

MEMORANDUM

TO: District of Columbia Zoning Commission
FROM: ^{JLS}Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation
DATE: November 19, 2018
SUBJECT: Public Hearing Report for ZC #18-15
 69 Q Street SW (Square 656, Lots 35 through 43)
 Design Review Under the Capitol Gateway Overlay

I. SUMMARY AND RECOMMENDATION

This application proposes a new hotel in Square 656, Lots 35 through 43. The Office of Planning (OP) can fully support the design review application, including the requested plaza variance relief, parking space size variance, parking special exception, and penthouse setback special exception pending the following:

- Detailed information regarding the guest valet parking plan, including any agreements for off-site parking of hotel guest and restaurant patron vehicles; and
- Provision of a color and materials board.

II. APPLICATION-IN-BRIEF

Location	69 Q Street, SW (Square 656, Lot 35 through 43) Ward 6, ANC 6D
Applicant	Square 656 Owner, LLC
Zoning	CG-4 (Medium- to high-density mixed-use development)
Site Area	13,618 square feet (0.31 acres)
Proposed Development	90-foot, hotel building with approximately 154 rooms (76,149 square feet) and 5,559 square feet of commercial, including a ground-floor restaurant (2,250 square feet). 81,708 square feet of Gross Floor Area (6.0 FAR)
Relief	Pursuant to 11 DCMR K § 512.7, the following relief is requested: <ol style="list-style-type: none"> 1. Special exception from the parking requirements (C § 701.5 and K § 513.2(c), 21 spaces required; 8 spaces proposed); 2. Special exception from the penthouse setback requirements (C § 1504.1, one-to-one setback required; no setback proposed); 3. Variance from parking space size requirements (C § 712.3 and K § 513.2(c), 50% full-size and 50% compact permitted; 38% full-sized and 62% compact proposed); and 4. Variance from the plaza requirements (K § 504.13, 8% or 1,250 square feet required; 0% and 0 square feet proposed).

III. SITE, AREA AND PROJECT DESCRIPTION

The subject property is located at the northwest corner of Half and Q Streets, SW. It is located one block north of Audi Field, one block west of South Capitol Street and Nationals Park, and one block east of Fort McNair. The property is comprised of nine record lots, eight of which are developed with two-story row buildings and one of which is developed with a two-story flat. The existing buildings are vacant, and the Applicant proposes razing them.

The property is bound by a 16-foot public alley to the west, Half Street to the east, Q Street to the south, and a 16-foot public alley to the north. The Capitol Building Supply Warehouse is to the south across Q Street, SW. To the east, across Half Street, SW, is an auto repair shop. To the north, across the alley, is a warehouse space currently being used as a cross fit gym. To the west, across the alley, are five two-story row buildings, in residential use, in the CG-4 zone. At the west end of Square 656, also in the CG-4 zone, is a phased affordable housing development (Zoning Commission Case Nos. 17-13 and 18-13).

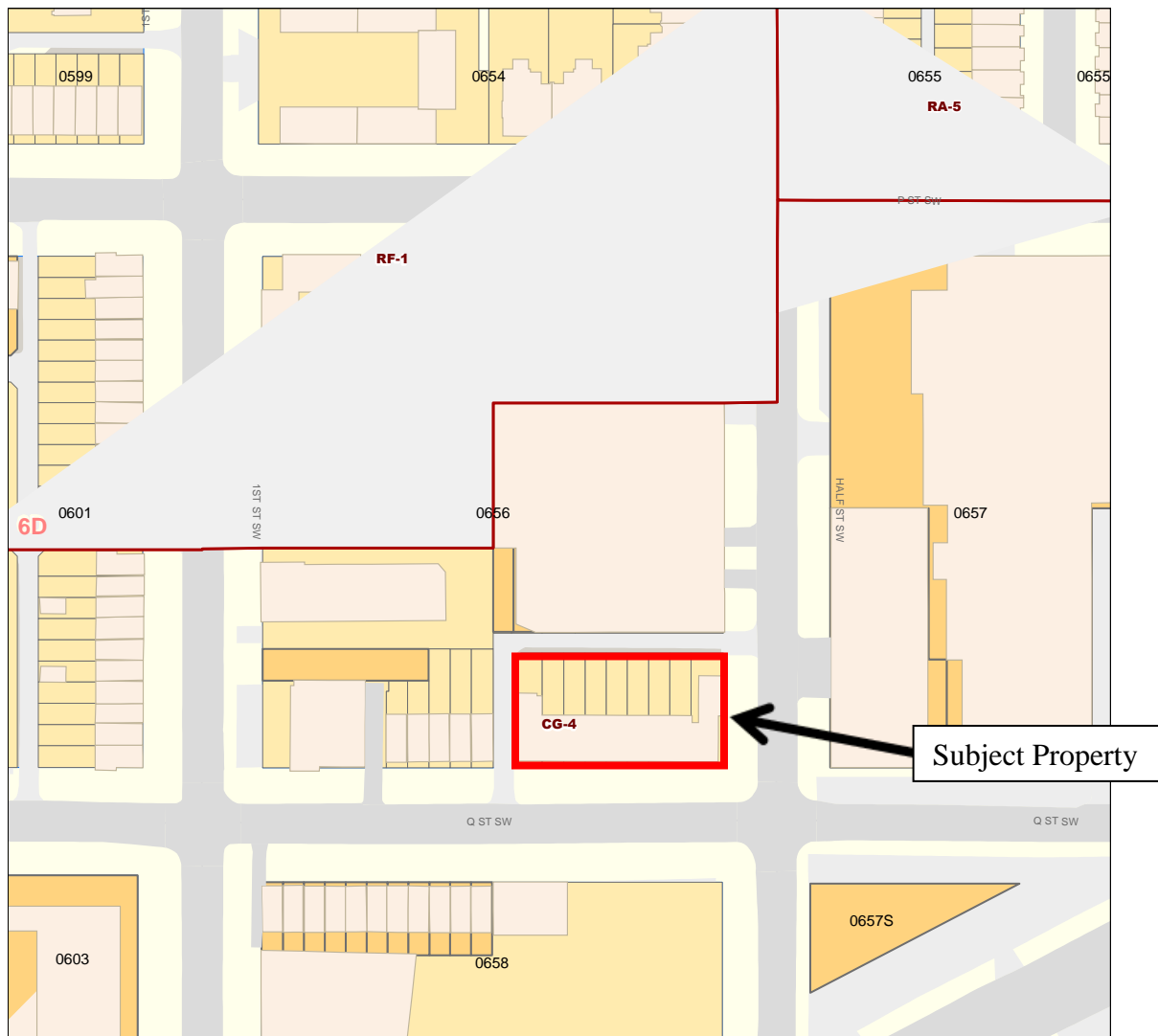


Figure 1: Zoning and Location Map

The proposed hotel would front on Q Street, SW with the main entrance and lobby accessed via a central circular revolving door. The southeast corner of the ground floor would contain the restaurant, which would be accessed from the lobby. A meeting room would be in the southwest corner of the ground floor. Service and other back-of-house functions would be located at the rear of the building.¹ The Applicant is proposing eight parking spaces, which would be accessed directly from the public alley to the north. The parking would serve hotel staff. Hotel guest and restaurant patron parking would be via valet. A drop-off zone for guest loading and unloading is proposed in front of the hotel entrance and would take the place of on-street parking spaces. The drop off zone would accommodate three vehicles at one time. The Applicant would identify a valet manager and should ensure the drop off zone is sufficient to handle the hotel and restaurant uses. Two 30-foot loading berths also would be accessed via the existing alley network in the square. Long-term bike storage would be provided in a bike room at the rear of the building. The Applicant should continue to refine the access plan for the long-term bike parking.

Floors two through eight would contain hotel rooms.² The ninth floor would be set back 26 feet from Q Street and would feature an outdoor roof terrace, function space, pantry/bar, fitness center, and mechanicals.³

The Applicant is proposing streetscape improvements on Q and Half Streets, SW. The District Department of Transportation (DDOT) is working with the Applicant to widen Q Street, SW and has requested that the Applicant shift the curb line four feet to the north. The Applicant should continue to work through the Public Space Committee process to ensure that the public space improvements conform to the Buzzard Point Streetscape Design Guidelines. The Applicant should provide dimensioned sections for the Half and Q Street, SW streetscape improvements.

The building features two projecting bays on the Q Street façade, as well as a corner feature at the Half and Q Street, SW intersection that would terminate at the eighth floor and be topped with an open trellis at the ninth floor. The tower feature would be surrounded by a porcelain tile band. The ground floor would be primarily glass storefront windows that would open to the street at the restaurant. The upper floors would include a darker brick on the bay projections and a lighter brick on the recessed portions of the building. Metal panels would accent the window openings. The recessed ninth floor would be clad in the darker brick.⁴

The east façade would feature the porcelain tile at the corner and the light brick, with dark brick accents, on the remainder of the elevation. The building is setback from the alley at the northern property line. A one-story dark brick mechanical enclosure would be located at the northeast corner of the property.⁵

The north façade features three projecting bays and continues the alternating light and dark brick pattern from the Q Street elevation. The ground floor, including the service entries and loading dock would be clad in the dark brick.⁶ The west elevation, adjacent to the north-south alley in the square, is a mix of light and dark brick and does not feature window openings or articulation as that portion of the building serves mechanical, electrical, and circulation functions.⁷

¹ Exhibit 2E1, Page 8, September 7, 2018.

² Exhibit 2E1, Page 9, September 7, 2018.

³ Exhibit 2E1, Page 10, September 7, 2018.

⁴ Exhibit 2E1, Page 13, September 7, 2018.

⁵ Exhibit 2E1, Page 14, September 7, 2018.

⁶ Exhibit 2E1, Page 15, September 7, 2018.

⁷ Exhibit 2E1, Page 16, September 7, 2018.

Hotel signage is proposed in three locations: the metal canopy that runs between the first and second floors on the Q Street, SW elevation; on the corner element at the eighth floor; and on the porcelain tile portion of the corner element of the east elevation, running vertically from the ninth floor down to the eighth floor. The signage would be internally lit.

IV. ZONING

The subject site is zoned CG-4 (Capitol Gateway / Commercial Residential). The CG-4 zone is intended to, “permit medium- to high-density mixed-use development with a balance of uses conducive to a higher quality of life and environment for residents, businesses, employees, and institutions; encourage provision of active pedestrian-oriented streets with active ground floor uses, particularly along specified primary streets; and promote pedestrian safety by separating pedestrian and vehicular circulation patterns.” (K § 504.1)

The building’s parameters are described in the table below.

Item	Requirement	Proposed ⁸	Relief
Lot Area	n/a	13,618 sf	Conforming
Lot Width	n/a	n/a	Conforming
Height K § 504.4	90’ 100’ (IZ)	90’	Conforming
FAR K § 504.3	6.0 Res. 3.0 Non Res.	6.0 FAR (82,176 sf) 76,514 sf (Res.) 4,625 sf (Non Res.) Function Space 1,350 Restaurant 2,250 Meeting Room 1,025	Conforming
Plaza § 504.13	8% of lot area (1,250 sf)	0 square feet	Variance Requested
Lot Occ. K § 504.6	75% Res. 80% (IZ)	68%	Conforming
Rear Yard K § 504.8	n/a	none provided	Conforming
Side Yard K § 504.9	n/a	none provided	Conforming
GAR K § 504.12	0.2	0.2	Conforming
Parking C § 701	.5/1,000 sf 21 spaces 11 standard / 10 compact	8 spaces 3 standard / 5 compact	Variance requested for size Special Exception requested for number
Bicycle Parking C § 802	Long Term 1 sp./10,000 sf = 8 sp. Short Term 1 sp./40,000 sf = 2 sp.	Long Term 9 sp. Short Term 3 sp.	Conforming
Loading C § 901	2 12’ x 30’ berth	2 12’ x 30’ berth	Conforming
Penthouse C § 1500	Height – 20 feet Setback – 1:1 setback FAR - .4 FAR	6 feet for mechanical Solar Panels do not meet one-to-one setback	Special Exception requested for solar panels

Subtitle X § 603.3 states the following:

⁸ Exhibit 11A1, Page 2, November 9, 2018.

An application for a special exception or variance that would otherwise require the approval of the Board of Zoning Adjustment may be heard simultaneously with a design review application, and shall be subject to all applicable special exception criteria and variance standards and the payment of all applicable fees.

1. Special Exception from Parking (C § 701.5 and K § 513.2(c))

The Applicant has requested special exception relief from the minimum number of required parking spaces. A lodging use would require .5 parking spaces for every 1,000 square feet, in excess of 3,000 square feet; therefore, 21 parking spaces would be required. The Applicant is proposing to provide 8 parking spaces, which would serve hotel staff. Guest parking would be accommodated by valet.

Subtitle C § 703 establishes the criteria by which special exceptions may be granted from the minimum parking number requirements.

703.2 The Board of Zoning Adjustment may grant a full or partial reduction in number of required parking spaces, subject to the general special exception requirements of Subtitle X, and the applicant's demonstration of at least one (1) of the following:

- (a) Due to the physical constraints of the property, the required parking spaces cannot be provided either on the lot or within six hundred feet (600 ft.) of the lot in accordance with Subtitle C § 701.8;*
- (b) The use or structure is particularly well served by mass transit, shared vehicle, or bicycle facilities;*
- (c) Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces;*
- (d) Amount of traffic congestion existing or which the parking for the building or structure would reasonably be expected to create in the neighborhood;*
- (e) The nature of the use or structure or the number of residents, employees, guests, customers, or clients who would reasonably be expected to use the proposed building or structure at one time would generate demand for less parking than the minimum parking standards;*
- (f) All or a significant proportion of dwelling units are dedicated as affordable housing units;*
- (g) Quantity of existing public, commercial, or private parking, other than on-street parking, on the property or in the neighborhood, that can reasonably be expected to be available when the building or structure is in use;*
- (h) The property does not have access to an open public alley, resulting in the only means by which a motor vehicle could access the lot is from an improved public street and either:
 - (1) A curb cut permit for the property has been denied by the District Department of Transportation; or*
 - (2) Any driveway that could access an improved public street from the property would violate any regulation of this chapter, of the parking provisions of**

any other subtitle in the Zoning Regulations, or of Chapters 6 or 11 of Title 24 DCMR;

- (i) The presence of healthy and mature canopy trees on or directly adjacent to the property; or*
- (j) The nature or location of a historic resource precludes the provision of parking spaces; or providing the required parking would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.*

The Applicant states that the required parking spaces cannot be provided either on the lot or within six-hundred feet of the lot (C § 703.2(a)). The subject property measures approximately 84 feet in depth, which limits the efficiency of below-grade parking. Therefore, the Applicant is providing at-grade parking spaces that would be accessible from the alley.

703.3 Any reduction in the required number of parking spaces shall be only for the amount that the applicant is physically unable to provide, and shall be proportionate to the reduction in parking demand demonstrated by the applicant.

The Applicant is proposing to provide eight parking spaces on-site. Hotel guest and restaurant patron parking would be via valet.

703.4 Any request for a reduction in the minimum required parking shall include a transportation demand management plan approved by the District Department of Transportation, the implementation of which shall be a condition of the Board of Zoning Adjustment's approval.

The Applicant has proposed a Transportation Demand Management (TDM) plan that consists of the following:

1. Transit information screen in the lobby of the building;
2. Capital Bikeshare station (19-dock) and one year's operating expenses;
3. Full day passes for DC Circulator for hotel guest use; and
4. Locker room with showers for employee use.

OP does not object to the requested parking relief, but the Applicant should provide the requested off-site parking agreements that are anticipated to serve the vehicles being valet parked. The Applicant also should ensure the drop off area can handle the volume of valet parkers for the hotel and restaurant, as well as other ride-for-hire and taxicab services that would serve hotel and restaurant guests.

2. Special Exception Penthouse Setback (C § 1502.1)

The penthouse regulations (Subtitle C, Chapter 15) require a one-to-one setback and the Applicant is requesting relief to permit penthouse roof mounted solar panels to not meet the one-to-one setback. The Applicant should provide dimensions regarding the setback, as well as dimensioned sections showing how the panels would be mounted.

1504.1 Relief to the requirements of Subtitle C §§ 1500.6 – 1500.10 and 1502 may be granted as a special exception by the Board of Zoning Adjustment subject to Subtitle X, Chapter 9 and subject to the following considerations:

- (a) *The strict application of the requirements of this chapter would result in construction that is unduly restrictive, prohibitively costly, or unreasonable, or is inconsistent with building codes;*

The Applicant is requesting the special exception relief from the penthouse setback requirement to permit a taller solar panel that would allow for green roof in combination with the solar panels. Complying with the required setback would result in a reduction in the number of solar panels that would reduce the amount of solar energy generated.

- (b) *The relief requested would result in a better design of the roof structure without appearing to be an extension of the building wall;*

The solar panels would be screened by the parapet wall and would not be visible from the street. Granting the requested special exception relief would allow for increased energy efficiency for the building while ensuring that the solar panels are appropriately screened.

- (c) *The relief requested would result in a roof structure that is visually less intrusive;*

The proposed solar panels would be screened by the parapet wall. Relief from the setback requirement would not result in a more visually intrusive design as the panels would be fully screened by the parapet wall.

- (d) *Operating difficulties such as meeting D.C. Construction Code, Title 12 DCMR requirements for roof access and stairwell separation or elevator stack location to achieve reasonable efficiencies in lower floors; size of building lot; or other conditions relating to the building or surrounding area make full compliance unduly restrictive, prohibitively costly or unreasonable;*

Requiring compliance with the setback requirement would reduce the amount of solar energy generated by ten to fifteen percent. The relatively narrow depth of the property and resulting footprint of the building provides a limited rooftop area on which to locate solar panels and the Applicant is proposing to maximize the number of panels, while also providing green roof below the panels.

- (e) *Every effort has been made for the housing for mechanical equipment, stairway, and elevator penthouses to be in compliance with the required setbacks; and*

The penthouse mechanical equipment, stairway, and elevator penthouses comply with the required setbacks.

- (f) *The intent and purpose of this chapter and this title shall not be materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely.*

Granting the requested penthouse setback relief would be consistent with the intent and purpose of the Zoning Regulations and would further District renewable energy goals. The proposed solar panels would be screened by the building parapet wall and would not adversely affect the light and air available to adjacent buildings.

The requested penthouse setback relief should not adversely affect neighboring properties and would result in greater energy efficiency for the property and would allow for combined green roof and solar installation. OP does not object to the requested penthouse setback relief.

3. Variance from Parking Space Size (C § 712.3 and K § 513.2(c))

The Applicant has requested a Variance from the parking space size and layout requirements that stipulate that at least 50% of the required parking spaces meet the minimum full-sized parking space standards. The Applicant is proposing to provide 38% full-sized (3 spaces) and 62% (5 spaces) compact proposed.

i. Exceptional Situation Resulting in a Practical Difficulty

The property exhibits an exceptional situation that results in a practical difficulty. The property measures approximately 84 feet in depth, which makes it difficult to provide below-grade parking and limits the space available to provide at-grade parking on the property.

ii. No Substantial Detriment to the Public Good

The Applicant is providing eight at-grade parking spaces on-site, with five compact spaces and three full-size spaces. The requested relief to allow a greater number of compact spaces would allow the Applicant to provide the maximum number of spaces feasible on the site.

Conformance with the regulations would result in fewer on-site parking spaces being provided.

iii. No Substantial Harm to the Zoning Regulations

The proposed reduction in full-sized parking spaces should not result in substantial harm to the Zoning Regulations as it allows the Applicant to maximize the number of spaces provided on-site. OP does not object to the requested relief for parking space size.

4. Variance from Plaza Requirement (K § 504.13)

The Applicant has requested a Variance from the plaza requirements. The Applicant would be required to provide 8% of the total lot area as public plaza space, or 1,250 square feet of plaza; however, the Applicant is not proposing to provide a public plaza space.

i. Exceptional Situation Resulting in a Practical Difficulty

The property exhibits an exceptional situation in that it is a shallow property, further constrained by a proposed widening of Q Street, SW, that would make it practically difficult for the Applicant to provide the required public plaza space. If the Applicant were required to provide the plaza space, it would result in the mass of the building being shifted to the north, which would further reduce the Applicant's ability to provide parking on-site. Provision of the plaza also could compromise the layout, and associated efficiencies, of the proposed hotel.

ii. No Substantial Detriment to the Public Good

The Applicant is proposing an inviting pedestrian experience through streetscape improvements, as well as a ground floor restaurant use that would open to the street and would feature café seating. Relief from the public plaza requirement should not result in a substantial detriment to the public good.

iii. No Substantial Harm to the Zoning Regulations

The Applicant is proposing to provide a streetscape that meets the Buzzard Point Streetscape Design Guidelines and includes street trees, street lights, foundation landscaping, and bike racks. Granting the public plaza relief should not result in substantial harm to the Zoning Regulations. OP has no objection to the requested plaza relief.

5. Other Flexibility

The Applicant has not requested any additional flexibility.

V. CRITERIA OF THE CAPITOL GATEWAY ZONE

The Capitol Gateway zone lists several objectives and provides specific criteria for Zoning Commission review of proposed developments. The following is OP's analysis of these standards as applied to the application.

500.1 *The purposes of the Capitol Gateway (CG) zones (CG-1 through CG-7) 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 Comprehensive Plan Future Land Use Map shows that a Medium Density Residential use would be appropriate for this property. The Policy Map designates this property as a Neighborhood Enhancement Area. The Lower Anacostia Waterfront/Near Southwest Area Element calls for new mixed-use neighborhoods on vacant or underutilized waterfront sites with a substantial amount of new housing and commercial space that reaches household of all incomes, types, sizes, and needs (Policy AW-1.1.2: New Waterfront Neighborhoods). The proposed hotel building featuring 154 hotel rooms and a 2,250 square-foot restaurant use should achieve this goal. The building would measure 90 feet in height with a Floor Area Ratio (FAR) of 6.0 – a height and bulk contemplated by the CG-4 zone.

The Buzzard Point Vision Framework + Design Review Guide's Design Principles call for:

- Bold architecture;
- Resilient urbanism and materials;
- First floors that shape memorable places;
- Responsive massing and transitions between larger new buildings and existing streets lined with row houses; and
- Outdoor spaces for life.

The Applicant is proposing a building that provides an interesting design that employs high quality materials that complement development in the Buzzard Point neighborhood.

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

The Applicant is proposing the inclusion of 2,250 square feet of ground floor restaurant use. The proposed streetscape design includes café seating on Half and Q Streets, SW.

- (c) *Allow for continuation of existing industrial uses, which are important economic assets to the city, during the extended period projected for redevelopment;*

The proposed hotel would replace vacant residential buildings. The proposed development would not result in the discontinuation of an existing industrial use.

- (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 property is located at the northwest corner of the intersection of Half and Q Streets, SW and does not directly abut the Anacostia riverfront. The proposed building should not negatively impact views or public access to the waterfront.

512 ZONING COMMISSION REVIEW OF BUILDINGS, STRUCTURES, AND USES (CG)

512.1 The provisions of this section apply to properties:

- (a) Within the CG-5 zone;*
- (b) Abutting M Street, S.E.;*
- (c) Located within Squares 700 or 701;*
- (d) Abutting South Capitol Street, other than renovation or replacement of an existing row dwelling within Squares 653 or 655; or for a minor addition not exceeding fifty percent (50%) of the gross floor area of the original row dwelling structure;*
- (e) **Within Squares 601, 656, or 657; or***
- (f) Which are the recipient of density through the combined lot provisions of Subtitle K § 505.3(d).*

The subject property is in Square 656.

512.2 With respect to those properties described in Subtitle K § 512.1, 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.

The Applicant is proposing a new hotel building that is subject to review and approval by the Zoning Commission.

512.3 In addition to proving that the proposed use, building, or structure meets the standards set forth in Subtitle X and the relevant provisions of this chapter, an applicant requesting approval under this section shall 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 Capital Gateway defined in Subtitle K § 500.1,*

The project would help achieve the objectives of the CG zone. The project would add a hotel near Audi Field and Fort McNair. The building height and bulk would be appropriate to its surroundings, and not inconsistent with the Comprehensive Plan. The hotel use would complement the existing nearby rowhouses and apartments. The hotel would serve visitors to area attractions such as Nationals Park and Audi Field. The Applicant is proposing a building that employs high quality materials with articulated south and east facades.

- (b) *Help achieve the desired use mix, with the identified preferred uses specifically being residential, hotel or inn, cultural, entertainment, retail, or service uses;*

The proposal would provide a hotel use, which is encouraged in the CG zone, and would add a ground floor restaurant use, which is lacking in the Buzzard Point community, on a property that is currently underutilized.

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

The proposed project, at nine stories and 6.0 FAR, would be at a density contemplated by the CG-4 zones. The proposed ground floor commercial and streetscape improvements would comply with the Buzzard Point Streetscape Design Guidelines and would create a harmonious pedestrian experience along Half and Q Streets, SW. The Applicant would provide an appropriate transition and ensure pedestrian connections across the alley along the Q Street, SW frontage.

- (d) *Minimize conflict between vehicles and pedestrians;*

The project would minimize conflicts between vehicles and pedestrians. The Applicant proposes that all parking and loading access be accomplished via the existing alley network in the square and would not result in curb cuts.

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

The east and south façades of the building would be activated at the ground floor with large window openings providing views to the restaurant and hotel lobby. The north and west facades, which front the alley network, would not feature window openings at the ground floor. The proposed hotel would have a contemporary design that would complement other development in the area. The mix of brick, glass, and metal and porcelain panel is generally an appropriate material palate for Buzzard Point. The use of bay projections and the corner element at Half and Q Streets, SW create an articulated façade.

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

The Applicant is pursuing LEED Silver certification for new construction and proposes the use of low flow water fixtures, sustainable landscaping, daylighting, energy efficient windows, green roof, and roof top solar. The Applicant states that the Green Area Ratio (GAR) of 0.2 is being met.

512.7 *The Zoning 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.*

As described in this report, the design of the project would require variance relief from the parking space size and public plaza requirements, which is supported by OP. The project also would require special exception relief for number of parking spaces and penthouse setback, which OP also supports.

VI. DESIGN REVIEW STANDARDS

Subtitle X, Chapter 6 of the Zoning Regulations establish standards by which the Zoning Commission will evaluate and approve or disapprove a design review application. The following is OP's analysis of these standards as applied to the application.

604 DESIGN REVIEW STANDARDS

604.1 *The Zoning Commission will evaluate and approve or disapprove a design review application according to the standards of this section and, if applicable to the zone, standards set forth in Subtitle K.*

604.2 *For non-voluntary design review, the application must also meet the requirements of the provisions that mandated Zoning Commission approval.*

See the analysis in Section V for an evaluation against the standards of the Capitol Gateway Zone in Subtitle K that mandate Zoning Commission approval.

604.3 *The applicant shall have the burden of proof to justify the granting of the application according to these standards.*

The Applicant has provided a statement in support⁹ as well as supplemental information¹⁰.

604.4 *The applicant shall not be relieved of the responsibility of proving the case by a preponderance of the evidence, even if no evidence or arguments are presented in opposition to the case.*

604.5 *The Zoning Commission shall find that the proposed design review development is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site.*

The proposed project is not inconsistent with the Comprehensive Plan, including the Future Land Use Map designation for Medium Density Residential use and the Policy Map designation as a Neighborhood Enhancement Area.

The project would further economic development and bring a mix of uses to Buzzard Point. The project would further Comprehensive Plan policies in the land use, transportation, environmental, economic development, urban design, and Lower Anacostia Waterfront/Near Southwest Area Elements.

Land Use Element

Policy LU-1.1.5: Urban Mixed Use Neighborhoods *Encourage new central city mixed use neighborhoods combining high-density residential, office, retail, cultural, and open space uses in the following areas:*

1. *Mt Vernon Triangle;*
2. *North of Massachusetts Avenue (NoMA);*
3. *Downtown East;*
4. *South Capitol Street corridor/Stadium area;*

⁹ Exhibit 2, Statement in Support, September 7, 2018.

¹⁰ Exhibit 11, Applicant's Prehearing Statement, November 9, 2018.

5. *Near Southeast/Navy Yard;*
6. *Center Leg Freeway air rights; and*
7. *Union Station air rights.*

The location of these areas is shown in the Lower Anacostia Waterfront/Near Southwest Area Elements. Land use regulations and design standards for these areas should ensure that they are developed as attractive pedestrian-oriented neighborhoods, with high-quality architecture and public spaces. Housing, including affordable housing, is particularly encouraged and should be a vital component of the future land use mix.

Policy LU-2.1.2: Neighborhood Revitalization *Facilitate orderly neighborhood revitalization and stabilization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need. Use social, economic, and physical indicators such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate as key indicators of need.*

Policy LU-2.4.11: Hotel Impacts *Manage the impacts of hotels on surrounding areas, particularly in the Near Northwest neighborhoods where large hotels adjoin residential neighborhoods. Provisions to manage truck movement and deliveries, overflow parking, tour bus parking, and other impacts associated with hotel activities should be developed and enforced.*

The Applicant is proposing a 154-room hotel with a ground floor restaurant use. The Buzzard Point Vision Framework envisions a hotel use in proximity to the proposed oval park and the hotel would serve visitors to nearby Fort McNair and local stadiums including Nationals Park and Audi Field.

Transportation Element

Policy T-1.1.4: Transit-Oriented Development *Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points.*

Policy T-2.4.1: Pedestrian Network *Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city.*

The subject property is approximately one half mile from the Waterfront and Navy Yard Metro Stations. The property is also served by Metrobus Route 74. The Applicant is proposing to provide and fund one-year of expenses for a 19-dock Bikeshare station and would provide streetscape improvements consistent with the Buzzard Point Streetscape Design Guidelines. The Applicant is providing long and short-term bicycle parking and showers and lockers for employee use. Furthermore, the Applicant is proposing the use of the existing alley system for parking and loading access, which minimizes pedestrian conflicts. The Applicant should refine the access path for the long-term bike parking.

Environmental Protection Element

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

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

The Applicant is proposing extensive landscaping, including a green roof and bio-retention planters. The streetscape also would feature permeable pavers.

Urban Design Element

Policy UD-1.3.7: Neighborhood Connectivity Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing city grid into large waterfront sites to better connect nearby developed areas to the shoreline (see Figure 9.6).

The Applicant is improving neighborhood connectivity with an active ground floor restaurant use. The Applicant is using the alley network for parking and loading access. Finally, the Applicant is proposing to implement streetscape improvements including a proposed widening of Q Street, SW, which would be accomplished through a curb shift and would incorporate appropriate transitions across the alley to the west.

Economic Development Element

Policy ED-2.3.1: Growing the Hospitality Industry Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government amenities. Strive to increase: (a) the total number of visitors to Washington; (b) the number of visitors staying in the District (rather than in suburban hotels); and (c) longer visitor stays in Washington. Promote the District not only as the preferred base for exploring the city’s attractions but also the preferred overnight base for visiting regional attractions.

Policy ED-2.3.4: Lodging and Accommodation Support the development of a diverse range of hotel types, serving travelers with varying needs, tastes, and budgets. New hotels should be encouraged both within Central Washington and in outlying commercial areas of the city, particularly in areas which presently lack quality accommodation.

The Applicant is proposing a new 154-room hotel that would be near the Anacostia River, Fort McNair, athletic venues, and area office buildings. There are not hotel uses in this area of Buzzard Point at this time and the proposed hotel would fill a void in the neighborhood. The Applicant proposes to work with Ward 6 to foster partnerships through volunteer efforts, mentorship, internships and job placement.

Lower Anacostia Waterfront-Near Southwest Area Element

Policy AW-1.1.2: New Waterfront Neighborhoods Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs.

The proposed project would introduce a hotel use that is not currently found in the area. The hotel and ground floor restaurant would complement neighboring uses including athletic venues, Fort McNair, and nearby office uses.

604.6 *The Zoning Commission shall find that the proposed design review development will not tend to affect adversely the use of neighboring property and meets the general special exception criteria of Subtitle X, Chapter 9.*

The project should not tend to adversely affect the use of any neighboring property. The proposed height, massing, and orientation are appropriate and consistent with the CG-4 zone and surrounding development. While there are two-story row buildings across the alley to the west, the properties are in the CG-4 zone and could be redeveloped at a greater height and density in the future. The Applicant is not proposing windows on the west façade, which ensures privacy for the adjoining residential row buildings.

604.7 *The Zoning Commission shall review the urban design of the site and the building for the following criteria:*

- (a) *Street frontages are designed to be safe, comfortable, and encourage pedestrian activity, including:*
 - (1) *Multiple pedestrian entrances for large developments;*
 - (2) *Direct driveway or garage access to the street is discouraged;*
 - (3) *Commercial ground floors contain active uses with clear, inviting windows;*
 - (4) *Blank facades are prevented or minimized; and*
 - (5) *Wide sidewalks are provided;*

The hotel would have frontages on Half and Q Streets, SW. The main entry would be centrally located on the Q Street frontage. Parking and loading access would be via the alley network in the square and would not result in new curb cuts.

The Applicant is proposing streetscape improvements along both frontages, including wide sidewalks, as well as a 4-foot widening along Q Street, SW. The Applicant should continue to coordinate with the District Department of Transportation (DDOT) and should provide dimensioned street sections showing the proposed improvements.

The ground floor would incorporate a restaurant that, while associated with the hotel, would be open to the public. The restaurant design incorporates operable windows that would allow the interior activity of the restaurant to flow out to the sidewalk and street.

The Q and Half Street facades incorporate ground floor and upper level windows. The north alley façade does not feature ground floor windows but does include upper level windows. The north, east, and south facades are articulated and feature bay projections and a corner element. The west façade does not include windows as it abuts the stairwell and other building service and mechanical functions. However, the Applicant has minimized blank facades and provides visual interest along the west alley with varied building materials and patterning.

- (b) *Public gathering spaces and open spaces are encouraged, especially in the following situations:*

- (1) *Where neighborhood open space is lacking;*
- (2) *Near transit stations or hubs; and*
- (3) *When they can enhance existing parks and the waterfront;*

The Applicant has acknowledged that the project would not be able to meet the public space requirement contained in K § 504.13 and has requested variance relief. OP believes that it would be difficult for the Applicant to meet the requirement and that it could negatively impact the ground floor design and proposed on-site parking should the applicant comply. The Applicant has proposed a restaurant use on the ground floor that would be open to the public and would feature café seating on Half and Q Streets, SW.

- (c) *New development respects the historic character of Washington's neighborhoods, including:*
 - (1) *Developments near the District's major boulevards and public spaces should reinforce the existing urban form;*
 - (2) *Infill development should respect, though need not imitate, the continuity of neighborhood architectural character; and*
 - (3) *Development should respect and protect key landscape vistas and axial views of landmarks and important places;*

The Property is not located along the District's major boulevards. As previously stated, the building's materials include brick, metal, and porcelain paneling, which are compatible with the neighborhood architecture in the surrounding Capitol Gateway Zones. The project would not infringe on any key landscape vistas or axial views of landmarks and important places.

- (d) *Buildings strive for attractive and inspired façade design, including:*
 - (1) *Reinforce the pedestrian realm with elevated detailing and design of first (1st) and second (2nd) stories; and*
 - (2) *Incorporate contextual and quality building materials and fenestration;*

The Applicant is proposing an active pedestrian realm with a ground floor restaurant and café seating. The first floor features full height windows, as well as a canopy feature that runs along the Q Street façade.

- (e) *Sites are designed with sustainable landscaping; and*

The Applicant indicates that the project would meet the required Green Area Ratio for the zone and has proposed a green roof, bioretention planters, and permeable pavers¹¹.

- (f) *Sites are developed to promote connectivity both internally and with surrounding neighborhoods, including:*
 - (1) *Pedestrian pathways through developments increase mobility and link neighborhoods to transit;*
 - (2) *The development incorporates transit and bicycle facilities and amenities;*

¹¹ Exhibit 11A3, Page L1, November 9, 2018.

- (3) *Streets, easements, and open spaces are designed to be safe and pedestrian friendly;*
- (4) *Large sites are integrated into the surrounding community through street and pedestrian connections; and*
- (5) *Waterfront development contains high quality trail and shoreline design as well as ensuring access and view corridors to the waterfront.*

The Applicant is proposing vehicular and loading access from the alley system in the square, which reduces pedestrian conflicts and improves the pedestrian experience in the area. The Applicant is providing bicycle facilities on-site, including long and short-term bicycle parking, as well as a 19-dock Bikeshare station. The Applicant has also committed to a TDM plan for the site.

604.8 *The Zoning Commission shall find that the criteria of Subtitle X § 604.7 are met in a way that is superior to any matter-of-right development possible on the site.*

VII. COMMUNITY COMMENTS

Comments from ANC 6D had not been filed in the record as of the date of this report.

A party status request in opposition from the Half Street Party was filed November 15, 2018¹².

VIII. DISTRICT AGENCY COMMENTS

Comments from DDOT and the District Department of Energy and Environment (DOEE) will be filed separately.

JLS/emv

¹² Exhibit 12, November 15, 2018.