

MEMORANDUM

TO: District of Columbia Zoning Commission

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

DATE: April 19, 2013

SUBJECT: ZC Case 05-28J: Setdown Report for a Second-Stage PUD for Block E, filed by CI GD Parkside 7 LLC.

SUMMARY RECOMMENDATION

The Office of Planning recommends that the Zoning Commission set this Parkside application down for a public hearing. The application is generally consistent with Zoning Commission Order No. 05-28, which gave approval for a first-stage PUD and a related zoning map amendment for the subject property from R-5-A to C-3-A.

APPLICATION

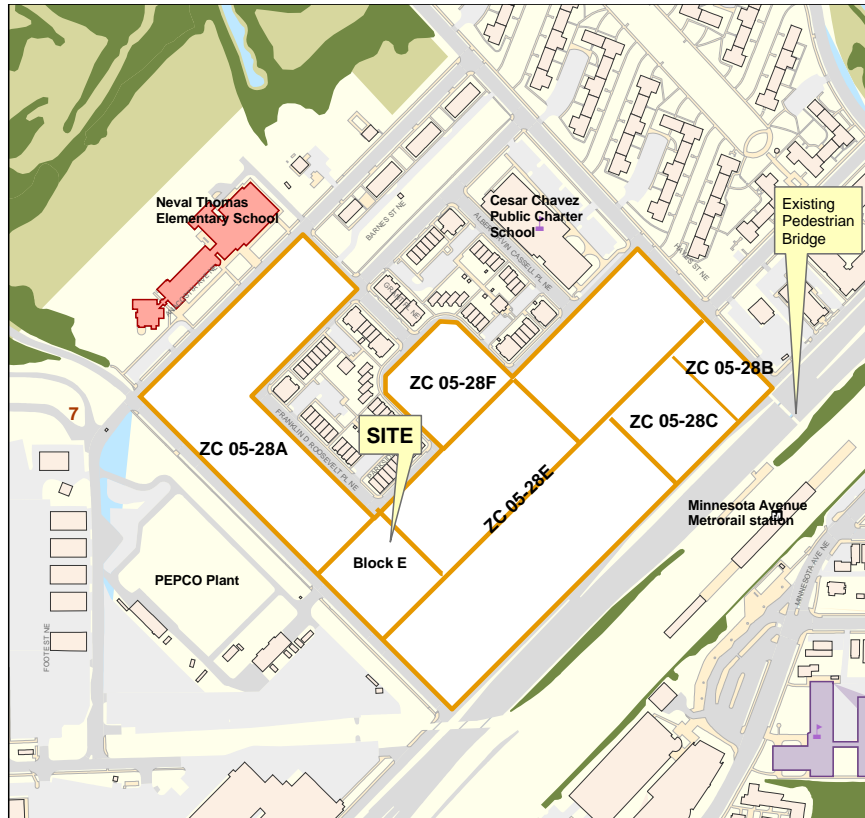
CI GD Parkside 7 LLC, the applicant, has petitioned the Zoning Commission for a second-stage PUD for the development of Block E as an apartment building.

The proposed second-stage application follows the first-stage approval of the PUD by the Commission under Order 05-28. That order approved an overall first-stage PUD that included a mid-rise apartment building on Block E.

PROPOSAL

The applicant proposes to construct a six-story, 186-unit multi-family building that would be one-hundred percent affordable at sixty percent AMI. The building would occupy the entire block bounded by Kenilworth Terrace, Franklin Delano Roosevelt Place, Parkside Place and Foote Street, N.E. It would be in the shape of a 'C', opening out toward Parkside Place to the northwest, and would be constructed above a one-level, seventy-two space parking garage that would occupy the entire lower level of the building. Although the parking garage would be partially below grade, the upper portion of it would extend four feet above grade. It would not count toward FAR, but would result in the first floor of the building being approximately one-half flight up from the level of the surrounding sidewalk. Parking spaces within the garage would be located less than twenty feet from lot lines abutting a public street, requiring flexibility from § 2116.12 of the Zoning Regulations.

Twenty-eight percent of the units would be efficiencies, fifty-two percent one-bedrooms, fifteen percent two-bedroom and five percent three bedroom units. Thirty-seven, or twenty percent of the units, would have balconies.



Vicinity Map

The façade of the building would be a mixture of materials and colors, resulting in a contrast of colors of brown, beige and powder blue. Lofts on the east side of the building, capped with cornices in a darker color, would allow for larger interiors for some of the sixth floor units. Projecting bays would add visual interest, with blue metal siding as an accent. Recessed brick bands would wrap around the base of the building. Aluminum railings would be included on the projecting bays for those units improved with a balcony. If the application is set down by the Commission, OP will work with the applicant to ensure that additional refined and detailed drawings are submitted prior to the public hearing. These would include perspectives and/or elevations in context with surrounding existing and proposed development, roof plans and site plans.

The first floor would be located approximately one-half flight up. While this would provide privacy to first floor residents and allow for a more formal entrance with a semi-circular stair leading up to the main lobby doors, OP has expressed concern to the applicant about how this building relates to the surrounding streets. A metal awning would be placed over the entrance. A ramp to the left of the stairs would provide handicap access into the building. Details of the ramp, proposed to be located on public space, are needed.

Foundation plantings on three sides would soften the base of the structure, creating a residential feel to the building. The east elevation, facing Franklin Delano Roosevelt Place, would have no plantings as the sidewalk abuts the lot line and results in a solid brick wall at the pedestrian level.

The height of the building would scale down from east to west. It would be at a height of seventy feet on the east side, with lofts that would extend up to a height of 81 feet, 4 inches. The west side of the building, facing the row houses, would be at a height of 39 feet, 6 inches.

Pedestrian access would be from Kenilworth Terrace on the southeast side of the building. Vehicular and bicycle access to the parking garage would be provided from Parkside Place. Outdoor bicycle racks would be provided within public space near the lobby entrance. Stacked bicycle parking would be provided within the garage. Loading access, including refuse removal, would be from Foote Street.

The courtyard would be improved as private recreational space for residents. It would include a pergola, outdoor seating and a mounded lawn. It would also include a green roof and pervious pavers. The application indicates that the building would be designed at a minimum to LEED-ND Silver, but includes no documentation, such as a checklist. Along the Parkside Place frontage of the building would be two transformers and concrete pads, enclosed by a fence and gates within the subject property. The combination of the raised courtyard and the brick wall supporting it, in combination with the wall and gates enclosing the transformers and the concrete sidewalk below, would result in a large expanse of hardscape across this portion of the rear of the building facing the proposed row houses on the opposite side of Parkside Place.

The lot area of Block E was listed as 40,000 square feet in the first-stage PUD, and FAR and gross floor area were calculated based on that number. In actuality the square footage of the block is less, at 31,358 square feet, because the public space was included. There is also a small increase of 2,000 square feet in gross floor area of the building. As a result the FAR has increased, as shown below. The first-stage PUD also provided building heights to relate to adjacent development, stepping down from 90 feet on the south to 54 feet on the north. Instead the proposed building would have a maximum height of 81.34 feet on the south, stepping down to only 60 feet on the north. The application requests modification to permit an increase in GFA, FAR, building height, number of the dwelling units and number of parking spaces within the block.

Table 1

	First-Stage PUD	Proposed Building
Number of Dwelling Units	140-160	186
Gross Floor Area	183,000 SF	185,000 SF
Lot Size	40,000 SF	31,358 SF
Floor Area Ratio	4.6	5.9
Building Height	54 feet; 74 feet; 90 feet	60 feet; 70 feet; 81.34 feet
Off-Street Parking	0	72

AREA DESCRIPTION

Block E is located on the south side of the Parkside PUD. The PUD site is 15.5 acres in size and located in Ward 7 in the North East quadrant of the District. Block E is bound by Franklin D.

Roosevelt Place to the northeast, Parkside Place to the northwest, Kenilworth Terrace to the southeast and Foote Street to the southwest. It is proposed to be surrounded by townhouses to the northwest, mid-rise apartments to the northeast and high-rise apartments to the southeast. The PEPCO substation is located to the southwest.

BACKGROUND

To date seven other Parkside applications have been filed, as described below.

- ZC 05-28A: Second-stage application and modification for blocks A, B and C was approved by the Commission to permit a 98-unit senior citizen apartment building on Block A at sixty percent of AMI, and 112 townhouses on blocks B and C, 42 of which would be made available at 80 to 120 percent of AMI. Modification was required to permit 66 townhouses on Block C in place of low-rise apartment buildings. Construction is almost complete on the senior citizen apartment building.
- ZC 05-28D: Two-year PUD extension request to October 3, 2013 was determined to be premature and was denied without prejudice by the Commission at its public hearing on July 12, 2010.
- ZC 05-28E: Major modification application for blocks G, H and I. The Commission voted to approve the request for blocks I1 and I2 and deny the requests for blocks G and H without prejudice. The order became final on August 26, 2011.
- ZC 05-28B: Second-stage and PUD-related map amendment application for Block I2 was requested to permit a three-story health clinic. The order became final on August 26, 2011.
- ZC 05-28C: Second-stage and PUD-related map amendment application for Block I1 was requested to permit an eight-story community college building. The order became final on August 26, 2011.
- ZC 05-28I: Second-stage and PUD-related map amendment application for Block D was requested to permit the development of a private park. The order became final on August 26, 2011.
- ZC 05-28H: Two-year time extension for the PUD and the PUD-related map amendment until October 3, 2013. The order became final on February 3, 2012.

SECOND-STAGE REVIEW CONDITIONS

The Zoning Commission approved a PUD-related map amendment for the subject application, from R-5-A to C-3-A, subject to fifteen conditions, only some of which are relevant to this site. Listed below are the relevant conditions and a review of how the subject application conforms to them.

1. *The Applicant shall submit, with the application for second-stage approval of the PUD, an application for rezoning the PUD site from R-5-A and C-2-B to C-3-A and CR that specifies the proposed rezoning by square and lot.*

The subject application includes a request to amend the zoning of Square 5041, Lot 808 from R-5-A to C-3-A, as approved under the first-stage PUD.

2. *The first-stage PUD is approved in accordance with the plans and materials submitted by the Applicant marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order.*

The first-stage PUD approved a multi-family building for Block E. The applicant is now requesting second-stage approval for that building, but with modifications, including an increase in building height, number of dwelling units, floor area ratio, gross floor area and the provision of off-street parking.

3. *The second-stage design of the PUD shall be based on further development and refinement of the plans marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order and shall include all public benefits described in Findings of Fact 32 through 34.*

The proposed multi-family building is a further development and refinement of the design, providing additional detail necessary for second-stage review. It also includes a listing and description of the public benefits and amenities proposed as a part of this application for the subject property and the PUD as a whole.

4. *In accordance with the plans and materials noted above, the approved PUD shall consist of approximately 1,500–2,000 dwelling units, 500,000–750,000 square feet of office space, 30,000–50,000 square feet of retail, with approximately 2,400 total parking spaces. The entire project will include approximately 3,003,000 square feet of gross floor area resulting in an overall density of approximately 4.44 FAR. The total lot occupancy of the PUD will be approximately 62.4 percent. The maximum height of the PUD will be 110 feet, which will be reserved solely for the buildings located in the center portion of Parcel 12 fronting Kenilworth Avenue. The heights for the remaining buildings shall not exceed 90 feet and must scale down to lesser heights around the existing townhomes, as depicted in the Applicant's plans.*

The subject application is consistent with the use and general layout proposed for the site. However, the applicant proposes to increase the residential square feet, FAR and the number of dwelling units for Block E only.

6. *The PUD will reserve 20 percent of the total residential component as units affordable to households having an income not exceeding 80 percent of Area Median Income for the Washington, DC Metropolitan Statistical Area (adjusted for family size). Those reserved as affordable rental units will remain affordable for at least 30 years; the affordability restriction for the affordable for-sale housing shall be consistent with the terms required by the public subsidy the homebuyer uses to provide gap financing.¹*

¹ The first-stage PUD predates the Inclusionary Zoning Regulations.

The application proposes that one hundred percent of the units would be affordable at 60 percent AMI for thirty years. IZ would require that 8 percent of the units remain affordable at 80 percent of AMI for the life of the building.

8. *The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans, and elevations indicating the design treatment of each building.*

The subject second-stage application includes detailed architectural plans, elevations and landscape plans indicating the design of the proposed building.

9. *The Applicant shall submit, as part of a second-stage application, an analysis of the potential for providing access to the PUD Site from Benning Road.*

An analysis on the potential for providing access to the PUD site from Benning Road was submitted as a part of the first second-stage application, ZC 05-28A. The subject application would not impact the ability to provide that access.

10. *The Applicant shall submit, as part of a Second Stage application, a detailed traffic study that will (a) address the adequacy of pedestrian and vehicular access to the PUD Site, including an analysis of the DDOT recommendation with respect to access; (b) address traffic conditions pertaining Kenilworth Avenue, particularly in light of the transportation initiatives identified by DDOT as planned or underway in the vicinity, such as the Kenilworth Avenue Corridor study; and (c) analyze the traffic impacts of the PUD in light of other new developments and uses in the vicinity, such as the Cesar Chavez Public Charter School.*

The application indicates that these would be addressed prior to the public hearing. OP will continue to work with the applicant to ensure that this information is submitted at least forty-five days prior to the public hearing to allow for a detailed DDOT review.

13. *The first-stage approval is valid for a period of one year, within which time a second-stage application shall be filed. If the second-stage application is for less than the entire development described in this Order, no subsequent second-stage application may be filed after three (3) years from date of approval of the partial second-stage. It is within the Zoning Commission's discretion to extend these periods.*

ZC Order 05-28H extended the first-stage PUD until October 3, 2013, within which time any outstanding second-stage PUD applications must be filed. The subject application was filed on March 4, 2013, prior to the expiration of the first-stage PUD.

14. *Given the size of the PUD, the Applicant may file the second-stage application in phases for one or more of the buildings.*

The applicant has opted to file the second-stage applications in phases. The subject application is for a multi-family building on Block E.

PUD EVALUATION STANDARDS

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations or result in an action inconsistent with the Comprehensive Plan. The overall PUD has been determined to be consistent with the objectives and evaluation standards of a Planned Unit Development, as defined in 11 DCMR § 2400.

Second-stage PUD applications are reviewed for consistency with the first-stage PUD approval, the PUD process and the intent and purpose of the Zoning Regulations. The Commission, in approving the application, may attach conditions, guidelines and standards in support of its decision, as described in § 2408.6 of the Zoning Regulations.

PUBLIC BENEFITS AND AMENITIES

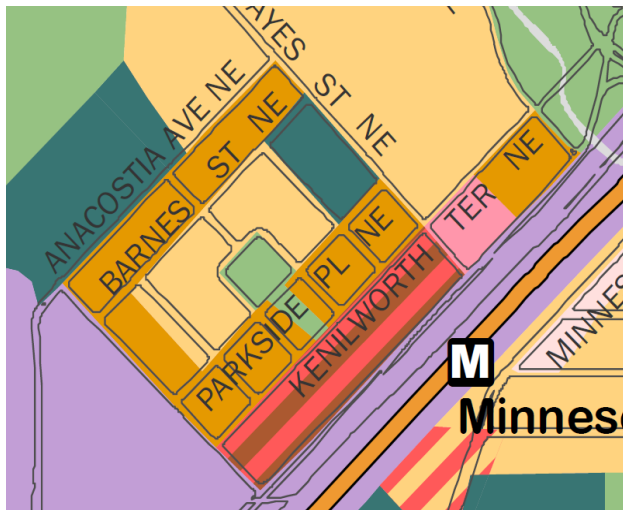
Public benefits are defined in § 2403.5 as “*superior features... that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under... matter of right...*” Amenities are defined under § 2403.7 as including “*one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.*”

The applicant proposes the following benefits and amenities for this second-stage PUD:

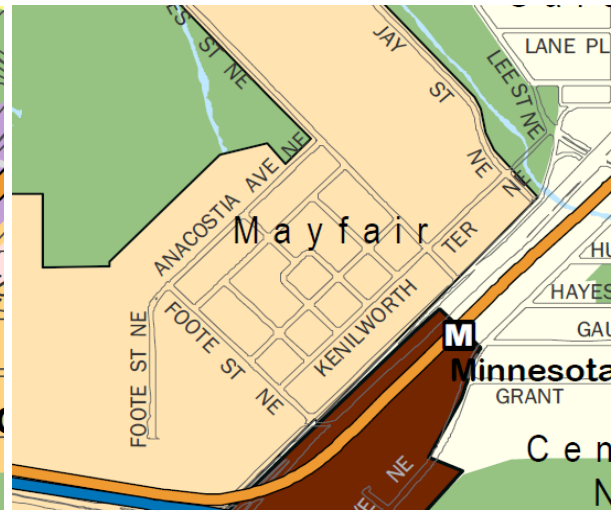
- **Special Value for the Neighborhood**: The application proposes the provision of housing that would transition from the mixed uses across Kenilworth Terrace to the row houses on Parkside Place, on a long vacant site.
- **Affordable and Workforce Housing**: The application proposes to provide 186 rental units to households making no more than 60 percent AMI for thirty years.
- **First Source Employment Program**: The applicant proposes to enter into an agreement to participate in the Department of Employment Services First Source Employment Program to promote and encourage the hiring of District residents. Details should be provided prior to the public hearing, along with the details of the employment for the other portions of the PUD either constructed or under construction.
- **Pedestrian Bridge**: As part of the first-stage approval, the applicant committed to providing twenty-five percent of the cost, not to exceed three million dollars, toward the construction of the pedestrian bridge to provide improved access to the Minnesota Avenue Metrorail station and neighborhoods located to the east of Kenilworth Avenue. Groundbreaking is expected in the third quarter of 2013.

COMPREHENSIVE PLAN

The Zoning Commission found the overall PUD to be not inconsistent with the Comprehensive Plan in effect at the time. Since approval of the PUD the City Council has adopted the 2006 Comprehensive Plan and the 2010 amendments. The overall PUD has been found to be not inconsistent with the Plan.



Future Land Use Map



Generalized Policy Map

The Future Land Use Map recommends the Medium Density Residential land use for the subject property, defined as “neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use.”

The Generalized Policy Map depicts the site as within the “Neighborhood Enhancement Areas” designation. “The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development “fits in” and responds to the existing character, natural features, and existing /planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map.”

The proposal is not inconsistent with the land use designation on the Future Land Use Map or the depictions on the Generalized Policy Map. It would provide for a six-story apartment building consistent with the existing character of the surrounding area and the land use designation on the Future Land Use Map.

The proposal to provide an affordable multi-family building on the site would further the following Land Use, Transportation, Housing, Environmental Protection, Urban Design elements and the Far Northeast and southeast Area Element policies of the Comprehensive Plan, as described below.

Chapter 3: Land Use Element

Policy LU-1.2.2: Mix of Uses on Large Sites Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses. 305.7

Policy LU-1.3.2: Development Around Metrorail Stations Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. 306.11

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-1.3.4: Design To Encourage Transit Use Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots. 306.13

Policy LU-1.3.5: Edge Conditions Around Transit Stations Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should “step down” as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards. 306.14

Chapter 4: 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-2.2.2: Connecting District Neighborhoods Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government. 408.6

Chapter 5: 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-1.1.5: Housing Quality Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. 503.6

Policy H-1.2.2: Production Targets Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in the city over the next 20 years should be affordable to persons earning 80 percent or less of the areawide median income (AMI). Newly produced affordable units should be targeted towards low-income households in proportions roughly equivalent to the proportions shown in Figure 5.2. 504.7

Chapter 6: 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-1.1.3: Landscaping Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. 603.6

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

Policy E-3.2.1: Support for Green Building Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities. 614.2

Policy E-4.2.3: Control of Urban Runoff Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 619.8

Chapter 9: 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-2.2.4: Transitions in Building Intensity Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood. 910.11

Policy UD-2.2.5: Creating Attractive Facades Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. 910.12

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

Chapter 17: Far Northeast & Southeast Area Element

Policy FNS-1.1.2: Development of New Housing Encourage new housing for area residents on vacant lots and around Metro stations within the community, and on underutilized commercial sites along the area's major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast, taking steps to ensure that the housing remains affordable for current and future residents. 1708.3

Policy FNS-2.8.2: Kenilworth-Parkside Transit Oriented Development Support mixed-use residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area's proximity to the Minnesota Avenue Metrorail station and its relative isolation from the low-density single family neighborhoods to the east to accommodate medium to high density housing that is well connected to transit and the adjacent waterfront open space. 1718.6

Policy FNS-2.8.3: Density Transitions at Parkside Provide appropriate height and scale transitions between new higher density development in the Kenilworth-Parkside neighborhood and the established moderate density townhomes and apartments in the vicinity. Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street, and should step down in intensity moving west toward the river. 1718.7

Policy FNS-2.8.4: Buffering around Parkside Maintain sufficient buffering, screening, and separation between new development at Kenilworth-Parkside and the adjacent Pepco plant and waste transfer station. 1718.8

The subject application would provide new multi-family housing affordable at sixty percent AMI within the Parkside neighborhood. Currently a vacant lot, the site would be developed with an apartment building that is intended to provide some step-down in height from the planned high-rise apartment buildings on Kenilworth Terrace to the row houses to be constructed across from the site on Parkside Place. The façade of the building would be a mixture of materials and colors, resulting in a unique contrast of colors.

The green roof and permeable pavers above the below-grade garage would lessen stormwater runoff impacts and street trees around the site would be preserved or replaced as necessary. Landscaping planted across Foote Street would continue to buffer the site from the PEPCO plant. Foundation plantings around three sides of the perimeter of the structure would soften the appearance of the

building along those facades and the reflective roof would reduce the heat island effect of the building.

AGENCY COMMENTS AND REFERRALS

If the subject application is set down by the Commission, it will be referred by the Office of Planning to the following District agencies for review and comment:

- District Department of Transportation (DDOT);
- Department of Housing and Community Development (DHCD);
- District Department of the Environment (DDOE);
- DCWater; and
- Metropolitan Police Department (MPD).

SUMMARY OF COMMENTS

The Office of Planning supports the proposal and the level of detail provided is acceptable for setdown. The requested modifications to FAR, gross floor area, building height and parking are required, and are not inconsistent with the Comprehensive Plan, and should not significantly impact the intent of the first-stage approval.

The following table summarizes OP’s comments from this report, all of which can be addressed prior to a public hearing.

Table 2

OP Comment	Planning and/or Zoning Rationale
Examine alternatives to soften the appearance of the wall and gates of the transformer enclosure as viewed from the proposed residential row houses across Parkside Place.	Often transformer enclosures are located below grade. Improving the appearance of this enclosure is desirable, especially as it would directly face residential row houses.
Examine alternatives to the Roosevelt Place street level façade to soften its impact from the sidewalk.	Unlike the other three sides of the building, no foundation landscaping, such as shrubbery or flowering plants, are proposed to soften the base of this residential building as it meets the ground.
Submit a LEED checklist to document the proposed Silver or better rating of the building.	The checklist would document that the applicant is able to achieve LEED-ND Silver or better.
Provide additional drawings, including but not limited to a detailed roof plan, more refined elevations, and contextual drawings depicting surrounding existing and proposed development.	The step-down height of the building has been modified, potentially affecting the relationship of this building to the rest of the PUD.
Provide drawing numbers on all future drawings.	Facilitate the referencing of drawings
Provide details of First Source Employment Program, including for all second-stage approvals.	Necessary to allow for evaluation of the application with the first-stage approval.
Submit detailed traffic study at least 45 days prior to the public hearing.	Allow adequate review time of application by DDOT.

Request flexibility from Section 2116.12.	Application not in conformance with § 2116.12, requiring parking within a structure abutting a street to be located 20 feet back from the lot line when the ceiling is above the grade of the adjacent sidewalk.
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RECOMMENDATION

The Office of Planning will work with the applicant in the design of the building prior to public hearing. The Office of Planning recommends that this application be set down for public hearing.

JS/sjm^{AICP}

Case Manager: Stephen J. Mordfin, AICP