

**MEMORANDUM**

TO: District of Columbia Zoning Commission
FROM: Jennifer Steingasser, Deputy Director
DATE: November 4, 2011
SUBJECT: **Setdown Report** for ZC #11-17, Adams Morgan Church Hotel
Consolidated Planned Unit Development and Related Map Amendment

I. SUMMARY RECOMMENDATION

Adams Morgan Church Hotel, LLC has submitted an application for a consolidated Planned Unit Development (PUD) and related map amendment to construct a hotel within and adjacent to the former First Church of Christ, Scientist church at Euclid and Champlain Streets, NW in Adams Morgan. In addition to the related map amendment from R-5-B and Reed-Cooke/C-2-B to C-2-B, five areas of zoning flexibility would be required. The proposal, consists of the hotel itself, an adjunct restaurant, a pool, and underground parking. While it is supported by some Comprehensive Plan policies, OP is concerned that aspects of the design, including the height, may not be sufficiently supported by the Plan. The design would be more consistent with the Plan if the building were reduced in height, with special consideration given to its relationship to adjacent buildings to the south and west and nearby buildings across Champlain Street and Columbia Road. The Office of Planning supports redevelopment of the site and preservation of the church and therefore does not object to the project being set down so that the Zoning Commission and the community can have the opportunity to comment on the appropriateness of the height, design and other issues discussed in this report.

In addition to the height of the building, OP has concerns about the following topics:

1. No information given about the need to exceed the standard PUD height maximum;
2. Treatment of southern face of building and pool area;
3. Complicated design of the roof structure;
4. How the rooftop deck would be used;
5. The impacts of the proposed use on Champlain Street;
6. The number of arrivals and departures on Champlain Street and how the internal configuration of the building may or may not affect that condition;
7. The use of the parking garage for commercial purposes;
8. The nature of the spa and health club uses;
9. Design of access ramp and doors on the alley side of the project;
10. Quantity of dark brick on the exterior;
11. Lack of any information on exterior lighting;
12. More information required about transit usage by hotel patrons; and
13. Overall lack of information and inadequate drawings with the application.

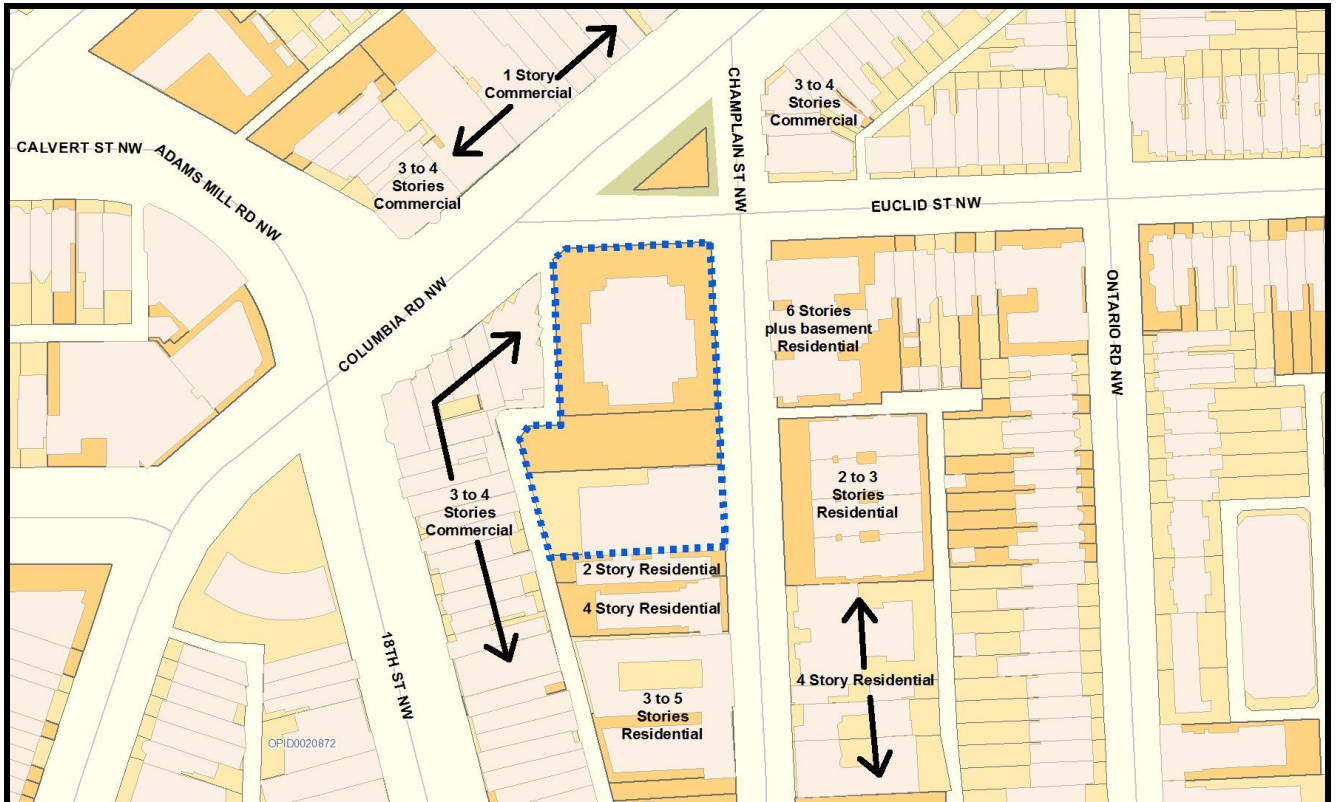
II. APPLICATION-IN-BRIEF

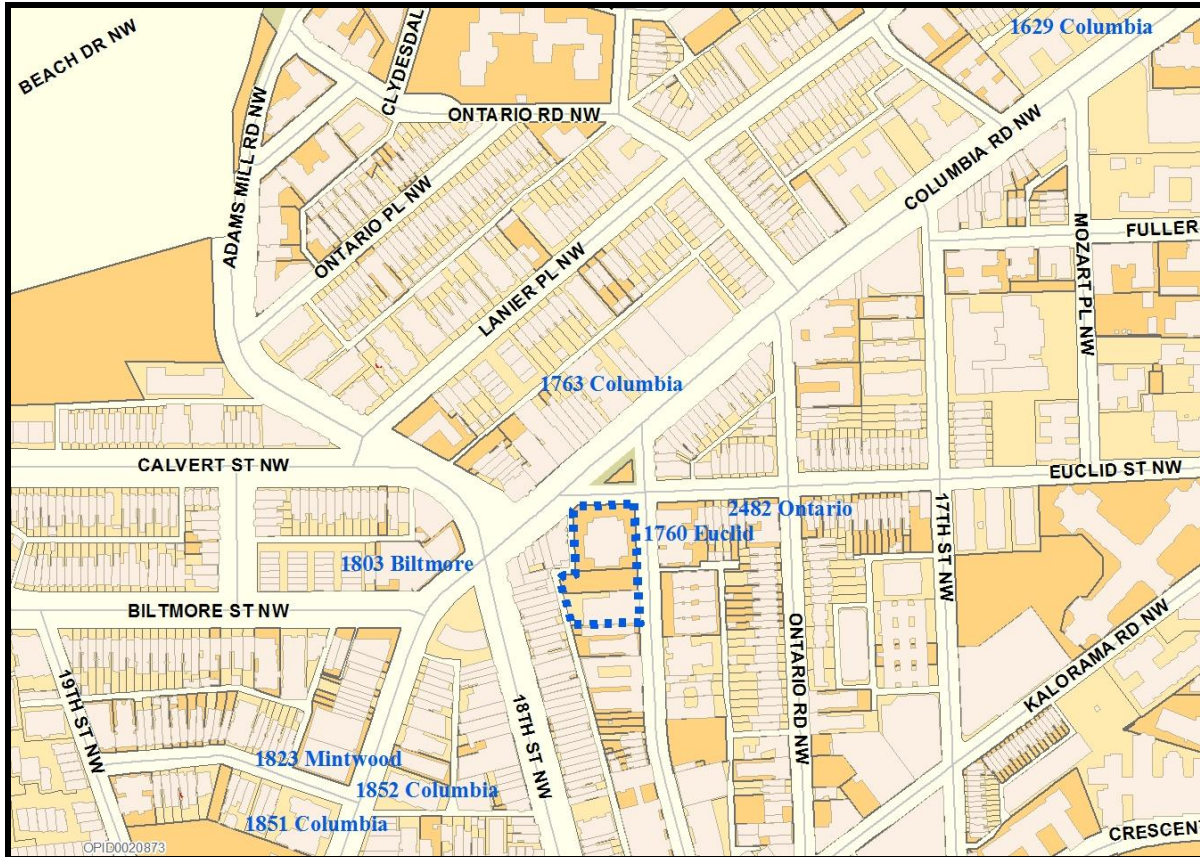
- Location:** Corner of Euclid and Champlain Streets, NW; East of 18th Street, NW and south of Columbia Road, NW; Ward 1, ANC 1C.
- Applicant:** Adams Morgan Church Hotel, LLC
- Current Zoning:** R-5-B and Reed-Cooke/C-2-B
- Property Size:** 42,279 sf
- Proposal:** A PUD-related map amendment to C-2-B; Construction of a hotel addition to the First Church of Christ, Scientist building. The maximum proposed height is 92 feet. The proposed FAR is 4.43.
- Relief and Zoning:** In conjunction with the PUD, the applicant is seeking the following flexibility:
1. PUD-related map amendment;
 2. Rear yard relief (§ 774);
 3. Flexibility to the maximum height allowed (§ 2405.3);
 4. Rooftop structure relief (§ 777); and
 5. Loading relief (§ 2200).

III. SITE AND AREA DESCRIPTION

The subject site is located at the corner of Euclid and Champlain Streets, just east of 18th Street and just south of Columbia Road in the Reed-Cooke neighborhood. An existing church building is on the north end of the site with its main entrance facing Euclid Street. The church has a height of just under 65 feet. Behind the church is a parking lot, and south of the parking lot is a three story office building that forms the southernmost part of the subject property. The property slopes down a total of about 13 feet from north to south.

To the east and south is a primarily residential neighborhood with a combination of older apartment buildings and rowhouses. Directly across Champlain Street from the north end of the site and the existing church is the Cortland apartment building, which is approximately 70 feet tall and has six stories plus a basement. Adjacent to the south is a two story apartment building. Further to the south along Champlain Street, among other older buildings, are some apartment buildings constructed in the past ten years. Some commercial uses exist along Kalorama Road in the middle of the Reed-Cooke neighborhood. Columbia Road and 18th Street, north and west of the site, respectively, are characterized by moderate density commercial uses. The subject site is separated from the 18th Street commercial uses by an alley that varies in width from 15 feet to about 17.5 feet. The three images below show an aerial photo of the neighborhood, the number of stories of adjacent buildings, and the locations of buildings cited in the application materials as being comparable in height to what is proposed. Many of the structures in the third image appear in the applicant's site sections on Sheets 22 through 25 of the plan set, although several of them are two to four blocks away from the subject site.





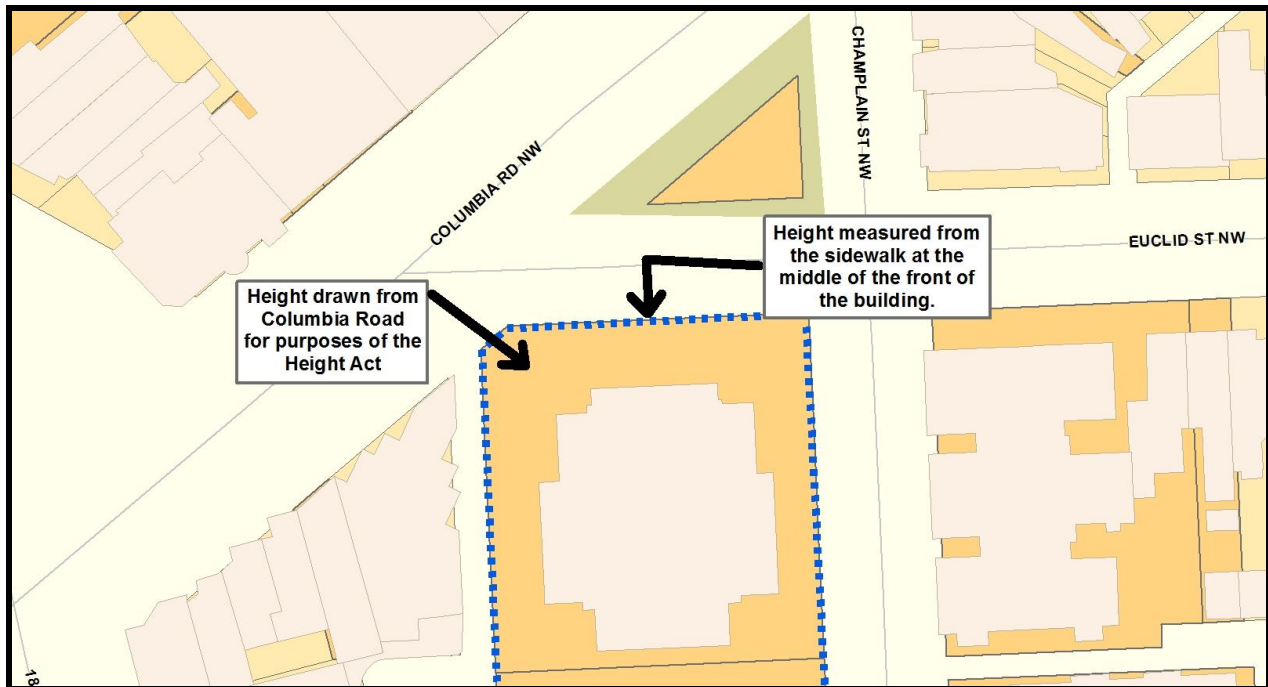
IV. PROJECT DESCRIPTION

The proposal consists of a hotel addition to the rear of the existing church building. The hotel would have up to 227 rooms, and the historic church would be restored and used as a restaurant and function space. The structures would be connected at the ground through second floors. Entrances would be on Euclid and Champlain streets with an extended porte-cochere and the entrance to the parking garage on Champlain Street. Loading would be from the alley. The hotel addition would generally form a “C” shape with the open end facing south and a swimming pool at ground level of the empty space. In the application the pool is referred to as “enclosed” (October 26th Written Statement, p. 4). The applicant should clarify how the pool is enclosed and how the hotel property would relate to the property to the south, especially in the area of the pool, where the adjacent apartment building abuts the property line.

Height, Massing and Design

The applicant proposes a defined zoning height of 92 feet for the hotel. Nearby road right-of-way widths are 50 feet for Euclid and Champlain Streets and 100 feet for Columbia Road. For purposes of the Height Act, therefore, height must be derived from Columbia Road. The northwest corner of the subject property does abut the Columbia Road right-of-way. Height is

then measured at the middle of the front of the existing church building facing Euclid Street. Please also note that the church, together with the addition, would be one building, not “separate and distinctive” buildings as described on the first page of the applicant’s October 26th written statement.



The addition would be nine stories plus a cellar / ground level where entrances from Champlain Street would be located. The applicant has verbally stated that the ceiling of that level would be less than four feet above the measuring point and therefore should be considered a cellar and not a story. The plans, however, do not show the elevation of the ground level ceiling.

Under the C-2-B PUD regulations a maximum height of 90 feet is permitted. Section 2405.3 of the Regulations, however, allows the Commission to grant flexibility in height of up to 5% of the allowed PUD maximum. The applicant is asking for this flexibility to achieve the 92 feet requested. This requested flexibility is discussed in more detail in Section VII of this report.

At the roof level the design proposes a very complex roof structure with multiple barrel vaults interacting with rectilinear forms. The applicant should explore somewhat simplified designs for the rooftop structure. The roof deck itself would provide a considerable amount of open space and it is not clear from the application how that space would be used. The presence of large restrooms on the floor below the roof is suggestive of considerable activity on the roof.

The 9th floor of the hotel would be set back about 12 feet on most sides. As measured from Champlain Street at the center of the porte-cochere, the top of the 9th floor would be about 100 feet above street level. The 12 foot setback would have the effect of slightly reducing the appearance of height along Champlain. The 8th floor extends along a portion of the Champlain

Street façade, but moving south the building steps down to the 7th floor. Due to the sloping topography the southeast corner of the building, though 72.5 feet in zoning height, would be 86 feet in actual height above Champlain Street.

More information is required about the following topics:

1. The design proposes a significant number of at-risk windows on the south side of the Champlain Street wing of the building. The applicant should clarify how these windows relate to the property to the south and especially how the windows may or may not impact privacy for adjacent residents.
2. The proposed location of the reception desk also raises a question about the circulation within the hotel. Sheet 34 of the plans shows the reception desk within the restaurant portion of the development, but sheet 35 also shows a large reception area on the floor above within the addition. The interior functioning of the hotel may impact how people enter and exit the building. In general, however, OP appreciates revisions to the interior which removed commercial uses from the addition portion of the building (facing Champlain) and focused more activity to the north of the site (facing Euclid).
3. Further detail is also required about the proposed “Spa” and “Health Club” uses shown on sheet 33. The applicant should provide more detail about how those areas would be operated and how many patrons are expected to use the facilities.
4. The applicant should clarify that the ramp accessing the alley entrance to the community space would meet ADA requirements. The present configuration of doors seems to make access difficult.

Materials

The primary material for the façade of the building would be brick, glazed and painted in different colors. The base of the addition would be a dark green, and floors three through seven would be black. Floors eight and nine would be a lighter cream color. OP is concerned that the use of dark brick in such quantity has the potential to be overwhelming.

Trim in the area near the porte-cochere would be black-painted steel, and most window frames would be black-painted wood. Color versions of the materials sheets would help viewers understand the relationships of the colors. Landscape plans are fairly conceptual. They show planter boxes along the porte-cochere, although those planters do not show up on the elevations or materials sheets. The application also lacks detail on signage and lighting.

V. COMPREHENSIVE PLAN POLICIES

The proposal would further the following Guiding Principles of the Comprehensive Plan, as outlined and detailed in Chapter 2, the Framework Element:

4. The District needs both residential and non-residential growth to survive. Nonresidential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. (§ 217.4)
7. Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality. (§ 217.7)
11. The District of Columbia contains many buildings and sites that contribute to its identity. Protecting historic resources through preservation laws and other programs is essential to retain the heritage that defines and distinguishes the city. Special efforts should be made to conserve row houses as the defining element of many District neighborhoods, and to restore neighborhood “main streets” through sensitive renovation and updating. (§ 218.4)
21. Land development policies should be focused to create job opportunities for District residents. This means that sufficient land should be planned and zoned for new job centers in areas with high unemployment and under-employment. A mix of employment opportunities to meet the needs of residents with varied job skills should be provided. (§ 219.6)
24. Despite the recent economic resurgence in the city, the District has yet to reach its full economic potential. Expanding the economy means increasing shopping and services for many District neighborhoods, bringing tourists beyond the National Mall and into the city’s business districts, and creating more opportunities for local entrepreneurs and small businesses. The District’s economic development expenditures should help support local businesses and provide economic benefits to the community. (§ 219.9)

OP is concerned that the application does not adequately address the following Guiding Principles:

6. Redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs. (§ 217.6)
8. The residential character of neighborhoods must be protected, maintained and improved. Many District neighborhoods possess social, economic, historic, and physical qualities that make them unique and desirable places in which to live. These qualities can lead to development and redevelopment pressures that threaten the very qualities that make the neighborhoods attractive. These pressures must be controlled through zoning and other means to ensure that neighborhood character is preserved and enhanced. (§ 218.1)

A few specifically applicable policies are important to note. The Plan states that the Reed-Cooke overlay was created “to protect existing housing and ensure compatible infill development (Comprehensive Plan, § 2014.3), and states that that purpose should be achieved by “maintaining heights and densities at appropriate levels and encouraging small-scale business development that does not adversely affect the residential community (ibid, Policy MC-2.4.5). The design of the proposed hotel could more adequately meet these policies by reducing the proposed height to be more compatible with its neighborhood. Another policy which specifically mentions the subject site is MC-1.2.6 which calls for the historic preservation of the First Church. This project would fully achieve that policy goal.

The application would further some policies from the Comprehensive Plan, including policies from the Economic Development and the Mid-City Area Elements. The project could more sufficiently address policy objectives from the Land Use, Urban Design and Mid-City Elements. The following paragraphs describe some of the applicable policies from the Plan.

Land Use Element

The Land Use Element calls for development along the city’s major transit corridors like Columbia Road and 18th Street (§ 306.6). The Plan also supports infill development on vacant or underutilized lots, “provided that such development is compatible in scale with its surroundings...” (§ 307.2). Policy LU-1.4.1 reinforces that concept by stating that “development should complement the established character of the area and should not create sharp changes in the physical development pattern.” The design of the proposed hotel should be revisited to ensure that it meets these policies to the greatest extent possible.

Policy LU-2.4.11 calls special attention to hotels by stating that their impacts on surrounding areas should be managed, particularly where they adjoin residential areas. The policy in particular mentions loading, and the loading management plan submitted with the traffic study includes a number of measures to ensure smooth operation of the loading bays.

The Land Use Element also encourages the restoration of unused buildings (Policy LU-2.2.3). Although the church building is still used to some extent, its restoration and integration into a new hotel use would meet the spirit of this policy.

Transportation Element

The Transportation Element supports multi-modal transportation and transportation demand management (§ 400.2). The submitted traffic study includes a number of strategies to encourage the use of bikes and transit, and the walkable neighborhood itself should reduce the necessity for auto trips. Although not immediately proximate to a metro station, the site is within about 0.7 miles from the Woodley Park and Columbia Heights stations. The transportation study, however, does not provide mode splits for the hotel.

Economic Development Element

Development of a hotel would help implement some Economic Development policies. Policy ED-1.1.1 suggests that hospitality is a major industry in the District and that its expansion should be supported, and Policy ED-1.1.2 notes that the hotel industry can supply new employment opportunities. Section ED-2.3 speaks in more detail about the hotel economy in the city. It states that the tourism industry should be made more robust, and that hotels should be developed not only in central Washington but also in outlying commercial districts (Policies ED-2.3.1 and 2.3.4). Policy ED-2.3.9 also recognizes that hotels provide a job training opportunity and an industry for entry-level jobs. The applicant has stated that they will partner with the Adams Morgan Youth Leadership Academy on a jobs training program.

Urban Design Element

Policy UD-2.2.4 speaks about transitions between buildings:

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.

The applicant should revisit the design to ensure that it successfully meets this policy.

Mid-City Area Element

The Mid-City Area Element specifically mentions the subject site. Policy MC-1.2.6 states that the First Church of Christ, Scientist, among other historic properties, should be preserved. The proposal would achieve that policy by restoring the church building and putting it to a viable use.

Policies MC-2.4.1 and MC-2.4.5 state that new construction in Adams Morgan should be consistent with the prevailing heights and densities in the neighborhood, and that in Reed-Cooke in particular existing housing should be protected through the maintenance of heights and densities at appropriate levels and encouraging business development that does not adversely affect the residential community. The applicant should provide further information about its compliance with this policy direction.

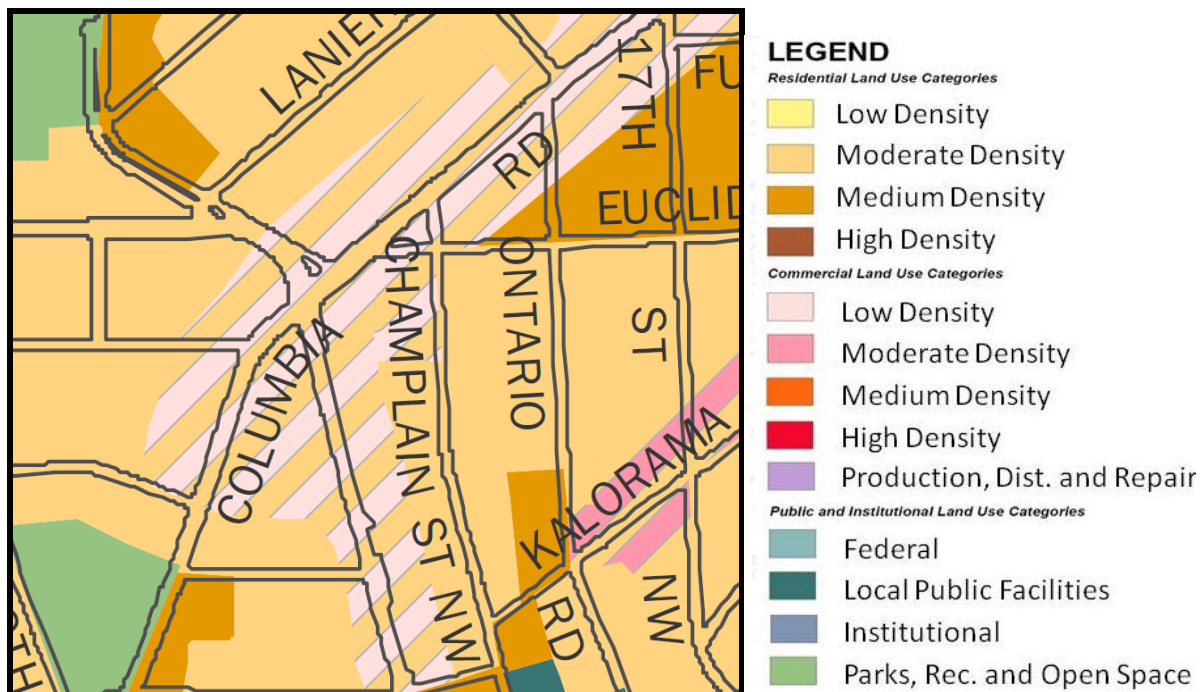
VI. COMPREHENSIVE PLAN LAND USE MAPS

The Comprehensive Plan's Generalized Policy Map describes the subject site as a Neighborhood Conservation Area. Neighborhood Conservation Areas are primarily residential in nature and have very little vacant land. Where infill development occurs, however, it should be modest in

scale, and major changes in density are not expected (Comprehensive Plan, § 223.4). The Plan also states that:

“The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map” (ibid, § 223.5).

The Future Land Use Map (FLUM) indicates that the site is appropriate for a mix of low density commercial and moderate density residential uses. Moderate density residential usually refers to the District’s row house neighborhoods, but it can also apply to areas of older inner-city neighborhoods where there are existing multi-story apartments (ibid, § 225.4). Low density commercial areas are generally low in scale and character. They can have a range of market areas – from neighborhood to regional – but their common feature is that they are comprised primarily of one to three story commercial buildings (ibid, § 225.8). Please refer to the excerpt from the FLUM, below.



In regard to the FLUM, the Plan states that “The zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the citywide elements and the area elements...” (ibid., § 226.d). Therefore, while in rare instances and under extraordinary conditions a 90 foot height could be contemplated under a

moderate density designation on the FLUM, in this context the 92 foot height proposed for the hotel is too tall for the property.

VII. ZONING

The site is currently zoned R-5-B on the lot where the church building sits, and Reed-Cooke/C-2-B (RC/C-2-B) south of the church building.



The Reed-Cooke Overlay intends to protect existing housing, maintain heights and densities at appropriate levels, and encourage small-scale business development that will not adversely affect the residential community with “traffic, parking, environmental, social and aesthetic impacts” (Zoning Regulations, § 1400.2). The C-2-B zone is a medium density zone that is made consistent with the mixed use moderate designation of the Comprehensive Plan by the application of the Reed-Cooke Overlay.

The overlay limits height in the C-2-B to 40 feet, or 50 feet with affordable housing. Density in the Overlay is limited to matter-of-right levels, even under a PUD, which in the case of the RC/C-2-B zone would be 3.5 FAR. The overlay also lists a number of prohibited uses, including hotel and restaurant. The applicant proposes to rezone the entire site to C-2-B. The new zoning would permit the height and density proposed and allow the hotel use.

Item	R-5-B MOR	RC / C-2-B MOR	C-2-B PUD	Proposed
Height	50'	40'	90'	92' <i>Relief Required</i>
Lot Area	n/a	n/a	15,000 sf	42,279 sf
Lot Width	n/a	n/a	n/a	~140'
FAR	1.8 (76,102.2 sf)	3.5 max (147,976.5 sf) 1.5 non-res (63,418.5 sf)	6.0 max 2.0 non-res (84,558 sf)	Rooms/ Service 149,093 sf (3.53 FAR) Adjunct 38,033 sf (0.9 FAR) Total 187,296 sf (4.43 FAR)
Lot Occ	60%	100% (commercial)	100% (commercial)	75%
Rear Yard	4"/ft. at rear 15' min.	15' (below 20' in height may be measured to CL of alley)	15' (below 20' in height may be measured to CL of alley)	Below 20' in height – 8' Above 20' in height – 0' <i>Relief Required</i>
Side Yard	None required	None required	None required	0'
Courts	Open Court 3"/ft. of height, 10' min	Open and Closed Court 3"/ft. of height, 12' min	Open and Closed Court 3"/ft. of height, 12' min	<i>Information required</i>
	Closed Court 4"/ft of height, 15' min area = 2*(w ²), 350 sf min	Closed Court area = 2*(w ²), 250 sf min	Closed Court area = 2*(w ²), 250 sf min	<i>Information required</i>
Parking			1 per 2 rooms (227/2 = 114) 1 per 150 sf of largest function room (2,861 sf / 150 sf = 19) 114+ 19 = 133	174
Loading			2 berths @ 30' 1 berth @ 55' 1 delivery @ 20' 2 platforms @ 200 sf 1 platform @ 200 sf	3 loading spaces and a loading platform <i>Relief Required</i>

The proposal requires a PUD-related map amendment and relief from the specific zoning regulations listed below. A summary of each area of relief is given and OP will provide a complete analysis of the requested relief should the Commission set this case down for a public hearing.

1. PUD-Related Map Amendment

The height, density and uses permitted by the C-2-B PUD regulations are requested to construct the project as proposed. A PUD in the C-2-B zone can normally have a maximum height of 90 feet and a maximum FAR of 6.0, of which no more than 2.0 can be non-residential uses. In the case of hotels, guestrooms and service areas are counted toward residential floor area while function space and commercial adjuncts, such as restaurants, are counted toward non-residential

floor area (Zoning Regulations, §§ 771.7 and 771.8). The proposed project would have a height of 92 feet (see paragraph 3, below) and an overall FAR of 4.43. Approximately 3.53 FAR would be guestroom and service space, while approximately 0.9 FAR would be function and commercial adjunct space.

2. Flexibility From Rear Yard Requirement (§ 774)

The application requests relief from the rear yard requirement of 15 feet. In this case, the applicant has chosen the rear yard for this corner lot to be along the alley. Therefore, for the first 20 feet of building height, rear yard depth can be measured to the centerline of the 16 foot wide alley (§ 774.7), and the rear yard would have a depth of eight feet. Above 20 feet in height, the building would have a zero foot rear yard.

3. Flexibility to the Maximum Height Allowed (§ 2405.3)

The application proposes a building height of 92 feet. The normal limit for building height under the RC/C-2-B zone is 40 feet, or 50 feet if the additional height is used for affordable housing. Under the C-2-B PUD regulations height may be increased to 90 feet. Pursuant to § 2405.3, however, the Commission may grant flexibility in building height up to 5% of the normally permitted PUD maximum. In this case that flexibility could permit up to 4.5 feet of extra height. Section 2405.3 states that the flexibility must be “essential to the functioning of the project and consistent with the purpose and evaluation standards” of Chapter 24 of the Zoning Regulations. The applicant should show how the requested flexibility is consistent with that standard.

4. Rooftop Structure Relief (§ 777)

The rooftop structure would exhibit multiple heights where only one is allowed. It is also unclear whether or not the rooftop structure would require setback relief; The rooftop plans do not show the dimensions of the setbacks. In addition, it is likely that the roofs over the stairs would count as rooftop structures, necessitating relief for multiple rooftop structures.

5. Loading Relief (§ 2200)

Three loading bays would be provided where three bays and a deliver space are required. Also, the design shows one large loading platform, but it is unclear if the dimensions of the platform meet the minimum requirements.

VIII. PURPOSE AND EVALUATION STANDARDS OF A PUD

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. The PUD process is “designed to encourage high quality developments that provide public benefits.” Through the flexibility of the PUD process, a development that provides amenity to the surrounding neighborhood can be achieved.

The application exceeds the minimum site area requirements of Section 2401.1(c) to request a PUD. The applicant is requesting a consolidated PUD and a related map amendment. The PUD standards state that the “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” (§2403.3). Based on comments to be supplied by referral agencies, OP will provide at the time of the public hearing an analysis of the project’s impact on city services.

IX. PUBLIC BENEFITS AND AMENITIES

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. 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.” Sections 2403.9 and 2403.10 state that a project must be acceptable in all the listed proffer categories, and must be superior in many. 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 typical development of the type proposed...” (§2403.12).

Amenity package evaluation is partially based on an assessment of the additional development gained through the application process. In this case, the application proposes a PUD-related map amendment to C-2-B with a maximum building height of 92 feet and a maximum FAR of 4.43. The applicant would gain 52 feet in height and 0.93 FAR above what the RC/C-2-B zone would permit, and the allowance for a hotel use, which is not permitted in the RC overlay.

The application lists several benefits, some of which may be considered amenity items.

1. *Historic Preservation* – Construction of the project would include the restoration and preservation of the historic church structure.
2. *Uses of Special Value to the Neighborhood or the District of Columbia as a Whole* – The application cites the production of jobs, tax revenue for the District and economic revitalization as benefits to the public. The application includes a market study to support some of these declarations. However, many of the assumptions that the study was based upon are no longer valid. The study assumes several bars that are no longer in the design, including a lobby bar, a poolside bar and a rooftop bar. It also assumes that a portion of the garage would be leased to a commercial parking operator. Due to narrowness of Champlain Street and the possibility of adding vehicular traffic, OP and DDOT are not in favor of a commercial parking garage operating at this location. The applicant should confirm whether the economic benefits cited are still valid.

Page 25 of the July 29th written statement also mentions the operation of a job training and placement program “focusing on jobs and careers in the hospitality industry,” run in

conjunction with the Adams Morgan Youth Leadership Academy (AMYLEA). The applicant should provide additional detail about how this program would function and if it would be for the life of the project.

The hotel would also provide community center meeting space which would be the home of AMYLEA and would also provide meeting and storage space for the ANC. A letter received from AMYLEA indicates that the space would be rented at \$1 per year for 20 years.

3. *Urban Design, Architecture and Landscaping*
4. *Site Planning and Efficient and Economical Land Utilization* – The application cites as benefits the infill development of an underutilized site near a major transit corridor, and the arrangement of massing away from the historic church “to alleviate any impact on the buildings across Champlain Street” (July 29th written statement, p. 26).
5. *Effective and Safe Access and Transportation Management* – The application proposes an easement across their property and under a corner of the building to allow easier movement of vehicles through the alley. The easement is mentioned in the appendix of the traffic study, but the applicant should clarify what pavement markings and/or signs would be used to make clear to drivers that they are permitted to drive across the hotel property. Furthermore, Sheet 46 of the plan set continues to show roll-up gates at the entrance to the loading area, where the alley traffic would supposedly pass through. The applicant should continue to evaluate this proposal and document its feasibility.

The transportation study also includes a transportation demand management (TDM) plan, a truck management plan, and strategies to limit the impact of the garage, should it be used for commercial purposes. Notable features of the TDM plan include a pre-loaded SmarTrip card for new employees, provision of bicycles for used by guests, distribution of bike maps, storage location for guest bicycles, shuttle van for hotel guests, and two electric vehicle charging stations for guests. Six car sharing spaces are also shown in the plans for the garage. The truck management plan prohibits the use of tractor trailers and anticipates approximately nine deliveries per day.

6. *Environmental Features* – The design of the hotel would achieve the equivalent of a LEED Silver rating. As noted above, provisions would be made for multi-modal transportation and for the use of electric vehicles.
7. *Economic Benefits* – In addition to the items mentioned in paragraph 2 of this section, the applicant will also enter into a First Source Agreement with the Department of Employment Services (DOES).

The Office of Planning will continue to work with the applicant on the benefit package and will provide a complete analysis if the case is set for a public hearing.

X. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will refer it to the following government agencies for review and comment:

- Department of the Environment (DDOE);
- Department of Transportation (DDOT);
- Department of Employment Services (DOES);
- Department of Public Works (DPW);
- Department of Small and Local Business Development (DSLBD);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD);
- DC Water.

XI. COMMUNITY COMMENTS

The site is located in ANC 1C. OP has met with the Kalorama Citizens Association and the Reed-Cooke Neighborhood Association, and with the ANC's Planning, Zoning and Transportation Committee.

OP has also received emails in support of the project and emails expressing concerns about the project. Some citizens oppose the height proposed for the project and others state that the proposed height of 92 feet is appropriate. OP notes that some of the public outreach by the applicant included renderings which mistakenly represented nearby buildings as taller than they actually are. Those renderings appear to have been corrected in the October 26th submission; However, the "key plan" on sheet 8 of the plan set still shows incorrect building heights for nearby structures. Other points made in support of the project include that it would preserve the historic church and that it would support local businesses. Other concerns expressed about the hotel include traffic, noise, the removal of the RC Overlay, and impacts on the economic viability of neighborhood businesses and residences.

JS/mrj