

MEMORANDUM

TO: District of Columbia Zoning Commission

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

DATE: July 17, 2015

SUBJECT: **Set down Report - ZC #13-14A (McMillan, Parcel 2)**
Second Stage PUD

I. SUMMARY AND RECOMMENDATION

Jair Lynch Development Partners, on behalf of Vision McMillan Partners, LLC and the District of Columbia (Co-Applicants) requests Second Stage PUD review to construct a mixed use development on Parcel 2 on the property known as the historic “McMillan Reservoir” at 2501 First Street, NW (Square 3128, Lot 800). The redevelopment proposal for this historic site would be of significant benefit to the District and the surrounding neighborhood. Parcel 2 would include residential and ground floor retail uses and would complement the many historic elements which exist on the site as well as the overall development of the entire McMillan property as approved by Zoning Commission Order 13-14. The proposal would not be inconsistent with the Comprehensive Plan Future Land Use and Policy maps, and would further many important Citywide Elements, and specifically those recommended for the McMillan Reservoir property. The Office of Planning (OP) **recommends set down** of the proposal and requests that the Applicant provide further discussion of the “bridge” over Three Quarter Street, its design, materials and views from Parcel 1 and the North Service Court prior to the public hearing.

II. SITE and SURROUNDING AREA

The 68 acre McMillan Reservoir and Sand Filtration complex is comprised of two parcels located in the southwestern quadrant of the intersection of First Street, NW and Michigan Avenue, NW. The area of the McMillan PUD is located at 2501 First Street, NW (Square 3128, Lot 800) and is surrounded by a mixture of uses. To the north, across Michigan Avenue are institutional uses: the Veterans Affairs Hospital, Washington Hospital Center and Children’s Hospital. To the east is the Stronghold neighborhood while the south while to the south is the Bloomingdale neighborhood. To the west, is the McMillan Reservoir and Sand Filtration complex.

The McMillan PUD site is divided into seven parcels and the subject of this application, Parcel 2, is located along First Street to the west, the North Service Court to the north; Half Street and Parcel 3 to the east; and Parcel 5 (approved for townhouses) to the south. Three Quarter Street bisects the property in a north to south direction. The squared shaped Parcel 2 has a land area of approximately 1.53 acres (66,654 square feet) and slopes gently from Half Street up to First Street.



Aerial Showing McMillan Site and Surrounding Area



Site Location

III. BACKGROUND

The PUD site is divided into seven (7) parcels. On November 10, 2014 the Commission approved the First Stage PUD for the Master Plan for the entire McMillan site and Parcels 2 and 3 and Consolidated Review for Parcels 1, 4, 5, 6, and 7. PUD-related map amendment, C-3-C for Parcel 1 and CR for the remainder of the site was also established (ZC 13-14).

This application, a Second Stage PUD, is made in order to review the proposed architecture of the buildings, uses within the buildings, design of open spaces, specific circulation impacts, and compliance with the intent and purposes of the PUD process, the Regulations and the First Stage PUD (§§ 2402.2(b), 2406.12 and 2408).

Historic Preservation

The entire McMillan property is a designated historic site and its proposed redevelopment has undergone extensive review by the Historic Preservation Office (HPO) and the Historic Preservation Review Board (HPRB) through a series of public hearings over several years. The reviews informed a Master Plan based on preservation and design principles on which the PUD is based. On October 31, 2013, HPRB found the “*revised concept designs to represent an architecturally coordinated and cohesive approach that specifically relates to the character of the McMillan Site.*” Subsequent to the ZC approval of the PUD, a demolition permit to accommodate the Master Plan development was also reviewed and approved by the Mayor’s Agent¹. The subdivision of the parcels on the Master Plan to create six separate parcels is currently being reviewed by the Mayor’s Agent and the DC Surveyors office. Although there are seven parcels shown on the Master Plan, Parcels 2 and 3 will be created as a single record lot with two theoretical building lots.

In regards to the proposed development of Parcel 2, HPRB at its April 30, 2015 found that, “. . . *the revised concept’s height, massing, material palate, and detailing to be compatible with the previously-approved McMillan redevelopment master plan. The Board approved the reduced size of the bridge, but asked that it continue to be studied to relate more to the building it connects.*” (Exhibit 2F)

IV. PROPOSAL

Parcel 2 is within the Central Sector of the Master Plan and has a lot area of 66,654 square feet and would be developed with a seven-story (82.5 feet high), mid-rise structure joined together below grade (parking) and above grade at floors 3 to 7² and would have an area of 243,050 gross square feet (5.04 FAR³). The building would have 224,278 gross square feet of residential use (236 units) and 18,772 gross square feet of ground floor retail uses.

The residential use would consist of 41 studio units; 16 one-bedroom Jr. units, 118 one-bedroom units; 11 one bedroom + den units and 50, two-bedroom units. Of the 236 units, 50 would be affordable at up to 80% of AMI. The retail and residences would be supported by 222 below grade parking spaces.

The Site Plan in large part, respond to the guiding preservation principles, connectivity with the surroundings, design, and the architectural treatments. The building has two “wings” which are joined beginning at the third level which accommodates the new street grid on the property and allows for Three Quarter Street and views

¹HPA No. 14-393, Decision and Order, April 13, 2015

² Considered to be a single building for zoning purposes.

³ 3.64 FAR when streets and easements are excluded. 5.04 FAR when street and easements are included.

between the North Court and the South Court. The main retail entrance for the building would be along the North Service Court while the main residential entryways would be from Half Street. Secondary entrances as well as access to parking and loading would be along the central Three Quarter Street. The first floor of both wings of the building would have retail uses, residential amenities and residential units. The upper floors would have all residential units. Residential amenities would include a pool on the second floor of the west wing and an open, passive recreation space on the second floor of the east wing.

The height, massing, architectural design, and materials palette is compatible with the Master Plan and First Stage PUD. The retail frontage has been designed to have the same canted masonry wall and setback for the upper floors as the other projects approved in the Consolidated PUD and as called for in the design guidelines of the Master Plan. The building’s base would be clad in gray stone; the upper floors would be finished with white metal panels, charcoal brick and metal trim and wood accents at the balconies and windows.

The portion of the building spanning over the north-south street (Three Quarter Street) interrupts one of the open views through the McMillan site. While the connection results in a more efficient building it increases the apparent size and footprint of the building and blocks one of the open north south views envisioned by the Master Plan. To minimize the effect, the Applicant proposes various materials and design for this portion of the building and has provided samples of materials that would be used on this portion of the building (Exhibit 2A4, page 28). The Applicant has also requested flexibility to vary the final selection of the exterior materials to be used. Because the materials are an essential part of the 2nd Stage PUD, OP requests that the Applicant provide more details on how the area would be viewed and what are the limitations within which the changes would be made.

The design of all sides of the building provides fully developed and articulated architectural detail which is important as all sides of the building would be exposed and visible from all sides. Access to the parking, loading and trash facilities are provided on both wings of the building to better facilitate vehicular circulation. Public Space improvements would include new street trees, bicycle racks, streetlight enhancements, and widened sidewalks as envisioned in the Master Plan.

V. ZONING

Under ZC 13-14, the CR zone was established for the subject property. The purpose of the CR district is to “*encourage a diversity of compatible land uses that may include a mixture of residential, office, retail, recreational, light industrial, and other miscellaneous uses.*” The proposed residential and retail development would be consistent with objectives for the CR zone.

The table below shows a comparison of the CR and CR/PUD standards and the development proposal for Parcel 2.

	CR	CR PUD	Proposal	Flexibility
Area	N/A	15,000 sq. ft.	66,654 sf. 48,179 sf (without streets and easements)	No
Height	90 ft.	110 ft.	82.5 ft.	No
FAR	6.0 (3.0 for non-residential)	8.0 (4.0 for non-residential)	<u>With Streets:</u> 3.64 Overall 3.36 Residential 0.28 Non-residential	No

			<u>Without Streets:</u> 5.04 Overall 4.66 Residential 0.39 Non-residential	
Lot Occupancy	100% 75% for residential	100% 75% for residential	<u>With Streets:</u> Level 1: 61% Level 2: 46% Levels 3-7: 50%	No
			<u>Without Streets:</u> Level 1: 84% Level 2: 63% Levels 3-7: 69%	Yes
Rear Yard	For Residential at or below grade: 3 in./ft. of height or 12 ft. whichever is greater. = 24.1 ft.	For Residential at or below grade: 3 in./ft. of height or 12 ft. whichever is greater. = 24.1 ft.	27.93 ft.	No
Side Yard	If provided, must be a min. of 3 in./ft. of height or 8ft, whichever is greater	If provided, must be a min. of 2 in./ft. of height or 8 feet, whichever is greater	Along the north property Line: 2.42 ft. Along the south property Line: 7.25 ft.	Yes
Parking	Residential: 1 space per 3 units = 79	Residential: 1 space per 3 units = 79	Residential: 155	No
	Retail: In excess of 3,000 sf, 1 space per 750 sf. of GFA = 22	Retail: In excess of 3,000 sf, 1 space per 750 sf. of GFA = 22	Retail: 67	
Bicycle Parking	Residential: 1 space per 3 units = 79	Residential: 1 space per 3 units = 79	Residential: 79	No
	Retail: 5% of vehicular spaces provided = 4	Retail: 5% of vehicular spaces provided = 4	Retail: 8	
Loading ⁴	1-55 ft. berth 1-200 sf. platform 1-20 ft. loading space	1-55 ft. berth 1-200 sf. platform 1-20 ft. loading space	1-40 ft. berth 1-200 sf. platform 1-30 ft. berth 1-100 sf. platform	Yes
Roof Structure Setback	18.5 ft.	18.5 ft.	18.5 ft.	Yes

⁴ Per § 2201.2, any use that occupies 90% or more of the gross floor area and cellar floor area of a building (residential use is 92.3% in this case), the loading requirement shall be calculated based on the entire gross floor area and cellar floor area of the building as if the greater use occupies the entire building.

VI. FLEXIBILITY

The Applicant has requested the following flexibility from the zoning requirements:

Lot Occupancy

The Applicant provided the calculation for the lot occupancy with and without the area dedicated for streets. When the streets are included the development meets both the residential and nonresidential lot occupancy. However, when the streets are excluded, the residential lot occupancy on the first floor would be at 84% or 9% above the 75% maximum allowed.

Side Yard

Within the CR zone, side yard are not required, but if they are provided, a minimum of eight feet is required. A 2.42 feet side yard is provided along the northern property line while an average of 7.25 feet is provided along the southern property line. OP is supportive of the option to provide a small side yard along the northern property line in order to accommodate outdoor seating for the proposed retail uses and also provide a wider sidewalk for pedestrians. Along the southern property line it allows for space between the building and the lower height row houses as well as allow for the provision of small patio and baloneys on this portion of the building (Exhibit 2A5, page 39).

Roof Structure

The building would have two elevators but at this time the type of elevator, its mechanical system and the resultant penthouse height has not been determined. The Applicant has therefore shown the enclosure at 18.5 feet, the maximum allowed. The location of the elevator enclosure on the western wing of the building would be setback 11.08 feet from the southern wall of the open court and not the 1:1 setback required. It does not seem that the visibility of the penthouse from First Street would be very pronounced. However, OP strongly recommends that the Applicant utilizes a mechanical system that would allow the height of the enclosure to be as low as is possible. OP also believes that the Applicant needs to seek flexibility from § 411.3 for having multiple enclosures since this is a single building.

Loading

Based on the requirements of § 2201, there is not a loading requirement for the 18,772 square feet of retail space. However, the residential use would require a 55-foot berth, a 200-square foot platform and a 20-foot loading space. Due to the 50-foot width of Three Quarter Street maneuvering into a 55-foot berth would be problematic. As an alternative, the Applicant proposes to provide a 30-foot berth with a 100-foot platform and a 40-foot berth with a 200-foot platform on either side of Three Quarter Street each serving both the retail and residential uses (Exhibit 2A3, page 12). OP is supportive of the requested flexibility as it seems the proposal would provide an appropriate number of berths to better serve this mixed use building. The Applicant should provide information regarding the required 20-foot loading space.

Inclusionary Zoning

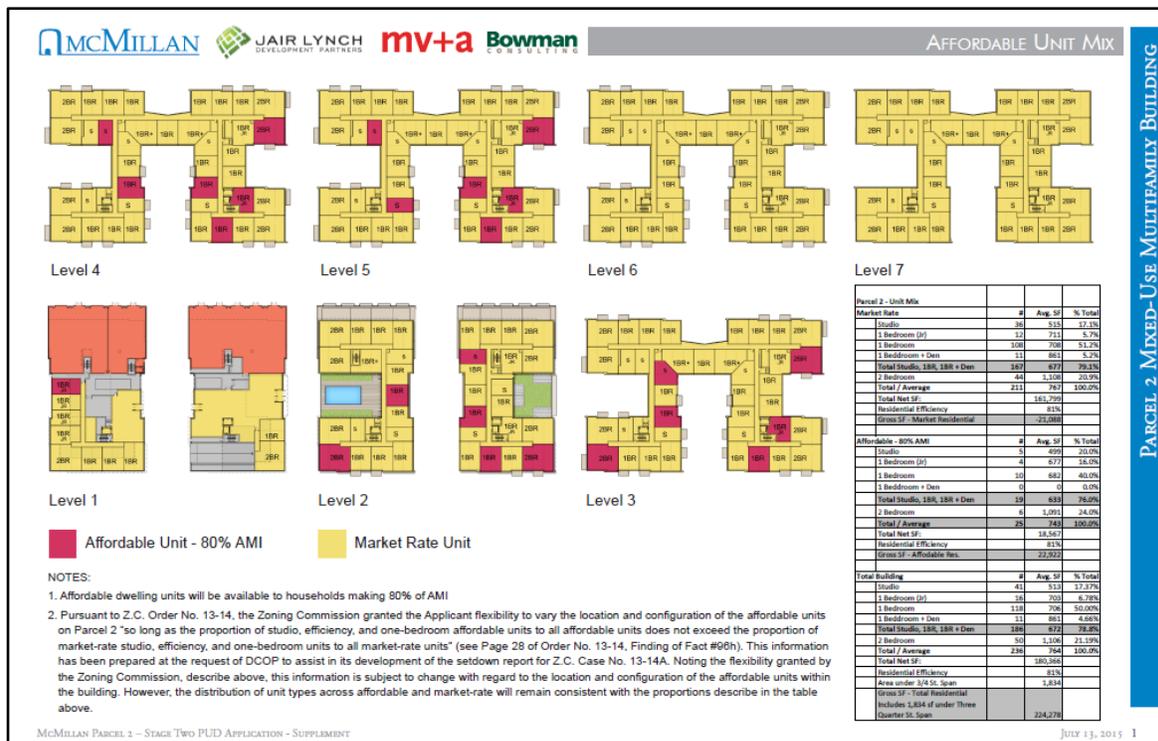
The ZC Order, Condition C.6., Affordable Housing, states that Parcel 2 is required to provide “. . . 25 units, or approximately 21,341 square feet of total gross floor area devoted to housing, shall be set aside on Parcel 2 for households earning 80% of the AMI.” The proposal would provide 23,314 gross square feet or approximately 10% of the total residential square footage or 25 units for households earning up to 80% of the AMI for the life of the development which is consistent with the Order. The development would have a variety of unit types and sizes as shown on the table below.

Unit Types	Number of Units	Market Rate Units	Affordable Units
Studio	41	36	5
1-Bedroom Jr.	16	12	4
1-Bedroom	118	108	10
1-Bedroom+Den	11	11	0
2-Bedrooms	50	44	6
TOTAL	236	211	25

The table below summarized the affordable units provided within the development:

Residential Unit Type	GFA & Percentage of Total	Units	Income Type	Affordable Control Period	Affordable Unit Type
Total	224,278/100%	236	-	-	-
Market Rate	199,522/90%	211	-	-	-
IZ	22,922/10%	25	80% AMI	For so long as project exists	Rental

The Zoning Commission granted flexibility to vary the location and the configuration of the affordable units provided that the proportion of affordable units for each unit types does not exceed that of the market rate units. The Applicant states that the based on this flexibility, the locations and configurations of the units shown on the plan below are subject to change. OP does not object to the flexibility in the exact location of individual affordable units, but would like the Applicant to commit to an overall distribution pattern so that affordable units do not become overly clustered.



Other Flexibility

The application requests flexibility in the exact design of PUD elements, including some exterior and interior elements; location or retail entrances, signage, and streetscape within public space in conjunction with DDOT requirements.

The Applicant has requested flexibility in the number of units, a range of \pm five percent (5%) (+12 units) to account for changes in market conditions. Corresponding to this flexibility, the Applicant is also requesting flexibility to the number of parking spaces provided and any required refinements to the garage configurations associated with a reduction in the number of spaces and other elements provided the number of spaces does not fall below that required by the Zoning Regulations. OP will provide further analysis of these areas of flexibility if the application is set down, and that external design changes will be reviewed by HPO and HPRB.

VII. PUD EVALUATION STANDARDS PUBLIC BENEFITS AND AMENITIES

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the zoning regulations and to enhance and preserve the historic nature of the site the Applicant is requesting that the proposal be reviewed as a PUD. This would allow the utilization of the flexibility stated in Section 2400.2.

The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”

A PUD related map amendment from Unzoned to the CR zone was approved along with the First Stage PUD which is not inconsistent with the Comprehensive Plan. As outlined in the section above, the Applicant has requested some areas of flexibility along with those granted in the First Stage PUD. The proposed flexibility would not make the development inconsistent with the Comprehensive Plan, the CR zone or the overall concept of the Master Plan and First Stage PUD. Section 2403 further outlines the standards under which the application is evaluated.

2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to 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.

The goal of a PUD is to permit flexibility of development provided a project is determined to provide superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 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 McMillan Master Plan and First Stage PUD included a number of benefits covering the entire development such as historic preservation, restoration of iconic features, provision of a community center, the recreation of the including public space improvements, transportation benefits, affordable

housing, a medical offices, CBE participation and training and employment opportunities among others. While some of these benefits are not specific to Parcel 2, the benefits proffered with the current application are consistent with the first stage approval.

The following are amenities and public benefits of the development.

Urban design, architecture, landscaping, or creation or preservation of open spaces

The height, massing, materials are compatible with directions and standards outlined in the Master Plan. The design makes use of setbacks, projections, balconies and other elements to articulate the massing. The proposed height and form of the building on Parcel 2 would be a transition between the medical office building on Parcel 1 and the row houses on Parcel 5. Landscaping would be consistent with that approved on the Master Plan and would span all sides of the building.

Site planning, and efficient and economical land utilization

Parcel 2 is a portion of the McMillan site which is governed by a comprehensive Master Plan with a plan for a unified mixed use development which preserved many of the existing historic resources which will be complemented by the new development.

Green Elements

McMillan development will include various environmentally sensitive elements including alternative energy sources, green roofs, bioretention facilities and permeable pavers to reduce stormwater runoff, and green engineering. The overall development would be developed at LEED for New Construction (NC) and would be certified. The Master Plan and First Stage approval envisioned that the individual parcels would be LEED Silver or Green Communities compliant. Parcel 2 would be Green Communities compliant and has provided a checklist indicating the sustainable features of the project (Exhibit 2A5, pages 44-47).

Retail

The proposal would provide approximately 18,772 gross square feet of ground floor retail fronting on the North Service Corridor and turning the corners onto Half Street, Three Quarters Street and First Street. The Level 1 Plan (Exhibit 2A3, page 12) shows outdoor seating which seems to imply that these may be eating establishments. The retail within this building along the North Service Court is consistent with the Master Plan to activate and provide for pedestrian activity along the North Service Court.

Connectivity

As part of the Master Plan and First Stage PUD, an extensive transportation plan was developed and approved and would introduce new streets on the property; provide adequate internal connections as well as connections to the adjacent community; distribute traffic through the site and through various access points; have a multimodal system to accommodate vehicles and encourages the use of public transit, bicycle and foot travel; and implement strategies to help reduce the reliance on car ownership and automobile use. All internal streets would be private and privately maintained but open to public traffic and pedestrians at all times.

Parcel 2 fronts on three street; First Street, the North Service Court and Half Street and is bisected by Three Quarter Street. The submission did not provide a discussion and analysis of transportation specifically for this as it relates to parking and loading and the design of elements to promote effective and safe vehicular and pedestrian access, and transportation management measures. These details should be provided prior to the public hearing.

Local Business Opportunities and First Source Agreement

The Order for the Master Plan and First Stage PUD, notes that prior to the building permit the Applicant will execute a CBE agreement with the Department of Small and Local Business Development (DSLBD) to achieve at a minimum 35% participation by certified business enterprise in the contracted development cost for design, development, construction, maintenance and security for the project.

The Applicant has committed to executing a First Source Agreement with the District Department of Employment Services to utilize District residents for at least 51% of the new jobs with preferences given to Wards 1 and 5 residents if possible.

VIII. COMPREHENSIVE PLAN

The Commission found during its review of the First Stage PUD that the McMillan development is not inconsistent with the Comprehensive Plan’s Generalized Land Use Map or the Future Land Use Map. The current Second Stage PUD application is generally consistent with the First Stage as approved and does not detract from project’s correlation with major tenets of the Plan. The proposal would further a number of the McMillan Master Plan’s Guiding Principles and major policies from the Comprehensive Plan elements such as the Land Use; Transportation; Economic Development; Parks, Recreation and Open Space; Urban Design; and Mid City Area Element.



Future Land Use Map



Generalized Policy Map

The Future Land Use Map designates the site for mix of uses: medium density residential, moderate density commercial and Parks, Recreation and Open Space.

The Generalized Policy Map identifies the site as a Land Use Change Area intended to “to encourage and facilitate new development and promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. The Comprehensive Plan’s Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area.” 223.11

The proposal is not inconsistent with the Comprehensive Plan Future Land Use and Generalized Policy maps. The proposed development also meets or furthers many of the elements and policies of the Comprehensive Plan as outlined below.

Land Use

LU-1.2.1: Reuse of Large Publicly-Owned Sites Recognize the potential for large, government-owned properties to supply needed community services, create local housing and employment opportunities, remove barriers between neighborhoods, provide large and significant new parks, enhance waterfront access, and improve and stabilize the city's neighborhoods. 305.5

The proposed development includes multifamily units with twenty-five affordable units at up to 80% of AMI. The development would preserve portions of the open space for the overall site.

LU-1.2.5: Public Benefit Uses on Large Sites Given the significant leverage the District has in redeveloping properties which it owns, include appropriate public benefit uses on such sites if and when they are reused. Examples of such uses are affordable housing, new parks and open spaces, health care and civic facilities, public educational facilities, and other public facilities. 305.10

The proposal would include benefits such as new housing, affordable housing, new parks and open spaces, the preservation of historic elements and the reintroduction of the historic Olmsted Walk.

Housing

H-1.1.7: New Neighborhoods Accommodate a significant share of the District's projected housing demand in "new neighborhoods" developed on large sites formerly used for government functions. In addition to housing, these neighborhoods must include well-planned retail, public schools, attractive parks, open space and recreation, as well as needed supportive services. The new neighborhoods should include a variety of housing types, serving a variety of income levels. 503.8

H-1.2.4: Housing Affordability on Publicly Owned Sites Require that a substantial percentage of the housing units built on publicly owned sites, including sites being transferred from federal to District jurisdiction, are reserved for low and moderate income households. 504.11

The overall McMillan site would have a mix of housing types and affordability. Parcel 2 would have 236 rental units of which 25 would be affordable units and 18,772 square feet of retail uses.

Parks, Recreation and Open Space

PROS-3.3.1: North-Central Open Space Network Protect and enhance the historic open space network extending from McMillan Reservoir to Fort Totten. As future land use changes in this area take place, an integrated system of permanent open spaces and improved parks should be maintained or created. 814.5

A portion of the proposed Olmsted Walk is on Parcel 2 and its restoration of the Olmsted Walk would be a significant asset to the development and the community.

Urban Design

UD-2.2.8: Large Site Development Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. 910.16

Parcel 2 is not directly adjacent to any residential uses. However, on the McMillan Plan it forms a transition between the higher density medical office building on Parcel 1 and the lower density row houses on Parcel 5.

UD-2.3.5: Incorporating Existing Assets in Large Site Design *Incorporate existing assets such as historic buildings, significant natural landscapes, and panoramic vistas in the design of redeveloped large sites. For sites that were originally planned as integrated complexes of multiple buildings, historic groupings of structures should be conserved where possible. 911.8*

Most of the historic structures, significant natural landscapes, and panoramic vistas would be preserved and integrated into the new development. A Master Plan has been developed for the site which included design guidelines to provide direction on building appearance and streetscape, signage and utilities, parking design, landscaping, buffering, protection of historic resources, integration of the development with surrounding neighborhood, and design principles that promote environmental sustainability. The proposed project has been reviewed by HPRB and received approval of many of these characteristics.

Historic Preservation

HP-2.4.3: Compatible Development

Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, preserve the established form of development as evidenced by lot coverage limitations, yard requirements open space, and other standards that contribute to the character and attractiveness of those areas. Ensure that new construction, repair, maintenance, and improvements are in scale with and respect historic context through sensitive siting and design and the appropriate use of materials and architectural detail.1011.8

The HPRB has concluded that the proposed development would preserve the historic character of the site and new buildings are at a scale that respects the historic elements through design and siting.

Mid City Area Element

The property is within the Mid-City Area Element and the relevant Policy referenced in the Comprehensive Plan is as follows:

MC-2.6.3: Mitigating Reuse Impacts *Ensure that any development on the site is designed to reduce parking, traffic, and noise impacts on the community; be architecturally compatible with the surrounding community; and improve transportation options to the site and surrounding neighborhood. Any change in use on the site should increase connectivity between Northwest and Northeast neighborhoods as well as the hospital complex to the north. 2016.7*

The HPRB and HPO review addressed the preservation of the important historic facets of the site as well as its compatibility and connectivity to surrounding uses. The development includes the introduction of streets to connect to existing streets. The provision of pedestrian ways, bicycle facilities for storage and pathways, relocated transit stops, TDM measures, and additional signalized intersection would minimize the impact the adjacent communities.

MC-2.6.5: Scale and Mix of New Uses *Recognize that development on portions of the McMillan Sand Filtration site may be necessary to stabilize the site and provide the desired open space and amenities. Where development takes place, it should consist of moderate- to medium-density*

housing, retail, and other compatible uses. Any development on the site should maintain viewsheds and vistas and be situated in a way that minimizes impacts on historic resources and adjacent development. 2016.9

The CR zone allows the requested range of residential and other uses. The Site Plan shows the preservation of much open space areas to give visibility to the historic resources.

IX. AGENCY COMMENTS

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

- Department of the Environment (DDOE);
- Department of Transportation (DDOT);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD); and
- DC Water.

X. COMMUNITY COMMENTS

The property is within the area governed by ANC-5E. As part of the review the Applicant has had meeting with and made presentations to the ANC and other community groups regarding the development of Parcel 2.

JLS/mbr