



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director

DATE: May 16, 2011

SUBJECT: Public Hearing Report for ZC #10-21
Marina Place
Zoning Commission Design Review Under the Capitol Gateway Overlay

I. BACKGROUND AND RECOMMENDATION

This application was originally scheduled for a public hearing on January 21, 2011. Just before that time, however, concerns about revised floodplain maps led to a decision to amend the design of the building to adapt to a higher elevation of the 100-year floodplain. The revised design has been submitted to the record and is reviewed in this report. The Office of Planning (OP) is supportive of the revised design and recommends approval of the application.

II. APPLICATION-IN-BRIEF

Location: Square 667S, Lots 4,5,6 and 804 Ward 6, ANC 6D

Applicant: Buzzards Point, LLC

Current Zoning: CG / W-2 (Capitol Gateway Overlay / Waterfront)

Proposed Development: The application proposes an 84.5 foot tall, 5.74 FAR mixed use building.

Relief and Zoning: The design would require the following zoning relief:

1. Variance from the setback of rooftop structures (§ 936);
2. Variance from loading requirements (§§ 2203.2 and 2204.2);
3. Special exception for varying heights of rooftop structures (§ 936);
4. Zoning Commission flexibility for extra height and FAR (§ 1603.4).

III. SITE AND AREA DESCRIPTION

The subject property is located on the south side of V Street, SW between Half Street and 1st Streets, in the neighborhood known as Buzzard Point. Please refer to the vicinity map in Attachment 1. The property is currently used as trailer storage for boats at the marina next door. The site and most surrounding properties are zoned CG / W-2, but the property to the northwest is zoned CG / CR (Capitol Gateway / Commercial-Residential). The abutting streets have the following right-of-way (ROW) widths:

V Street – 80' ROW
1st Street – 90' ROW
Water Street (Half Street) – 60' ROW

The property is bounded on the south by the Buzzard Point Marina, a National Park Service (NPS) property. The Coast Guard Headquarters is located across 1st Street to the west in an eight story building. The Coast Guard's security checkpoint blocks public vehicular access on 1st Street south of V. A Pepco power generation facility is located across V Street to the north. The wider neighborhood is characterized by industrial uses, though the zoning allows high density mixed use. Ft. McNair is located along the western edge of Buzzard Point.

The subject site is located within the 100 year flood plain, as adopted by FEMA in September 2010. The elevation of the 100 year base flood elevation is 10.6 feet above sea level, and the subject site varies from 7.7 feet to 11.7 feet above sea level. Although the elevation of part of the site goes above 10.6 feet, the entire site is mapped within the flood plain. Please see the Section VIII of this report, Agency Comments, for further discussion of the flood plain issue.

IV. PROJECT DESCRIPTION

The applicant is seeking Zoning Commission design review approval pursuant to 11 DCMR Chapter 16, the Capitol Gateway Overlay District (CG Overlay), in order to construct a residential building with ground floor retail. No PUD or rezoning approval is required. The main entrance to the residential part of the building would be located on V Street. Entrances to five two-story "rowhouse" units would also be on V Street. The 97 proposed units range from studios to two-bedrooms, and the application requests flexibility to vary the total number of units between 75 and 110. The entrance to the approximately 1,800 square foot retail area is proposed for 1st Street.

Building Layout and Design

The shape of the building takes advantage of the unusually shaped lot. A semi-circular footprint utilizes the wider, western portion of the lot. A narrow wing extends to the east toward Half Street. OP supports the unique building form which creatively responds to the site and context.

The ground floor of the building would have a retail space at the corner of 1st and V Streets. The remainder of the ground floor would be dedicated to the residential use, including lobby space,

amenity space, a trash and loading area, and residential units. The rowhouse units along V Street would have direct access from the street, and most ground floor units would have outdoor terraces. The ground floor would also include a ramp to below grade parking and a loading bay. The design combines the parking and loading access into one curb cut on 1st Street. The applicant has verbally stated that the southern property line, adjacent to the NPS property, would be marked by a masonry wall. The masonry wall is not denoted on the plans, but it can be seen on the renderings. The applicant has stated that it would be composed of brick similar to that used on the building. The size of the wall should be denoted on the plans.

On upper floors all units are accessed from an interior hallway, and many have balconies. Units on the 8th floor have access to the roof and private rooftop decks. The rooftop plan (sheet A-8 of the plan set) provides dimensions on the elevation of rooftop structures and the distance of those structures from the outside wall of the building. The rooftop canopy would require setback relief at the front of the building where the curving element comes close to the front façade.

The applicant has submitted a LEED checklist, as required by § 1610.3(f) of the Capitol Gateway Overlay. The checklist indicates that the design would achieve the equivalent of 31 points and could possibly achieve 26 additional points. The Certified LEED level would be achieved at 40 points, and Silver at 50.

Public Space

Although the public realm is normally not a zoning matter, understanding what could happen in public space is important for a review under the Capitol Gateway Overlay, as the Overlay seeks to create a vibrant pedestrian environment through the interaction of buildings and the street. The applicant's revised public space design addresses an issue raised by OP; Planters are now shown in front of the rowhouse units, providing separation between the sidewalk and the interior of the unit. In response to floodplain concerns, the ground floor of the entire building, including the rowhouse units, would be raised above the adjacent sidewalk. This vertical separation, similar to many historic rowhouse areas in the District, would further increase the privacy of the residents.

OP also appreciates the continuous tree pits next to the curb on V and 1st Streets. In consultation with DDOT the design was revised to include five foot wide tree pits. On the 1st Street side the design proposes a raised planting bed in public space. The planting bed separates the sidewalk from the ramp down to the underground parking. The Half Street ground floor has some fenestration into the residential unit. OP also commends the location of the Pepco vaults on private property in the loading area. A comprehensive review of the streetscape will be conducted as part of DDOT's public space review. OP does not anticipate that that review will result in significant changes to the design of the building itself.

Materials

Façade materials would include brick and metal panels on the bulk of the building, and from the elevation drawings and renderings the retail façade appears to include a significant amount of

glass, which OP supports. Material colors would include a variety of browns and tans. The subject property would be visible from all sides and, from the south and the water, from long distances. Materials and design on all sides of the building, therefore, are very important.

Parking and Loading

Parking and loading entrances are proposed to be consolidated on 1st Street. The current design shows 108 parking spaces, the greatest potential number of spaces on two levels, including some parking in vault space. The actual number of spaces may or may not reach 108; The applicant has committed to provide no more than one parking space per residential unit, plus two spaces for building employees and two spaces for retail employees. Therefore the range in the number of parking spaces, based on the requested flexibility in the number of units, would be between 79 and 114. This is a higher than normal parking ratio, which the applicant attributes to the relative distance to Metrorail, the current lack of other transit options, the industrial nature of the neighborhood and the lack of street parking. It should also be noted that the applicant has requested flexibility to construct a third level of underground parking should vault spaces not be approved by DDOT or if there is a need to provide additional area to meet the one-to-one ratio.

The design provides a 55 foot loading berth and 20 foot delivery space. The delivery space requires relief because it is in tandem with the loading berth. A loading platform is provided inside the building and not adjacent to the loading berth. This arrangement also requires relief. OP does not object to the configuration of the loading area.

Height and FAR

The proposed building height is 84.5 feet, measured from the ground to the top of the parapet. The height allowed in the W-2 zone is 60 feet, and the bonus for providing inclusionary zoning (IZ) units is 20 additional feet. Pursuant to § 1603.4, the Zoning Commission may grant 10 extra feet of height in addition to any IZ bonus, giving a total permissible height of 90 feet. OP recommends that the Commission grant the requested 4.5 feet of extra height to accommodate the project's design. Please note that the architectural plans give height in feet above sea level, not zoning height.

The proposed FAR would be 5.74 (110,707 sf). The FAR permitted in the W-2 zone is 4.0; Inclusionary zoning allows up to 4.8 FAR; And pursuant to § 1603.4, the Zoning Commission may grant 1.0 extra FAR, giving a total permissible FAR of 5.8. OP recommends that the Commission approve the requested FAR. Please see complete zoning information in the table below.

Inclusionary Zoning

OP notes that the property is subject to Inclusionary Zoning (IZ). The application has been revised to include the proper amount of floor area dedicated to IZ units, but the ratio of one bedroom units to two bedroom units is still not proportional, as seven one-bedroom and two two-bedroom units are proposed. The ratio of IZ one-bedrooms to all IZ units cannot be higher than

the ratio of market rate one-bedrooms to all market rate units (§ 2605.2). The written statement conflates one-bedroom-plus-den units with two bedroom units, but because dens are not considered legal bedrooms, those units must be counted together with the regular one bedroom units. The ratio of one bedroom to two bedroom market rate units is 51% to 49%. Currently the same ratio for IZ units is 78% to 22%. This issue will need to be resolved prior to the building permit stage.

Item	Section	CG / W-2	Proposed	Relief
Lot Area	n/a	n/a	19,287 sf	n/a
Residential Units	n/a	n/a	97	Flexibility for 75 – 110 units requested
Height	930 1601.1 1603.4	60' max. 80' max. (IZ) 90' max. (ZC Flex.)	80' 84.5'	ZC Flexibility Required
FAR	931 1601.1 1603.4	4.0 max. 4.8 max. (IZ) 5.8 max. (111,865 sf) (ZC Flex.)	5.74 (110,707 sf)	ZC Flexibility Required
Lot Occupancy	932	75% (14,465 sf)	75% (14,465 sf)	Conforming
Rear Yard	933	3" / ft. of height (20')	22' 6" avg.	Conforming
Side Yard	934	None required If provided, 8' min.	None provided	Conforming
Rooftop Structures	936	Equal height of walls, 1-to-1 setback	Setbacks not 1-to-1; Various heights	Required
River Setback	1603.3	75' from bulkhead	90' approx.	Conforming
Parking	2101	1 per 3 dwelling units (32 spaces)	101 – based on ratio stated in application (1 per unit + four) 108 – shown in current design	Conforming
Loading	2201	one 55' berth one 20' delivery space one 200 sf platform	55' berth 20' delivery space (in tandem) No platform	Required

V. CRITERIA OF THE CAPITOL GATEWAY OVERLAY

The subject site is zoned CG / W-2 (Capitol Gateway Overlay / Waterfront). The W District encourages a diversity of compatible land uses at various densities, including combinations of residential, offices, retail, recreational, arts and cultural, and other miscellaneous uses (§900.4). The Capitol Gateway Overlay is intended to encourage a mix of uses while creating a pedestrian-friendly environment. The overlay has a number of objectives and provides specific criteria for proposed developments. The following is OP's analysis of the relevant standards as applied to the application. (Criteria not relevant to this site have been omitted.)

Purposes of the CG Overlay

1600.2 The purposes of the CG Overlay District are to:

- (a) Assure development of the area with a mixture of residential and commercial uses, and a suitable height, bulk and design of buildings, as generally indicated in the Comprehensive Plan and recommended by planning studies of the area;**

The proposal for residential uses would contribute to the overall mix of uses in the area. Residential uses are highly encouraged in the CG Overlay, and the proposed development would be the first such use in Buzzard Point. The use would begin to increase pedestrian activity in the area. The proposed height of 84.5 feet and FAR of 5.74 are within the limits permissible in this zone. Overall, the design shown in the application is innovative in its massing, takes advantage of an unusually shaped site, and provides an attractive face to the waterfront. The height and massing are appropriate given the location in an area slated to redevelop with a mix of medium and high density uses.

- (b) Encourage a variety of support and visitor-related uses, such as retail, service, entertainment, cultural and hotel or inn uses;**

The proposed residential use would introduce an entirely new use type to the immediate vicinity. Though not visitor-related, the residential building would increase pedestrian activity and add eyes on the street. Residents would support non-residential uses in the area. The ground floor retail would serve as a walkable destination for residents of this building as well as nearby office workers.

- (d) Provide for a reduced height and bulk of buildings along the Anacostia riverfront in the interest of ensuring views over and around waterfront buildings, and provide for continuous public open space along the waterfront with frequent public access points;**

The height proposed by the application is within that allowed in this zone, and the overall bulk of the building is appropriate. A reduced height along the water was achieved in general throughout Buzzard Point when the Commission rezoned the waterfront lots to W-2, while zoning inland lots mostly to CR, which allows more height (up to 130') and density (up to 8.0 FAR).

The application includes renderings which show that the building will still allow views to the river. The building is surrounded on three sides by public rights-of-way, and on the fourth side by NPS property. The proposed building would not obstruct public access points, and in fact would contribute to the walkability of the vicinity through increased pedestrian activity and an improved public space.

Specific Criteria for the CG / W-2 District

1603 Buildings, Structures and Uses in the CG / W-2 District

1603.1 The following provisions apply to new buildings, structures, or uses within the CG/W-2 District.

1603.2 No private driveway to any parking or loading berth areas in or adjacent to a building or structure constructed after January 7, 2005 shall directly face the waterfront.

The proposed entrances to parking and loading for the building do not face the waterfront. The revised design combines the parking and loading entrances into one curb cut on 1st Street. OP supports that design modification, which will significantly improve the public space experience.

1603.3 All buildings or structures constructed after January 7, 2005 on a lot that faces or abuts the Anacostia River shall be set back by no less than seventy-five (75) feet from the bulkhead, unless the Zoning Commission finds that such setback creates an undue economic hardship for the owner of the lot and in no case less than fifty (50) feet from the bulkhead.

The subject site does not abut the Anacostia River, but it does face and is in very close proximity to the river. The building design maintains a setback of approximately 90 feet from the bulkhead, with the NPS land separating it from the waterfront.

1603.4 In the CG/W-2 District, the Zoning Commission, at its discretion, may grant bonus density for residential development in a building or a combined lot development, using a guideline of 1.0 FAR in excess of the normally-allowed maximum of 4.0 FAR and an additional ten (10) feet in excess of the normally-allowed maximum height of sixty (60) feet; provided that:

(a) The building or combined lot development shall include at least 2.0 FAR of residential development;

A total allowable FAR of 5.8 is calculated by adding the maximum matter-of-right FAR of 4.0, the IZ bonus FAR of 0.8, and the 1.0 FAR bonus granted by this subsection. Should the Commission grant the additional 0.94 FAR requested, the proposed building would have 5.65 FAR of residential development and 0.09 FAR dedicated to non-residential uses. OP recommends that the Commission grant the extra 0.94 FAR. OP also recommends that the Commission grant 4.5 extra feet of height as allowed by this section.

(a) The Zoning Commission, at its discretion, may allow construction of such bonus density on the property zoned CG/W-2 or may allow only for the bonus density to be transferred off-site to a lot or lots zoned CG/CR; and

The applicant proposes to use the additional FAR on-site.

Zoning Commission Review Criteria

1610 Zoning Commission Review of Buildings, Structures and Uses

1610.1 The following provisions apply to properties located:

- (a) **Within the CG/W-2 District;**

1610.2 With respect to those properties described in § 1610.1, all proposed uses, buildings, and structures, or any proposed exterior renovation to any existing buildings or structures that would result in an alteration of the exterior design, shall be subject to review and approval by the Zoning Commission in accordance with the following provisions.

1610.3 In addition to proving that the proposed use, building, or structure meets the standards set forth in § 3104, an applicant requesting approval under this section must prove that the proposed building or structure, including the siting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:

- (a) **Help achieve the objectives of the CG Overlay District as set forth in § 1600.2;**

As described above, the proposed use would help to achieve the objectives of the CG Overlay.

- (b) **Help achieve the desired mix of uses in the CG Overlay District as set forth in §§ 1600.2(a) and (b), with the identified preferred uses specifically being residential, hotel or inn, cultural, entertainment, retail, or service uses;**

The CG Overlay encourages development of the area with a mix of uses, especially residential. The proposed development would help to achieve that desired mix by bringing a residential and retail component to a neighborhood that is today entirely commercial and industrial. One of the purposes of an increase in residential uses is to increase street activity. The design of the project furthers that goal by placing some residential units directly on the street.

- (c) **Be in context with the surrounding neighborhood and street patterns;**

The proposed design is not out of character with the scale of existing surrounding development, or with potential new development as permitted by zoning. The Coast Guard headquarters, the PEPCO generating station and the office building along Water Street are all of a height similar to that proposed in the current application. The mass of all those buildings, however, is

considerably larger. In the future, the Comprehensive Plan calls for a mix of high density uses in the surrounding area, and the proposal would be in context with that future development. The use and building would reinforce the local street pattern. Pedestrian activity on V Street would increase and the presence of the structure near the street would help to visually define the V and 1st Street corridors.

(d) Minimize conflict between vehicles and pedestrians;

The design would greatly enhance the pedestrian environment through construction of a sidewalk, planting of street trees and other landscaping, lighting in public space and on private property, and the introduction of street-activating uses. The parking entrance, once proposed for V Street, has been relocated in the new design to 1st Street to share a curb cut with the loading. Combination of the two entrances would further enhance the pedestrian environment.

(e) Minimize unarticulated blank walls adjacent to public spaces through facade articulation; and

Reviews of the design indicate that blank walls would be minimized, and the building is designed to have no “rear” elevation. The first two floors of the Half Street elevation could benefit from additional fenestration, though the variation in materials adds to the visual variety of that façade. To be commended are the residential units opening directly onto the sidewalk. These types of units greatly enhance the walkability of a street and increase eyes on the street.

(f) Minimize impact on the environment, as demonstrated through the provision of an evaluation of the proposal against LEED certification standards.

The applicant has submitted a LEED checklist. Based on the definite commitments cited in the list, the design will not achieve the equivalent of the Certified level. OP encourages the applicant to pursue a more rigorous environmental commitment.

1610.4 With respect to a building or structure to be constructed on a lot within the CG/W-2 District:

(a) The building or structure shall provide suitably designed public open space along the waterfront;

This property is not directly on the waterfront, though is in close proximity to it. The regulations require a 75 foot setback from the bulkhead line, and the design provides a setback of at least 90 feet. The applicant reported meeting with the National Park Service (NPS), owners of the adjacent Buzzard Point Marina. According to the applicant NPS requested that a solid wall be constructed between the subject property and the marina site. The design, therefore, incorporates a masonry wall along the property line. The design of the project will greatly improve the overall public space around it. The building will add definition to the street wall, and construction will create sidewalks where today none exist.

- (c) **The application shall include a view analysis that assesses openness of waterfront views and vistas, and views and vistas toward the Capitol Dome, other federal monumental buildings, existing neighborhoods, South Capitol Street, and the Frederick Douglass Bridge.**

The application materials include renderings showing views toward the property and the waterfront. Because of this project's location, construction would not impact views on the ground toward the Capitol, South Capitol Street or the Douglass Bridge. From the water, however, this building would improve the views of the neighborhood and the overall waterfront. It would be a contrast to the current views in this vicinity which consist mostly of office or industrial uses.

- 1610.7 The Commission may hear and decide any additional requests for special exception or variance relief needed for the subject property. Such requests shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.**

The applicant's proposal requires relief from the specific zoning regulations listed below. OP's analysis of each request follows.

1. Variance from rooftop structure setback requirements (§ 936)

The property is uniquely shaped, resulting a somewhat difficult, but effective and innovative building footprint. The rooftop plans indicate that at the V Street façade, above the main entrance, rooftop structures will encroach within the required one-to-one setback. The object in question appears to be somewhat of an architectural embellishment, though the structure, labeled as a "roof" on sheet A-8 of the plans, is primarily horizontal in nature. OP does not object to the overall design of the building and can support setback relief.

2. Variance from loading requirements (§§ 2203.2 and 2204.2)

The submitted plans show a 55 foot loading berth, beside it a 20 foot delivery space, and within the building a 200 square foot loading platform. According to § 2204.2 all berths and delivery spaces shall be accessible from a street, alley or unobstructed private drive. In this case, the delivery space is in tandem with the loading berth, so does not meet the accessibility requirements of § 2204.2. Also, § 2203.2 states that all loading platforms "shall be located contiguous and with unobstructed access to the loading berth." In the proposed design, the platform is internal to the building, not next to the berth, and with the delivery space in between. This arrangement seems to not meet the requirements of § 2203.2. The design of the loading area is in part the result of combining the parking and loading entrances on 1st Street. The loading berth was pushed to the east in order to accommodate auto access to the garage, so the loading platform could not be located immediately next to the berth. The unusual shape of the site also constrains the arrangement of the loading facilities. Because the design results in a

consolidated curb cut and a much improved public space, and because of the unusual shape of the lot, OP can support variance relief to the loading requirements noted above.

3. Special exception for varying heights of rooftop structures (§ 936)

The rooftop plans seem to indicate varying heights for rooftop structures. The rooftop structures do not rise to the maximum level allowed under zoning, and OP appreciates the design variability provided by a non-uniform rooftop structure. OP supports the required relief.

4. Zoning Commission flexibility for extra height and FAR (§ 1603.4)

As discussed earlier in this report, the design would require that the Commission grant extra height and FAR as permitted by § 1603.4. The only parameter provided by the Regulations on when to grant the bonuses is that the building shall contain at least 2.0 FAR of residential use. The proposed project would meet that guideline. The extra density would be used to provide additional residential development, a use that is needed in this area. The added height would permit additional residential use and would allow the building to be raised to guard against flooding. OP recommends that the Commission permit 4.5 additional feet in height and an additional 0.94 FAR.

General Special Exception Criteria

3104 Special Exceptions

As stated in § 1610.3, the proposed building and use must meet the special exception criteria of § 3104:

The special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Map;

Approval of this application would generally be in harmony with the intent of the Zoning Regulations. The regulations for this neighborhood intend to facilitate a transition from a mainly industrial area to one with a mix of uses, including residential. The zoning also encourages a walkable environment. The proposed development would further both of those objectives. The building would not be out of character with the scale of the surrounding community, both existing and proposed. Granting approval pursuant to §1610 will not adversely affect neighboring properties.

VI. COMPREHENSIVE PLAN POLICIES

The proposed development does not require PUD or rezoning approval, and is generally consistent with the zoning regulations. The proposal would also generally further the objectives of the CG Overlay, which when approved was deemed compatible with the Comprehensive Plan.

The application would further major policies from various elements of the Comprehensive Plan. The Land Use Element encourages infill development, provided that the infill project is compatible in scale with its surroundings (§ 307.2). The Plan also notes that infill development can fill gaps in the streetwall and create more attractive neighborhoods (ibid.). The Land Use element encourages projects that “improve the visual quality of the District’s neighborhoods, including landscaping and tree planting...[and] street and sidewalk repair” (Policy LU-2.2.4). The applicant’s plans would improve the appearance of this square. Policy T-1.2.3 of the Transportation Element discourages auto-oriented uses and curb cuts. The proposed design put emphasis on activating the street, and a revised design that combines the parking and loading access would minimize pedestrian / vehicle conflict points. The Lower Anacostia Waterfront / Near Southwest Area Element supports the long-term redevelopment of Buzzard Point (Policy AW-2.2.7), and the creation of new mixed use neighborhoods on vacant lands (Policy AW-1.1.2).

The Comprehensive Plan’s Generalized Policy Map describes this neighborhood as a Land Use Change Area. The Comprehensive Plan anticipates and encourages the redevelopment of underutilized sites in Land Use Change Areas. Plan policies promote a mix of uses in these areas as well as “exemplary site and architectural design” (Comprehensive Plan, §223.12). The plan notes that these areas have the potential to become complete mixed use communities (§223.11). The Future Land Use Map designates this area for medium density residential and commercial mixed use. The proposal is not inconsistent with that designation.

VII. ANACOSTIA WATERFRONT INITIATIVE

The subject site is within the Anacostia Waterfront Initiative (AWI) area. The vision of the AWI is of a clean and vibrant waterfront with a variety of parks, recreation opportunities, and places for people to meet, relax, encounter nature and experience the heritage of the waterfront. The AWI also seeks to revitalize surrounding neighborhoods, enhance and protect park areas, improve water quality and environment, and, where appropriate, increase access to the water and maritime activities along the waterfront. While the subject site is not specifically called out in the AWI, the surrounding area is shown as suitable for mixed use development, and enhanced connections through the neighborhood are encouraged.(pp. 120-121). The AWI also encourages infill development (pg. 102).

VIII. AGENCY COMMENTS

This application was referred to several District agencies for review and comment. OP received replies from the Department of Housing and Community Development (DHCD), the Metropolitan Police Department (MPD), Fire and Emergency Management Services (FEMS), and the District Department of the Environment (DDOE).

DHCD noted a discrepancy in the IZ floor area calculation that has been resolved, as well as the mismatched ratio of the sizes of IZ units to market rate units. The applicant has committed to meet all IZ requirements at the time of building permit. MPD raised concerns about security, and the applicant has addressed those issues in a written submittal. FEMS submitted a

memorandum and an email to OP. After OP discussed the building plans with the Fire Marshal, he stated that a fully sprinklered building should be able to meet requisite fire codes, though a more detailed review would be undertaken at the time of building permit.

DDOE noted that the site is within the “Special Flood Hazard Area” and must meet flood hazard rules for construction. That means that residential and non-residential floor area must be constructed at least 18 inches above the base flood elevation, which in this location is 10.6 feet above sea level. The level of the ground floor of the building, therefore, has been designed at an elevation of 12.1 feet above sea level. Because the curb and sidewalk are at approximately 10 feet, the building must be accessed with stairs or ramps. The stairs and ramps have been designed to be integrated into the overall visual scheme of the building and do not compromise the building’s conformance with the goals of the CG Overlay. In fact, the design aids the rowhouses by providing a separation between the residential units and the sidewalk.

IX. COMMUNITY COMMENTS

As of this writing the Office of Planning has received no comments on the project from the community.

X. ATTACHMENTS

1. Vicinity Map and Aerial Photo
2. Agency Comments
 - a. Department of Housing and Community Development (DHCD);
 - b. Metropolitan Police Department (MPD);
 - c. Fire and Emergency Management Services (FEMS) – Memorandum;
 - d. Fire and Emergency Management Services (FEMS) – Email from the Fire Marshal;
 - e. District Department of the Environment (DDOE).

JS/mrj

ATTACHMENT 1
VICINITY MAP AND AERIAL PHOTO



