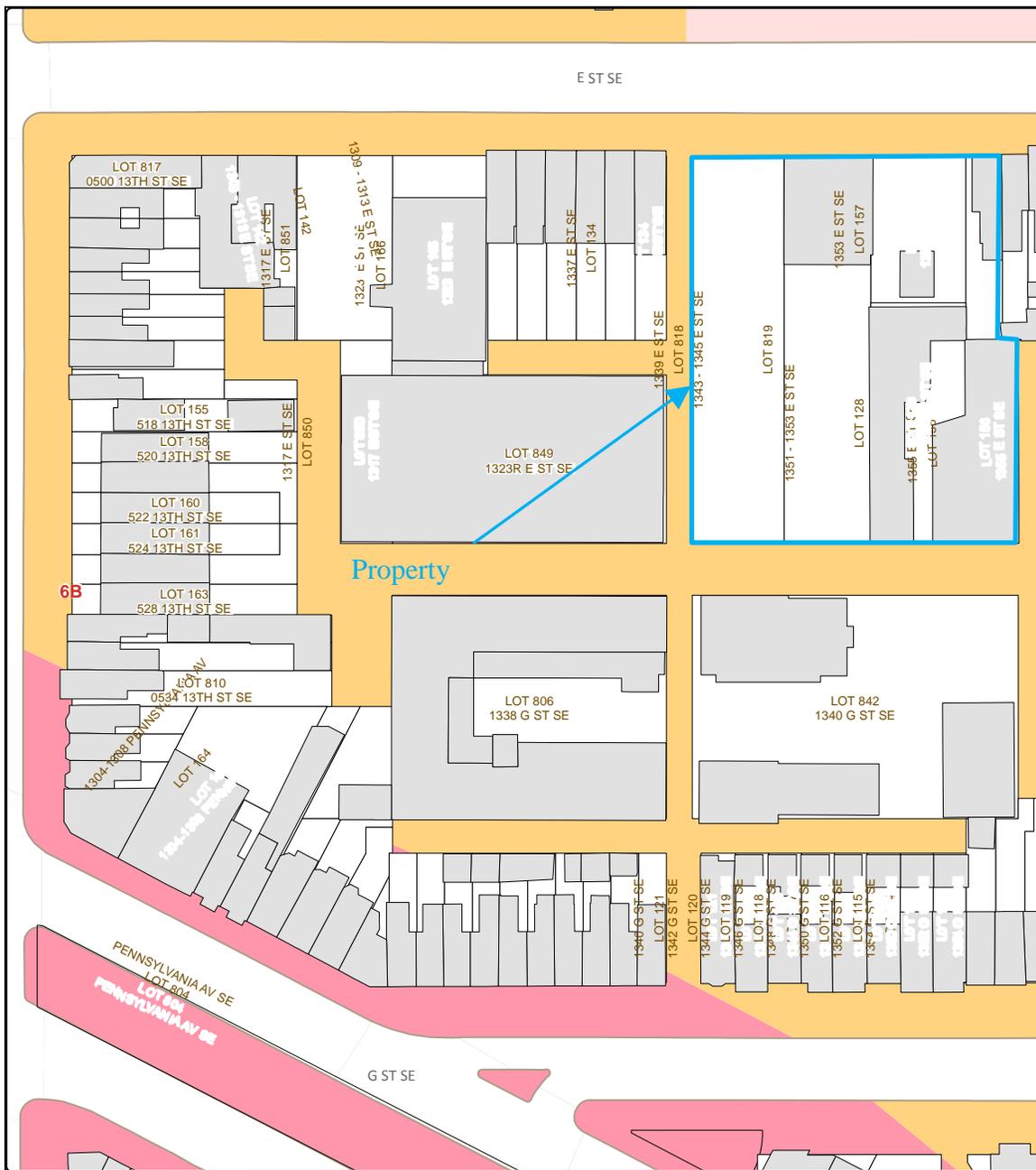


Figure 4: Comprehensive Plan Future Land Use Map

C. Comprehensive Plan Policies

The Property is located in the Capitol Hill Area of the Comprehensive Plan. There are several policies within the Capitol Hill Area Element, as well as policies in the Citywide Framework (primarily the Land Use and Housing Elements), which encourage the preservation and revitalization of the neighborhood's moderate density housing.

Capitol Hill Area Element

The project would be consistent with the following policies contained in the Capitol Hill Area Element of the Comprehensive Plan.

- **Policy CH-1.1.1: Conserving Residential Uses** – Maintain the integrity and quality of Capitol Hill’s residential uses, and recognize the importance of its historic architecture and housing stock to the entire District of Columbia. Ensure that Comprehensive Plan and zoning designations for Capitol Hill neighborhoods sustain its moderate density land use pattern. 1508.2
- **Policy CH-1.1.2: Renovation of Housing Stock** – Encourage the rehabilitation and renovation of the building stock throughout the Capitol Hill Planning Area, taking steps to preserve and restore important historic features. Where infill development occurs, its scale and character should be compatible with prevailing neighborhood densities and its design should contribute to neighborhood continuity and quality. 1508.3
- **Policy CH-1.1.7: Alleys** – Protect Capitol Hill’s system of historic alleys and develop plans for the use of large block interior spaces where appropriate. These plans should be developed in coordination with the affected Advisory Neighborhood Commissions, residents, and community groups. 1508.8

The Applicant is proposing to construct a 153 unit residential development in the Capitol Hill neighborhood. The Property is currently zoned C-M-1 and the proposed PUD and associated map amendment to rezone to R-5-B would replace an auto-related use and trash truck facility with residential development, including family-sized units.

Land Use Element

- **Policy LU-1.3.3: Housing Around Metrorail Stations** – Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations. 306.12
- **Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods** – Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others. 309.8
- **Policy LU-2.2.4: Neighborhood Beautification** – Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5
- **Policy LU-3.1.4: Rezoning of Industrial Areas** – Allow the rezoning of industrial land for non-industrial purposes only when the land can no longer viably support industrial or PDR activities or is located such that industry cannot co-exist adequately with adjacent existing uses. Examples include land in the immediate vicinity of Metrorail stations, sites within historic districts, and small sites in the midst of stable residential neighborhoods. In the event such rezoning results in the displacement of active uses, assist these uses in relocating to designated PDR areas. 314.10
- **Policy LU-3.1.5: Mitigating Industrial Land Use Impacts** – Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site

planning and design, strict environmental controls, performance standards, and the use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses. 314.11

The project is consistent with the policies of the Land Use Element, as it is an infill residential project that would provide appropriately scaled, transit-accessible housing with an affordable component. The requested PUD and map amendment would rezone industrial land that is located in a residential neighborhood and is in close proximity to the Potomac Avenue Metrorail Station.

While industrially zoned land would remain in the square, there are other proposed residential development projects in the area and the Comprehensive Plan calls for Moderate Density Residential Land Use. The Applicant is coordinating with the ANC and other active applicants in the area to propose neighborhood improvements that would result in upgrades to the public realm.

Transportation Element

- ***Policy T-1.1.4: Transit-Oriented Development*** – Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10
- ***Policy T-2.4.1: Pedestrian Network*** – Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city. 410.5

The Property is located within one-third of a mile of the Potomac Avenue Metrorail Station, which is served by the Orange, Blue and Silver Lines. The area also is well-served by Metrobus. The Applicant has proposed to dedicate 5 feet of the property to widen the existing alley from 15 feet to 20 feet. The project also would reduce vehicular and pedestrian conflicts along E Street SE by eliminating the curb cuts that serve the existing auto-related uses at the Property. This would result in 120 linear feet of curb space or 6 additional on-street parking spaces on E Street SE. Other benefits include the installation of on-street bike racks and a bicycle repair station for residents of the project.

Urban Design Element

- ***Policy UD-2.2.1: Neighborhood Character and Identity*** – Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. 910.6
- ***Policy UD-2.2.7: Infill Development*** – Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 910.15
- ***Policy UD-3.1.11: Private Sector Streetscape Improvements*** – As appropriate and necessary, require streetscape improvements by the private sector in conjunction with development or renovation of adjacent properties. 913.18

The Applicant is proposing a four story brick-faced apartment building with projecting bays along the E Street façade. The projecting bays would serve as the entrances to 5 of the

residential units, which would be accessed via metal stairs. The recessed main entry and fourth floor feature a metal panel system. The brick and metal panel design is carried through all four elevations. The south elevation would include balconies for certain units, as well as the access for parking and loading. The parking and loading access would be screened with roll up metal doors. The overall building height would be 46 feet and 3 inches and 50 feet and 3 inches to the top of the parapet.

The Applicant has proposed a 13-foot penthouse with habitable space. The penthouse would be clad in a cementitious panel system and would be recessed from the E Street elevation by 27 feet and 6 inches and from the rear alley elevation by 35 feet and 6 inches.

Housing Element

- **Policy H-1.1.1: Private Sector Support** – Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.2
- **Policy H-1.1.3: Balanced Growth** – Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. 503.4
- **Policy H-1.2.1: Affordable Housing Production as a Civic Priority** – Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city. 504.6
- **Policy H-1.3.1: Housing for Families** – Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments. 505.6
- **Policy H-4.2.2: Housing Choice for Seniors** – Provide a wide variety of affordable housing choices for the District’s seniors, taking into account the income range and health-care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing that meets universal design standards becomes a major governmental priority. Acknowledge and support the establishment of Senior Villages throughout the city that allow seniors to remain in their homes and age in-place. 516.8

The Applicant is proposing to construct 153 residential units. The proposed development would result in the provision of the following:

Studio	0 to 10%
1-Bedroom	30 to 50%
1-Bedroom + Den	10 to 25%
2-Bedroom	25 to 45%
3-Bedroom	5 to 15%

The provision of three-bedroom units provides family-sized housing.

Parks, Recreation, and Open Space Element

- **Policy PROS-4.3.3: Common Open Space in New Development** – Provide incentives for new and rehabilitated buildings to include “green roofs”, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5

The Applicant is proposing to provide on-site bioretention areas and a central courtyard that functions as a green roof (situated over the blow-grade parking). The courtyard measures 5,970 square feet in area. The rooftop also would house photovoltaic solar panel that would generate approximately 1% of the energy for the project. The Applicant is proposing to provide streetscape improvements including new paving for the sidewalks, new street lighting fixtures, new and replacement (where sidewalk is being re-installed) shade trees, and four bike racks

Environmental Protection Element

- **Policy E-1.1.1: Street Tree Planting and Maintenance** – Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District’s neighborhoods. 603.4
- **Policy E-3.1.1: Maximizing Permeable Surfaces** – Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2
- **Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff** – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

The Applicant is proposing to achieve LEED Silver certification. The Applicant has indicated that the Project would achieve the minimum required Green Area Ration (GAR) of .40.

V. ZONING

Property

Standard	C-M-1	R-5-B	R-5-B/PUD	Proposed ³	Flexibility
Min. Area for PUD	None	None	1 acre minimum (43,560 sq. ft.)	.95 ac. (41,183 sq. ft.)	Complies
Height	40 ft.	50 ft.	60 ft. maximum	50 ft. 3 in.	Complies
FAR	3.0	2.16	3.0 maximum	3.0	Complies
Lot Occupancy	N/A	60%	60% maximum	73.76%	Requested
Rear Yard	4 ft./in. of height of building but not less than 12 ft.	4 ft./in. of height of building but not less than 15 ft.	4 ft./in. of height of building but not less than 15 ft.	2 ft.	Requested

³ See the Applicant’s Area Tabulations and Zoning Summary, December 22, 2015, Exhibit 3A1, Sheet G-002.

Standard	C-M-1	R-5-B	R-5-B/PUD	Proposed ³	Flexibility
Side Yard	None	None	None required; if provided 3 in./ft. of height but not less than 8 ft. (13 ft. required)	5 ft.	Requested
Closed Court			4 in./ft. of height but not less than 15 ft. and area shall be twice the square of min. width (for 67 ft. 2 in. of height , 22 ft. 5 in. of width and 1,004 sq. ft. min.)	58 ft. 8 in. and 5,970 sq. ft.	Complies
Open Court			4 in./ft. of height but not less than 15 ft. and area shall be twice the square of min. width (for 52 ft. of height , 17 ft. 4 in. of width and 601 sq. ft. min.)	17 ft. 4 in. and 4,180 sq. ft.	Complies
Parking	Depends on use	1 space for every 2 dwelling units	1 space for every 2 dwelling units or 77 spaces	90 spaces (18% compact)	Complies Requested (compact)
Bicycle Parking	None	1 per 3 dwelling units or 51 spaces	1 per 3 dwelling units or 51 spaces	51 spaces	Complies
Loading		1 55 ft. berth; 1 200 sq. ft. platform; 1 20 ft. delivery space	1 55 ft. berth; 1 200 sq. ft. platform; 1 20 ft. delivery space	1 30 ft. berth 1 100 sq. ft. platform	Requested

Flexibility

The Applicant has requested flexibility to vary interior components of the building; final selection of exterior materials within color ranges and material types as proposed; to increase the final number of residential units by no more than 10% or to decrease the final number of units within the proposed GFA to provide larger units; to vary the location, attributes and general design of the streetscape in coordination with DDOT; to refine the garage layout; and to make other exterior changes that may result from the final Building Code and permit review.⁴

The Applicant also has requested flexibility from the strict application of the following provisions of the Zoning Regulations.⁵

- Lot Occupancy (§ 403.2) - The lot occupancy limit is 60%, and the Project as proposed has a lot occupancy of 73.76%.
- Rear Yard (§ 404.1) - The required rear yard for the Project is 16.67 feet; however, the Applicant is proposing to provide a rear yard of two feet.
- Side Yard (§ 404.1) - The required side yard is 12.5 feet; however, the Applicant is providing a side yard of five feet.
- Parking (§ 2115.4) - To have contiguous compact parking spaces located in groupings of less than five where the regulations require that compact spaces be placed in groupings of at least five contiguous spaces with access from the same aisle.

⁴ See Applicant's Statement in Support, December 22, 2015, Exhibit 2, Page 21.

⁵ See Applicant's Statement in Support, December 22, 2015, Exhibit 2, Pages 8 – 11.

- Loading (§ 2201.1) – To provide a 30 foot loading berth and a 100 square foot loading platform in lieu of the required 55 foot loading berth and 200 square foot loading platform. The Applicant should clarify whether the required delivery space would be provided.
- Record Lot (§ 3202.3) – To construct two building with no meaningful connection on one record lot.
- Penthouse Enclosing Walls (§ 411.9) – To provide a separate height for the enclosing walls of the separate stairwell located at the southeast portion of the roof.

VI. PUD EVALUATION STANDARDS

The purpose and standards for PUDs are outlined in 11 DCMR, Chapter 24. Section 2400.1 and 2400.2 state that, “[t]he PUD process is designed to encourage high quality developments that provide public benefits....The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.” The Applicant has requested various flexibilities detailed above and also offers several public benefits and amenities.

Per § 2403.3 PUD Evaluation Standards, the PUD regulations state that “[t]he 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.”

Sections 2403.5 through 2403.13 of the Zoning Regulations state the definition and evaluation standards of public benefits and project amenities. Public benefits are tangible, quantifiable superior features of a proposed PUD that benefit the surrounding neighborhood or public in general to a significantly greater extent than would likely result from a by right project. A project amenity is a type of public benefit that is a functional or aesthetic feature of a development that adds to the attractiveness, convenience or comfort of the occupants and immediate neighbors.

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.” 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 the typical development of the type proposed...” (§2403.12).

The Applicant has offered the following amenities and benefits as an offset to the additional development gained through the application process:

(a) *Urban design, architecture, landscaping, or creation or preservation of open spaces*

The Applicant is proposing a transit-oriented, infill residential project that will include 153 residential apartments. The project is a primarily brick, 4-story building with a recessed fourth floor clad in a metal panel system. The project would include a landscaped interior courtyard and open courtyard at the eastern property line. The Applicant is proposing a penthouse with

habitable space. The E Street façade features projecting bays and metal front steps that mimic the rowhouse form found in the surrounding Capitol Hill Neighborhood. The lobby for the residential project is denoted by a recessed entry featuring a metal and glass canopy that carries the metal panel cladding down to grade.⁶ The Applicant is proposing to retain the existing rowhouse on lot 156 to provide a transition between the project and the adjoining residential rowhouses. The Applicant should identify any improvements or modifications proposed for the existing rowhouse building.

With respect to the architecture, the Applicant should ensure that project design conveys a strong rowhouse aesthetic or embraces a more commercial/apartment design. Further attention should be paid to the relationship between the metal clad fourth floor and the brick base below. Finally, the penthouse design should be refined to provide greater connectivity through the use of additional glass to allow for views to the north and east.

(b) Site planning, and efficient and economical land utilization

The northern portion of the Property, fronting on E Street SE, would contain five direct entries to residential units, as well as the main building entry and lobby. The existing rowhouse on Lot 156 also would be accessed directly from E Street SE.

The, western, southern, and eastern portions of the Property are surrounded by the alley system. The Applicant is proposing to dedicate five additional feet of width at the western property line to increase the alley width to 20 feet. Lot 156 and the open court at the eastern property line would provide a buffer between the project and the adjoining rowhouses.

The below-grade parking and loading would be accessed from the alley along the southern property line.

(c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts

The Property is located approximately one-third of a mile from the Potomac Avenue Metro Station, which is served by the Orange, Blue and Silver Lines. The Property also is served by numerous Metrobus lines that run along Pennsylvania Avenue SE (30S, 30N, 32, 34, and 36 as well as the B2, J13, K11, V1, and V4). The Applicant, and two other developers who are proposing PUDs in the vicinity of the site, are exploring options for physical improvements and programming at the Potomac Avenue Metro Station.

The Applicant proposes to eliminate the existing curb cuts on E Street SE, which will reduce automobile-pedestrian conflicts in the neighborhood. The Applicant is proposing to provide substantial streetscape improvements that would include new paving for the sidewalks, street lighting fixtures, new and replacement shade trees, and four bike racks. Within the project, the Applicant is proposing a landscaped courtyard located above the parking garage, rooftop amenity, and open courtyard at the eastern property line. The Applicant is proposing to install solar photovoltaic panels on the roof.⁷

Access to the site would be via the existing 20-foot alley that runs north-south through the square. The Applicant is proposing to provide 90 parking spaces in an underground parking garage – a ratio of one space for every two dwelling units. Eighteen percent of the proposed

⁶ See Applicant's Architectural Plans, December 22, 2015, Exhibit 3A4, Sheet A201.

⁷ See Applicant's Architectural Plans, December 22, 2015, Exhibit 3A5, Sheets L001 – L004.

spaces would be compact. Residents would access the below grade parking via a ramp at the southern side of the Property. Garage access would be via a controlled-access garage door. The underground parking garage would serve all of the Project’s residents. The Project would provide underground secure bicycle parking for 51 bicycles, a bicycle repair station in proximity to the bicycle storage, and four on-street short term bicycle racks.

The Applicant is proposing a TDM plan that includes the provision of a carshare or Capital Bikeshare membership for each residential unit for a period of three years from the opening of the project. In addition to providing a TDM marketing program to encourage the use of alternative modes of transportation, the Applicant is proposing to install a TransitScreen in the residential lobby.

If residents are using the alley network to reach the garage and the sidewalk at E Street SE, the applicant should ensure that pedestrians can travel safely along the alleys and that sufficient widths exist for two-way traffic and pedestrian movement. Additionally, the Applicant should provide turning movement diagrams to demonstrate how trash trucks and other large vehicles would access the site. The Applicant should continue to work with DDOT to refine the TDM plan for the Project. The Applicant should provide additional information regarding the proposed Potomac Avenue Metro plaza improvements.

(d) Historic preservation of private or public structures, places, or parks

The existing Property has no historic buildings on site. The Capitol Hill Historic District is located to the west of the subject property

(e) Employment and training opportunities

The Project would create construction and other related jobs during the construction phase project and would provide management jobs upon completion. The Applicant should provide additional details regarding the number of potential jobs provided.

(f) Housing and affordable housing

The Project would provide 153 new residential units where none exist today. Although the Applicant indicates that affordable housing would be provided consistent with the IZ requirements, the Applicant should provide additional information regarding the unit mix for the affordable units, as well as the proposed location in the project.⁸ The applicant is providing the required 10% of the penthouse net residential area at 50% of the Area Median Income (AMI).

Residential Unit Type	GFA & Percentage of Total	Units	Income Type	Affordable Control Period	Affordable Unit Type
Total	123,549 sq. ft. 100%	153			
Market Rate	98,709 sq. ft. 90%	TBD	N/A		
IZ Total	11,518 sq. ft. 10%	TBD	Mixed	Duration of Project	Rental
IZ Units (50%)	6,034 sq. ft. 52.4%	TBD	50% AMI	Duration of Project	
IZ Units (80%)	5,484 sq. ft. 47.6%	TBD	80% AMI	Duration of Project	

(g) Social services/facilities

The Applicant has been in discussions with Capitol Hill Village⁹, which is a neighborhood-based, non-profit organization providing services to help residents stay in their homes and the Capitol Hill community as they age. The Applicant has discussed the use of the townhouse on

⁸ See the Applicant’s Area Tabulations and Zoning Summary, December 22, 2015, Exhibit 3A1, Sheet G-002.

⁹ <http://www.capitolhillvillage.org/?pg=1>

Lot 156 as a space for Capitol Hill Village to provide services and programs. The Applicant should provide additional information regarding this partnership and more details with respect to any proposed modifications to the existing townhouse.

(h) Environmental benefits

The Applicant is proposing rooftop solar photovoltaic panels that would generate approximately one percent of the project's energy needs. Stormwater would be managed through plantings in the central closed courtyard and the eastern open courtyard, as well as through other natural features that would store, infiltrate, treat, and detain runoff onsite. The Applicant is proposing to reduce energy usage onsite through the selection of light fixtures, maximization of daylighting in units, use of energy sensors and energy usage monitoring, and efficient mechanical systems. The Applicant is proposing to purchase power from alternative energy sources.

The Applicant has indicated that the Project would achieve a Green Area Ratio (GAR) of 0.4, which is the minimum score required.

The Applicant has provided a LEED New Construction worksheet and indicates that the Project would be designed to meet LEED Silver standards.¹⁰

(i) Uses of special value to the neighborhood or the District of Columbia as a whole

The Applicant has proposed the following public benefits and amenities; however, the amenity package is not fully developed at this time. The Applicant continues to work with ANC 6B, the community, and other developers who are active in the area to ensure the Project meets the goals of the District and the community.

- Enhanced and improved alley system – the Applicant will widen the north-south alley at the western property line by five feet.
- Screened trash collection area – the Applicant will provide a screened trash collection area in the eastern alley for the property owners who abut the eastern alley.¹¹
- Reduction in curb cuts – the Applicant will eliminate curb cuts on E Street SE creating more on-street parking.

(j) Other public benefits and project amenities

The Applicant has not proposed other public benefits and project amenities at this time.

VII. AGENCY REFERRALS

If this application is set down for a public hearing, OP will refer it to the following District agencies for review and comment:

- Department of the Environment (DDOE);
- Department of Transportation (DDOT);
- Department of Housing and Community Development (DHCD);
- Department of Parks and Recreation (DPR);
- Department of Public Works (DPW);
- DC Public Schools (DCPS);
- Fire and Emergency Medical Services Department (FEMS);

¹⁰ See the Applicant's Area Tabulations and Zoning Summary, December 22, 2015, Exhibit 3A1, Sheet G-002.

¹¹ See Applicant's Architectural Plans, December 22, 2015, Exhibit 3A5, Sheet L002, item 8.

- Metropolitan Police Department (MPD);
- Washington Metropolitan Area Transit Authority (WMATA); and
- DC Water.

VIII. COMMUNITY OUTREACH

The site is located in Advisory Neighborhood Commission (ANC) 6B. The Applicant has met with ANC 6B. OP encourages the Applicant to continue its community outreach efforts throughout the public review process.

IX. CONCLUSION

The proposed PUD is not inconsistent with the Comprehensive Plan and OP recommends the application be set down for a public hearing. OP will continue to work with the Applicant to respond to any Zoning Commission requests for additional information prior to the public hearing.

JS/emv