

Memorandum

TO: Joseph E. Snider, RLS, DC Surveyor
Matthew LeGrant, Zoning Administrator

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

DATE: June 22, 2021

SUBJECT: Office of Planning Report for Large Tract Review Case No. 2020-03
100 V Street, SW (Square 609, Lot 804 and Square 611, Lots 19 and 810)

I. Summary

On October 2, 2020, SW Land Holder, LLC (the Applicant) submitted and the Office of Planning (OP) accepted an application for Large Tract Review (LTR) for the development of Square 609, Lot 804 and Square 611, Lots 19 and 810 (the Property). The Applicant proposes a 2,146,651 square-foot, mixed-use development consisting of two buildings with maximum building heights of 130 feet. On November 25, 2020, the Applicant provided additional architectural exhibits. On January 22, 2021, the Applicant submitted a revised Comprehensive Transportation Review (CTR) to the District Department of Transportation (DDOT). On April 14, 2021, the Applicant submitted additional project information including additional zoning conformance information.

Section 2300.1 (a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs the Office of Planning to “Review, prior to the filing of applications for building permits or construction permits, (for) ... any commercial or mixed-use commercial development of fifty-thousand square feet (50,000 sq. ft.) or more gross floor area (above grade) and cellar area (below grade); ...”. This otherwise by-right development proposal is subject to Large Tract Review because it exceeds 3 acres of land area and proposes in excess of 50,000 square feet of gross floor area.

LTR is not a process that results in an “approval” or “denial”. In this way, it is unlike most District review processes. Instead, it is an administrative review by District agencies and the community to identify issues and provide feedback to the developer of a generally by-right project, prior to applying for a building permit.

OP has completed its review of the LTR application and concludes that, for the reasons outlined in this report, the application **addresses** the goals of the LTR regulations, as outlined in DCMR Title 10, Chapter 23, § 2300.2:

- To minimize adverse environmental, traffic, and neighborhood impacts;
- To avoid unnecessary public costs in terms of new services or facilities required of city agencies; and
- To carry out the policies of the District Elements of the Comprehensive Plan.

II. Location and Site Description

Address	100 V Street SW
Applicant	SW Land Holder LLC
Legal Description	Square 609, Lot 804 and Square 611, Lots 19 and 810
Ward / ANC	Ward 6 / ANC 6D
Zone	CG-4 - The CG-4 zone (CG/CR) 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.
Lot Characteristics	<p>The Subject Property has a land area of approximately 294,800 square feet or 6.76 acres. The Property is rectangular in shape and is bounded by T Street SW to the north, 1st Street SW to the east, V Street SW to the south, and 2nd Street SW to the west.</p> <p>The Property was bisected by U Street SW, running west to east across the site. The U Street SW right-of-way was vacated on December 15, 1939 and the closed portion of U Street SW was designated as Assessment & Taxation Lot 810. The land area of closed U Street represents the entirety of Lot 810 in Square 611 and is included within the Subject Property.</p> <p>On March 12, 2020, a Building Restriction Line (BRL) was established 30 feet to the north of and parallel to V Street SW, which effectively widened the V Street public right-of-way adjacent to the Subject Property from 80 feet to 110 feet.</p>
Existing Development	The Property is undeveloped and is used as a surface parking lot with other incidental uses.
Adjacent Properties	Immediately to the north is the D.C. United Soccer stadium (Audi Field); immediately to the west is Fort Lesley J. McNair; to the east is the PEPCO Buzzard Point Steam House and Transmission facility; and immediately to the south is the RiverPoint apartment building.
Surrounding Neighborhood Character	The surrounding Buzzard Point neighborhood features a mix of uses with industrial facilities next to mixed-use, residential, and hotel buildings. Further to the north is the Southwest Neighborhood which is predominantly residential in both low and high rise buildings along with various institutional, governmental, and retail uses.

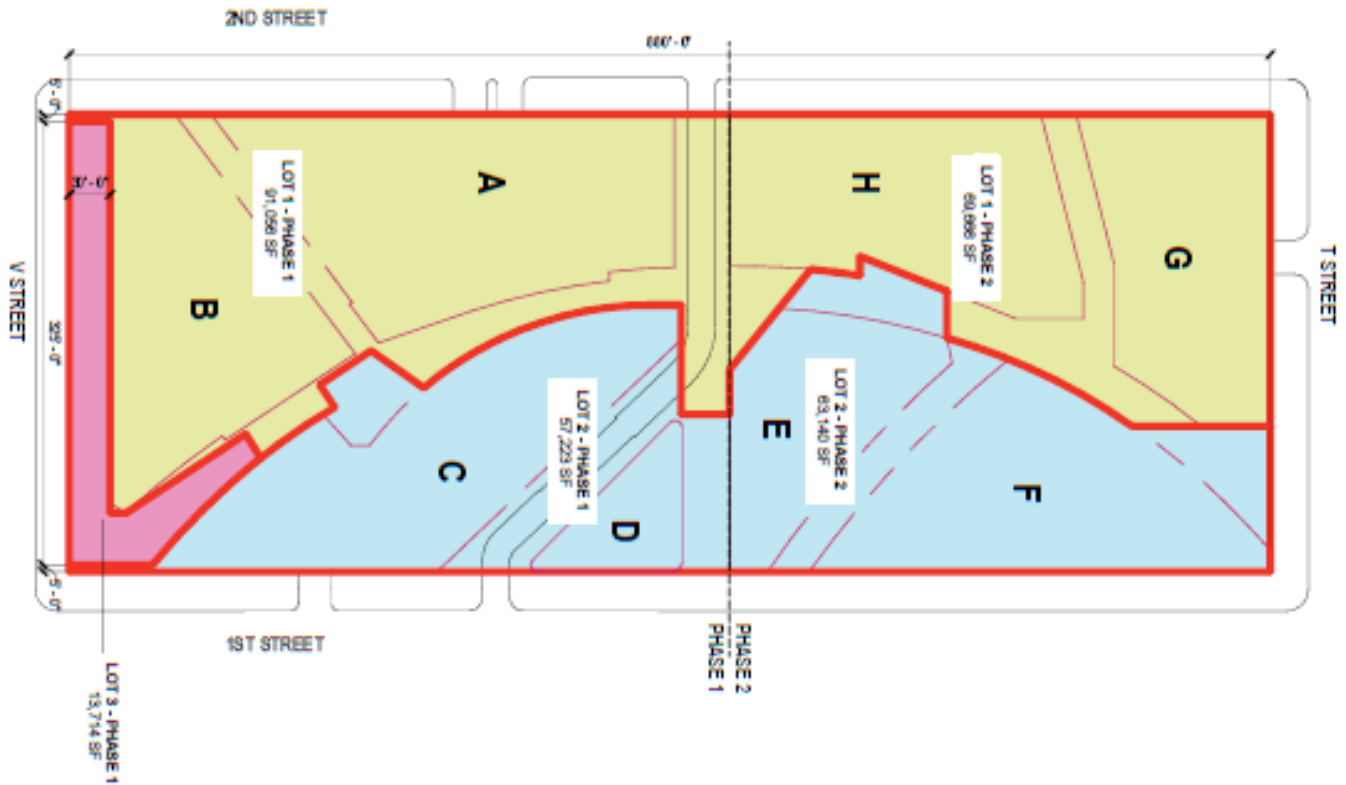
ZONING MAP



III. Project Description

The project is subject to LTR because it is a mixed-use development that would contain more than 50,000 square feet of commercial Gross Floor Area (GFA). The property is located in the CG-4 zone and the Applicant seeks to redevelop the property with a mixed-use development consisting of two separate buildings each divided into separate “Parcels.” The proposed development would consist of a mix of residential, office, hotel, retail, and eating and drinking establishment uses. The proposed project would also include a variety of private rights-of-way, plazas, pedestrian walkways, and publicly accessible park spaces.

The project would be developed in two phases, with two buildings (each with multiple towers on a lower plinth) divided between two record lots. A third record lot would align with V Street, SW and would contain the V Street Park and adjacent private right-of-way. Phase I would be located on the southern portion of the site and would consist of Parcels A and B on Lot 1; Parcels C and D on Lot 2; and Lot 3. Phase I would be comprised of approximately 1,093,910 square feet of GFA comprised of residential, hotel, office, retail, and other commercial uses, as well as the park improvements on V Street SW. Phase II would be located on the northern portion of the Property and would consist of Parcels G and H on Lot 1, and Parcels E and F on Lot 2. Phase II would be comprised of approximately 1,052,741 square feet of GFA comprised of residential, hotel, office, retail, and other commercial uses.

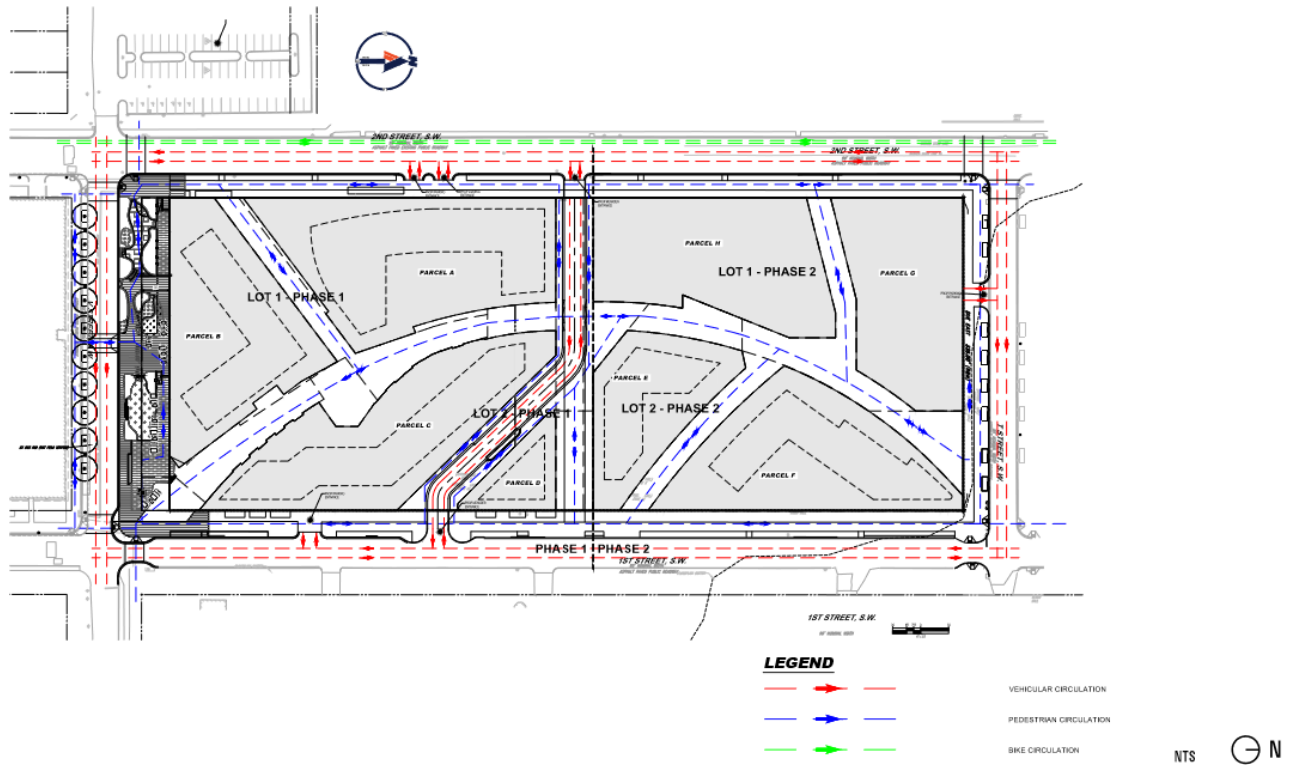


A new private road, open to the public through a public use easement, would be established in the historic U Street right-of-way. The east-west corridor would provide the only vehicular connection through the project, connecting 1st and 2nd Streets, SW. The east-west road also would accommodate bicycle and pedestrian traffic.

Running north-south through the Subject Property is a pedestrian path, which the Applicant refers to as the “Corso.” The north-south pedestrian corridor would serve as a retail spine and would provide additional outdoor space to serve visitors and tenants. Additional pedestrian corridors would provide east-west connections between the parcels. The Applicant has designed open plazas where the various pedestrian connections intersect. The private roadway and pedestrian connections within the project would include both hardscape and landscaping, with native plantings and trees in tree boxes and planters, fixed bench seating and other loose furnishings and fixtures such as café chairs and tables. The Applicant also would improve the public streetscapes and sidewalks that surround the property, including the south side of T Street and the north side of V Street between 1st and 2nd Streets, and the west side of 1st Street and east side of 2nd Street between V and T Streets. The Applicant would provide a public park within the BRL area and the adjacent public space on V Street SW.

The five existing curb cuts that currently serve the Subject Property would be closed. Access to the below-grade parking garage would be provided via three new curb cuts: one on 1st Street SW, one on 2nd Street SW, and one on T Street SW. Access to the below-grade loading would be provided via a new curb cut on 2nd Street SW. The loading would allow for front-in and front-out access via 2nd Street SW.

CIRCULATION PLAN



PHASE 1

LOT 1 / BUILDING 1

91,056 square feet of land area, 702,861 square feet of Gross Floor Area (GFA), 7.72 FAR

Parcel A, 385,127 square feet GFA

Fronting on 2nd Street SW, U Street SW, and the Corso. Residential with ground floor retail. The lower level of the building would be primarily clad in brick with metal and glass at the upper levels. The 2nd Street SW elevation would feature ground floor retail bays with entries at the north end of the building. The garage entry would be mid-building, with the residential entry and lobby area to the south. The southern end of the building would include direct entries to the maisonette units (two-story townhouse style units). The Corso elevation also would include direct entries to maisonette units, as well as retail space.

Parcel B, 317,734 square feet GFA

Fronting on V Street SW and the Corso. Residential with ground floor retail. The lower level of the building would be primarily clad in brick with metal and glass at the upper levels. The V Street SW elevation appears industrial in character with warehouse style windows. The intersection of the pedestrian passage and Corso create a defined corner which is brick clad with two-story height windows capped with arches. The metal framing of the upper levels would project above the brick base.

LOT 2 / BUILDING 2

57,223 square feet of land area, 391,049 GFA, 6.83 FAR

Parcel C, 321,090 square feet GFA

Fronting on U Street SW, 1st Street SW, and the Corso. Mixed-use with residential, hotel, and office. The building generally follows the curve of the Corso with a central notch carved out leading to the bike alley. The building would be clad primarily in brick at the base with metal and glass at the upper levels. The Applicant is showing a decorative brick treatment for the bike alley. The window treatment appears more industrial/warehouse in nature as you move north to south.

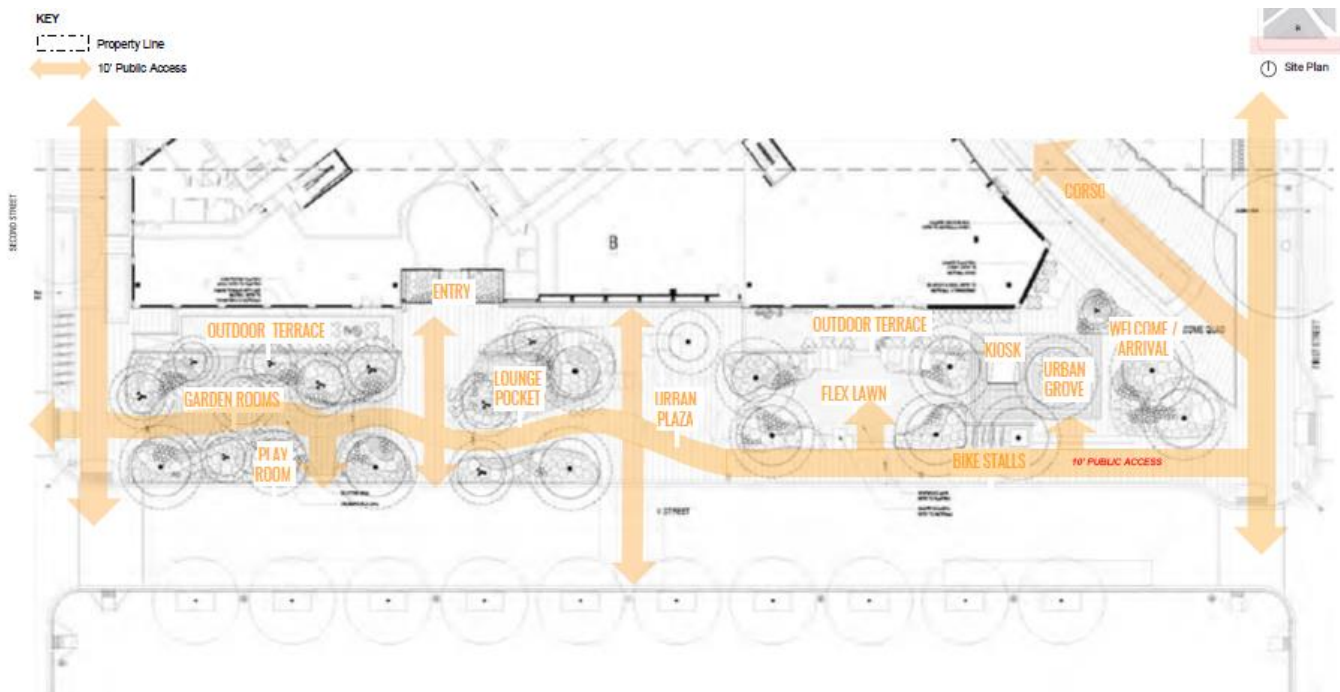
Parcel D, 69,959 square feet GFA

Fronting on U Street SW and 1st Street SW. Hotel. The building would be triangular in shape and would employ vertical fins on the building façade to create visual interest and a sense of movement at the building base. The upper levels would feature strong horizontal bands demarcating each floor.

LOT 3

13,714 square feet of land area, 0 FAR

V Street Park and adjoining private right-of-way. The proposed linear park adjacent to V Street SW would have distinct features and would include a welcome or arrival area at the eastern edge where V Street SW, the Corso, and 1st Street SW intersect. Moving to the west, the linear park is activated with an information kiosk, bike parking stalls, and landscaping. The mid-block portion of the linear park would include a flex lawn and urban plaza that could be programmed for events such as classes or a farmers market. A landscaped lounge area would provide a buffer between the more active portions of the linear park and the entry to Building A, which sits directly to the north. To the west of the building entry, the park would include additional landscaping with built-in opportunities for playable features. Building A would have two terrace areas connecting directly to the linear park.



PHASE 2

The Applicant has not provided detailed renderings of the second phase of the proposed development.

LOT 1 / BUILDING 1

69,666 square feet of land area, 554,331 square feet GFA, 7.96 FAR

Parcel G, 251,148 square feet GFA

Fronting on 2nd Street SW, T Street SW, and the Corso. Mixed-Use with residential, hotel, and office.

Parcel H, 303,183 square feet GFA

Fronting on 2nd Street SW, U Street SW, and the Corso. Residential with ground floor retail.

LOT 2 / BUILDING 2

63,140 square feet of land area, 498,410 square feet GFA, 7.89 FAR

Parcel E, 206,401 square feet GFA

Fronting on the Corso. Residential with ground floor retail.

Parcel F, 292,009 square feet GFA

Fronting on 1st Street SW and the Corso. Residential with ground floor retail.

The application is consistent with the type and scale of development permitted in the CG-4 Zone Regulations, as follows:

Item	Regulation	Existing	Proposed			
	<i>CG-4</i>		<i>Overall Site</i>	<i>Lot 1</i>	<i>Lot 2</i>	<i>Lot 3</i>
Lot Area	Not Applicable	294,800 sf	294,800 sf	160,722 sf	120,363 sf	13,714 sf
Lot Width	Not Applicable	335 ft.	335 ft.			
FAR K § 504.3	6.0 Res. 7.2 Res. (IZ) <u>+1.0 bonus for Res.</u> 8.2 FAR max 3.0 Non Res. Max.	N/A	7.28 2,146,651 sf 1,763,445 sf res.	7.82 1,257,192 sf 985,023 sf res.	7.39 889,4559 sf 778,422 sf res.	0
Height K § 504.4	90 ft. 100 ft. (IZ) 130 ft. if bonus density used	N/A	130 ft.	130 ft.	130 ft.	0
Penthouse K § 504.5	20 ft. 1 story + mezzanine	N/A	20 ft.	20 ft. 19,747 sf penthouse habitable space	20 ft. 11,874 sf penthouse habitable space	0
Lot Occ. K § 504.6	75% Res. 80% (IZ)	N/A	--	72.28%	72.67%	0
Front Setback K § 504.7	Not Applicable	N/A	None provided			

Item	Regulation	Existing	Proposed			
Rear Yard K § 504.8	Required for residential uses – 2.5 in. per 1 ft. of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 ft. (27 feet)	N/A	None provided			
Side Yard K § 504.9	No side yard is required; however, any side yard provided shall be at least 2 in. per 1 ft. of height, and no less than 5 ft.	N/A	None provided			
Open Court K § 504.10	Residential; except hotel: 4 in. per 1 ft. of height of court; 10 ft. minimum Non-residential and Lodging: 2.5 in. per 1 ft. of height of court; 6 ft. minimum	N/A	Will comply ¹			
Closed Court K § 504.10	Residential; except hotel: 4 in. per 1 ft. of height of court; 15 ft. minimum and twice the square of the required width of court dimension; 350 sf minimum Non-residential and Lodging: 2.5 in. per 1 ft. of height of court; 12 ft. minimum and twice the square of the required width of court dimension; 250 sf minimum	N/A	Will comply ²			
GAR K § 504.12	0.2 min.		0.2			
Plaza § 504.13	8% of lot area (23,584 sq. ft.)	N/A	63,757 sq. ft.	39,838 sq. ft.	23,919 sq. ft.	
Parking C § 701	<i>Res.</i> – 1 space/3 du in excess of 4 (701 spaces) <i>Office</i> – .5 space/1,000 sf in excess of 3,000 sf (49 spaces) <i>Retail/Service</i> – 1.33 spaces/1,000 sf in excess of 3,000 sf (64 spaces) <i>Hotel</i> - .5 space/1,000 sf in excess of 3,000 sf (103 spaces) TOTAL - 917	N/A	TOTAL – 1,185			

¹ See Supplemental Filing dated April 14, 2021, Exhibit C

² See Supplemental Filing dated April 14, 2021, Exhibit C

Item	Regulation	Existing	Proposed			
Bicycle Parking C § 802	Long Term Res. – 1/3 du (452) Office – 1/2,500 sf (46) Retail/Service – 1/10,000 sf (10) Hotel – 1/10,000 sf (22) TOTAL - 530	N/A	Long Term TOTAL - 669			
	Short Term Res. – 1/20 du (106) Office – 1/40,000 sf (8) Retail/Service – 1/3,500 sf (21) Hotel – 1/40,000 sf (7) TOTAL - 142	N/A	Short Term TOTAL - 144			
Loading C § 901	<i>Res.</i> > 50 du – 1 berth and 1 service/delivery space <i>Office</i> 20,000 – 50,000 sf GFA – 1 berth and 1 service/delivery space and <i>Office</i> 50,000 – 200,000 sf GFA – 2 berths and 1 service and delivery space <i>Retail/Service</i> 20,000 – 100,000 sf GFA – 2 berths and 1 service and delivery space <i>Hotel</i> 50,000 – 100,000 sf GFA – 2 berths and 0 service and delivery spaces <i>Hotel</i> 100,000 – 500,000 sf GFA – 3 berths and 0 service/delivery spaces TOTAL – 11 berths and 5 service/delivery spaces	N/A	11 loading berths 5 service/delivery spaces			
Penthouse C § 1500	FAR - .4 FAR	N/A	N/A	0.30 FAR	0.36 FAR	N/A

IV. Comprehensive Plan

The proposal conforms to the Comprehensive Plan’s objectives for the Lower Anacostia Waterfront-Near Southwest Area and would advance key Land Use, Transportation, Housing, Environmental Protection, Urban Design, and Economic Development goals by allowing for the redevelopment of obsolete and underutilized industrial sites and revitalizing the Buzzard Point neighborhood.

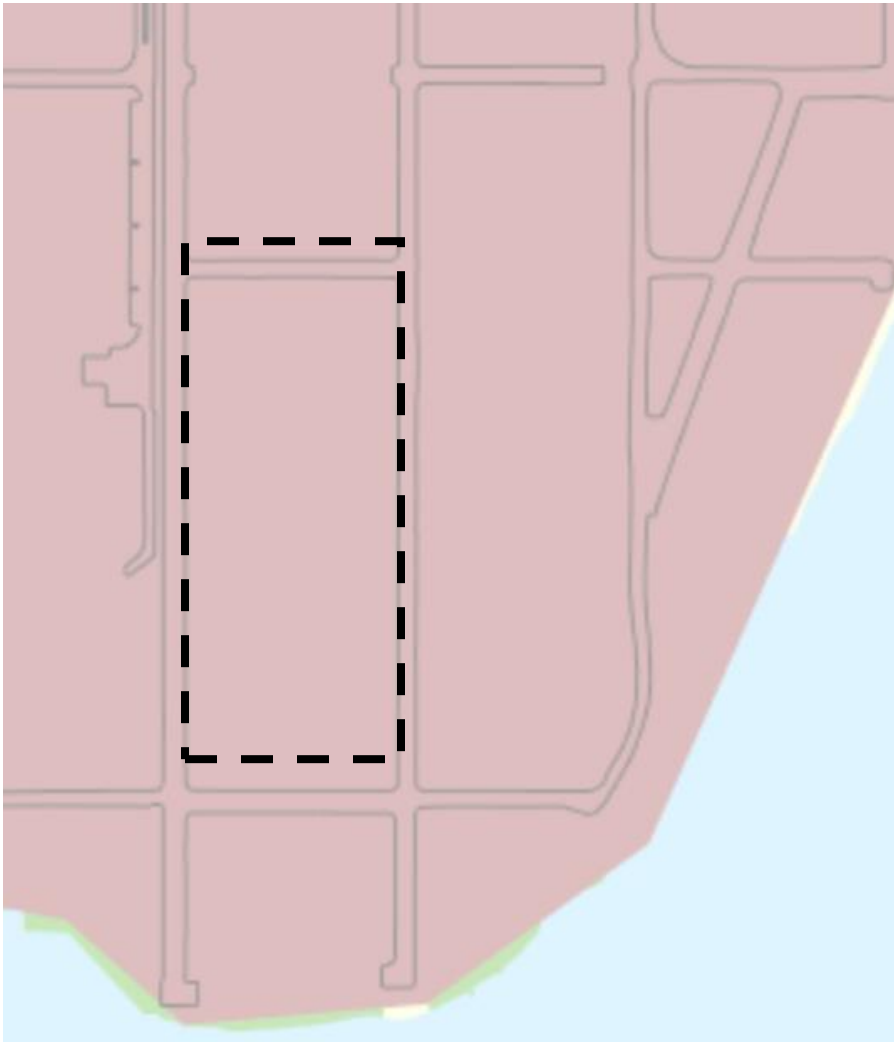
The Property is designated for High Density Residential and Commercial Use on the Future Land Use Map, and the Generalized Policy Map locates the site within an area designated for change.

A. Generalized Policy Map

The current Comprehensive Plan’s Generalized Policy Map describes the subject site as a Land Use Change Area. The guiding philosophy in the Land Use Change Areas is 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.” 225.11

As Land Use Change Areas are redeveloped, “the District aspires to create high-quality neighborhoods that demonstrate exemplary site and architectural design and innovative environmental features, compatible with nearby neighborhoods, protect cultural and historic assets, and provide significant affordable-housing and employment opportunities. Measures to ensure that public benefits are commensurate with increased density and to avoid and mitigate undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary. Such measures should prioritize equity by accounting for the needs of underserved communities.” 225.12

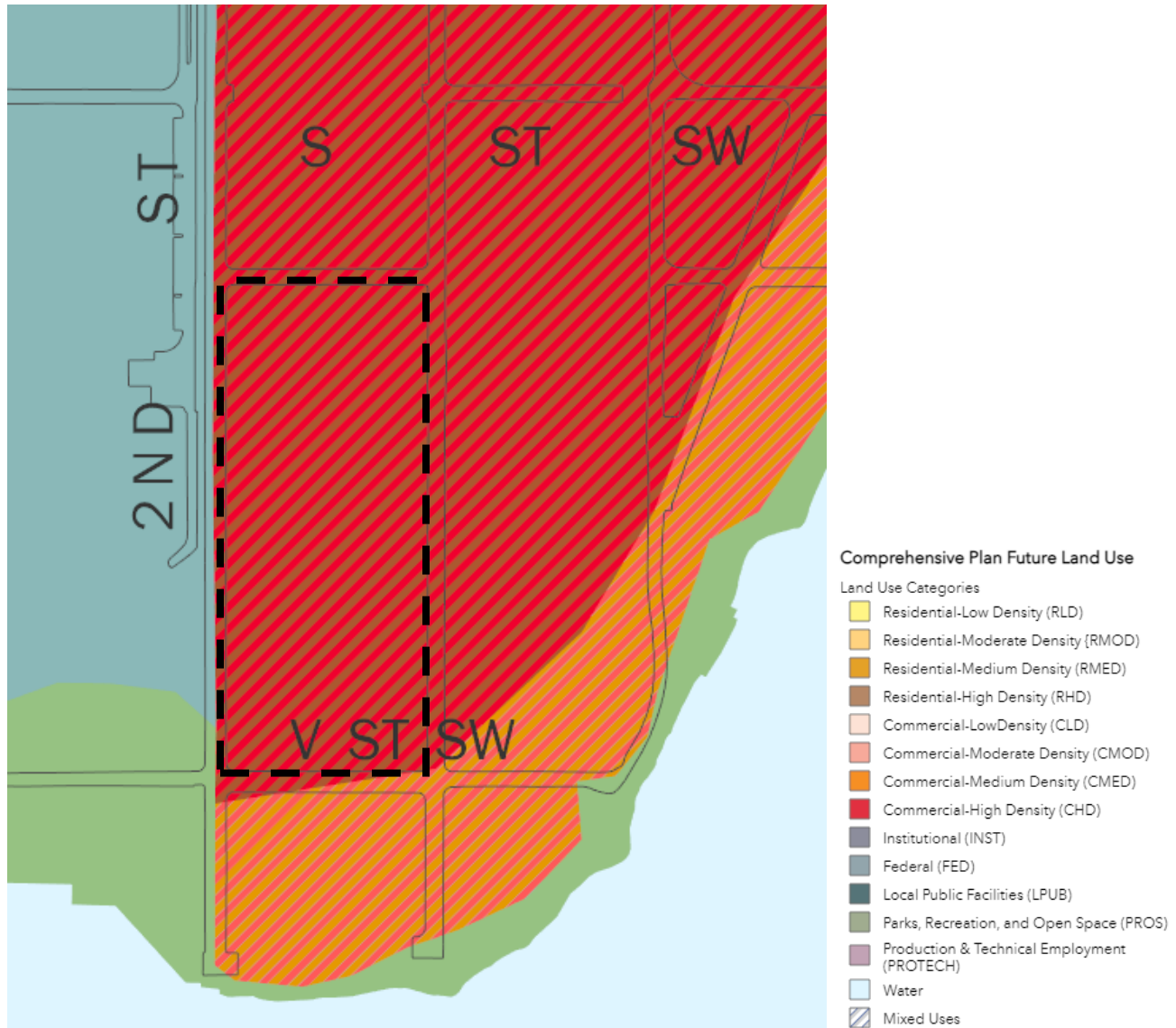


B. Future Land Use Map

The Future Land Use Map (FLUM) indicates that the site is appropriate for high density residential and high density commercial mixed use development. The High Density Residential designation is used to “define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than a FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when

approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High Density Residential category, and other zones may also apply.” 227.8

The High Density Commercial designation is used to “define the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Office and mixed office/retail buildings with densities greater than a FAR of 6.0 are the predominant use, although high-rise residential and many lower scale buildings (including historic buildings) are interspersed. The MU-9, D-3, and D-6 Zone Districts are consistent with the High Density Commercial category, and other zones may also apply.” 227.13



The subject property is zone CG-4 and the Applicant is proposing a mixed-use development consistent with the height and density contemplated by the zone and with the high density residential and high density commercial designation found on the FLUM.

The proposed development would activate a vacant parcel and would result in a mixed-use community that would further the Comprehensive Plan objective for a Land Use Change Are including the creation of a

new neighborhood that provides interesting design, affordable housing, and that employs sustainable environmental features.

C. Citywide and Area Elements

Land Use Element

Goal: Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents, institutions, and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries. 302.1

Policy LU-1.4.1: Infill Development. Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. 307.5

Policy LU-1.4.2: Long-Term Vacant Sites. Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures which would address these constraints. 307.6

Policy LU-2.2.4: Neighborhood Beautification. Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5

Policy LU-2.4.5: Encouraging Nodal Development. Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 312.9

Policy LU-2.4.6: Scale and Design of New Commercial Uses. Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas. 312.10

Policy LU-2.4.10: Use of Public Space within Commercial Centers. Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalks cafes, flower stands, and similar uses which “animate” the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged. 312.14

The proposed project would conform to the CG-4 zone development standards and would be consistent with surrounding development in Buzzard Point, including recently developed projects such as RiverPoint DC (2121 1st Street SW, ZC Case No. 17-05), Watermark at Buzzard Point (1900 Half Street SW, ZC Case No. 16-06), and Peninsula 88 (88 V Street SW, ZC Case No. 10-21).

As the Buzzard Point neighborhood has redeveloped, the focus has been on waterfront facing parcels, as well as development adjacent to the new soccer stadium at Audi Field. The proposed project would

reimagine a large site that would begin to connect stadium-focused development to the Anacostia River to the south. The proposed project would replace a vacant unimproved lot and surface parking lot with a mixed-use development featuring ground floor retail, office, hotel, and residential units, including IZ units. The ground floor retail, in particular, could bring neighborhood serving retail to the community along with destination retail.

The proposed mixed-use development would contribute improvements to the public realm through street and sidewalk improvements to 1st, 2nd, T, and V Streets SW. The project would re-introduce U Street SW providing an east-west connection through the site. Within the project, the pedestrian connections between the parcels, as well as the north-south Corso, would be animated with café seating, landscaping, and other improvements.

The project would be phased with development at the southern end of the site (Phase 1) preceding development of the northern half of the site (Phase 2). The Applicant should ensure that phasing and construction staging does not present a barrier to neighborhood connectivity. Safe, walkable and bikeable connections should be maintained to ensure connections to the Anacostia throughout the duration of construction.

Transportation Element

Goal: Create a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents. 401.1

Policy T-1: Linking Land Use and Transportation. The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved... Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. Design features play an important role in this equation. Residential communities should be developed so that services such as shopping are accessible on foot, transit, or bicycle and not just by car. 402.1

Policy T-1.1.3: Context-Sensitive Transportation. Design transportation infrastructure to support current land uses as well as land use goals for compact, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. 403.9

Policy T-1.2.3: Discouraging Auto-Oriented Uses. Discourage certain uses, like “drive through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.8

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning. Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks. 409.8

Policy T-2.3.3: Bicycle Safety. Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist. 409.10

Action T-2.3.A: Bicycle Facilities. Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11

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. 410.5

Policy T-2.4.2: Pedestrian Safety. Improve safety and security at key pedestrian nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals. 410.6

Policy T-2.4.4: Sidewalk Obstructions: Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or elderly pedestrians can safely use them. 410.8

The proposed project would include streetscape improvements on the surrounding streets, including T, V, 1st, and 2nd Streets SW. The five existing curb cuts at the property would be replaced with a total of six curb cuts, including the access for new U Street SW. The Applicant would provide all required parking and loading below grade thereby minimizing the potential for pedestrian-vehicular conflicts.

The proposed public and private streetscape improvements would incorporate bicycle and pedestrian infrastructure. The Applicant would provide public access through the site on U Street SW via a public use easement. The Waterfront and Navy Yard-Ballpark Metrorail stations are equidistant from the site and located approximately three-quarters of one mile to the northwest and northeast, respectively. The Washington Metropolitan Transit Authority (WMATA) Bus 74 line was recently extended to the south in Buzzard Point with a new stop located on V Street SW opposite the subject property.

The project would include new infrastructure that facilitates connections between travel modes and promotes multi-modal transportation choices. The Anacostia Riverwalk Trail runs along the west side of the project in 2nd Street SW. The Applicant should ensure that east-west connections are provided through the site that guide pedestrians and cyclists to the continuation of the Trail to the east of the project. 1st Street SW does not have on-road bike infrastructure at this time.

Housing Element

Goal: Develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia. 501.1

Policy H-1.1.1: Private Sector Support. Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.2

Policy H-1.1.3: Balanced Growth. Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. 503.4

Policy H-1.1.4: Mixed Use Development. Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail station. 503.5

Policy H-1.1.5: Housing Quality. Require the design of affordable housing to meet the same high-quality

architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood.
503.6

Policy H-1.2.3: Mixed Income Housing. Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing. 504.8

The project would provide the greater of 8% of the residential GFA or 50% of the bonus density utilized to IZ units on Lots 1 and 2, respectively, plus 8% of the penthouse habitable space. This would result in the following IZ commitments per lot:

Lot 1: Approximately 77,411 square feet of residential GFA at 60% MFI and approximately 1,580 square feet of residential GFA at 50% MFI.

Lot 2: Approximately 58,918 square feet of residential GFA at 60% MFI and approximately 950 square feet of residential GFA at 50% MFI.

In addition to square footage devoted to IZ units, the Affordable Housing Covenant (Attachment 1) applicable to the overall development site requires approximately 29 additional affordable housing units across the entire project, with approximately 17 additional affordable units on Lot 1 and approximately 12 additional affordable units on Lot 2. The affordable units generated by the Affordable Housing Covenant would be provided at 60% MFI.

The Applicant has not specified a unit mix for the project and should provide a range of unit types that could accommodate families. The property would be served by Van Ness Elementary, Jefferson Middle School Academy, and Eastern High School.

Non-residential buildings with 1,000 square feet or more of penthouse habitable space are required to provide a contribution to the Housing Production Trust Fund (HPTF). Parcel D in Phase 1 would be a hotel building with approximately 3,610 square feet of penthouse habitable space. The applicant has estimated an approximate contribution to the HPTF of \$74,300, although the amount would be established at the time of permitting. Parcel G in Phase 2 also would include a hotel that would have penthouse habitable space. The square footage and layout for the penthouse of Parcel G has not yet been finalized, but the Applicant also would provide a contribution to the HPTF based on the Parcel G penthouse area in accordance with the Zoning Regulations.

Environmental Protection Element

Goal: Protect, restore, and enhance the natural and man-made environment in the District of Columbia, taking steps to improve environmental quality, prevent and reduce pollution, and conserve the values and functions of the District's natural resources and ecosystems. 601.1

Policy E-1.1.1: Street Tree Planting and Maintenance. Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. 603.4

Policy E-1.1.3: Landscaping. Encourage the use of landscaping to beautify the city, enhance streets and

public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. 603.6

Policy E-1.3.3: Reducing Sedimentation. Prevent sedimentation of rivers and streams by implementing comprehensive stormwater management measures, including regular maintenance of storm drains and catch basins and the use of sedimentation ponds where appropriate. 605.4

Policy E-2.1.1: Promoting Water Conservation. Promote the efficient use of existing water supplies through a variety of water conservation measures, including the use of plumbing fixtures designed for water efficiency, drought-tolerant landscaping, and irrigation systems designed to conserve water. 609.3

Policy E-2.2.1: Energy Efficiency. Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees. 610.3

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff. Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

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

Policy E-4.7.4: Flood Plains. Restrict development within FEMA-designated flood plain areas. Consistent with the Federal Elements of the Comprehensive Plan, prohibit activities within these areas that could pose public health or safety hazards in the event of a flood. Regulation of land uses in flood plains, waterfronts, and other low-lying areas should consider the long-term effects of global warming and sea-level rise on flood hazards. 624.7

The subject property was used for industrial purposes and the Applicant has entered into a Voluntary Clean Up Program (VCP) Agreement with the District Department of Energy and the Environment (Attachment 2).

A portion of the site is located within the 100-year floodplain and the Applicant has submitted a Letter of Map Revision (LOMR) to the Federal Emergency Management Agency (FEMA). The LOMR is a letter from FEMA stating that an existing structure or parcel of land has been elevated by earthen fill and would not be inundated by the base flood.

The proposed development of the property would result in new tree planting, landscaping, green roof, and open space along with the following specific sustainable features.

LEED

The overall project has been registered with the United States Green Building Council (USGBC) as a single LEED v4 Campus. The individual buildings and development parcels also would be registered with the USGBC and tied to the overall development project. The residential components of Parcels A, B, and C would be designed to achieve LEED NC v4 Gold. The hotel component at Parcel D would be designed to achieve LEED NC v4 Silver. The Applicant should provide LEED information for Phase 2 of the project.

Green Area Ratio

The project would meet the minimum Green Area Ratio (GAR) requirement of 0.2. The GAR requirement would be met by providing green roofs and ground level planting areas, including V Street Park. The Applicant is proposing to provide a minimum of 70% native plantings

Solar

The project would, at a minimum, comply with the District's renewable energy requirements that new buildings allocate space and pathways for future installation of renewable energy systems and associated infrastructure to cover no less than 25% of the roof areas.

Stormwater Management

The Applicant has proposed a stormwater management masterplan for the property which would be reviewed and permitted by DOEE provided that it meets municipal separate storm sewer system (MS4) retention and detention requirements for the District. The best management practices (BMPs) proposed to meet these requirements are variable depth intensive and extensive green roof, bioretention, and tree planting. Stormwater management in the public right of way will be met to the maximum extent practicable (MEP), per DOEE requirements.

The project would also incorporate flood proofing design elements to maximize the Project's long-term resiliency in the face of climate change.

Economic Development Element

Goal: Strengthen the District's economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, improving resident job skills, and helping a greater number of District residents find and keep jobs in the Washington regional economy. 701.1

Policy ED-2.1.1: Office Growth. Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront. 707.6

Policy ED-2.2.1: Expanding the Retail Sector. Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas. 708.4

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. 709.5

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. 709.8

ED-3.1 Strengthening Neighborhood Commercial Centers. Part of growing an inclusive city involves

improving access to basic goods and services for residents in all parts of the city. Currently, some areas of the District lack basic amenities such as grocery stores, hardware stores, drug stores, and dry cleaners. In other parts of the city, these services exist but they are poorly sited and do not provide the sense of community identity that they could. 713.1

Policy ED-3.1.1: Neighborhood Commercial Vitality. Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents. 713.5

The Applicant is proposing a mixed-use development on land that is currently unimproved that would bring new office, retail, hospitality, and eating and drinking establishment uses to Buzzard Point. Retail development at this location would improve access to basic goods and services for local residents by providing neighborhood-serving retail at the southern end of Buzzard Point.

The project would include new commercial office space in close proximity to the Anacostia River.

The proposed hotel use would help bolster the District's tourism and convention industry and sub-industries including the arts, entertainment, restaurant, cultural, and government amenities and would add to the growing number of hotels in the area (Cambria, 69 Q Street SW, ZC Case No. 18-15 and Moxy, 45 Q Street SW, ZC Case No. 20-32).

Urban Design Element

Goal: Enhance the beauty and livability of the city by protecting its historic design legacy, reinforcing the identity of its neighborhoods, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and security of streets and public spaces. 901.1

Policy UD-1.1.2: Reinforcing the L'Enfant and McMillan Plans. Respect and reinforce the L'Enfant and McMillan Plans to maintain the District's unique, historic and grand character. This policy should be achieved through a variety of urban design measures, including appropriate building placement, view protection, enhancement of L'Enfant Plan reservations (green spaces), limits on street and alley closings (see Figure 9.3), and the siting of new monuments and memorials in locations of visual prominence. Restore as appropriate and where possible, previously closed streets and alleys, and obstructed vistas or viewsheds. 903.7

Policy UD-1.3.1: DC as a Waterfront City. Strengthen Washington's civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods. 905.5

Policy UD-2.2.1: Neighborhood Character and Identity. Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. 910.6

Policy UD-2.2.5: Creating Attractive Facades. Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street (see Figure 9.12). 910.12

Policy UD-2.2.7: Infill Development. Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 910.15

Policy 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 (see Figure 9.13). 910.16

Policy UD-2.2.9: Protection of Neighborhood Open Space. Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. 910.18

Policy UD-2.3.1: Reintegrating Large Sites. Reintegrate large self-contained sites back into the city pattern. Plans for each site should establish urban design goals and principles which guide their subsequent redevelopment. 911.2

Policy UD-2.3.2: Large Site Scale and Block Patterns. Establish a development scale on large sites that is in keeping with surrounding areas. "Superblocks" (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington's neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures (see Figure 9.16). 911.4

Policy UD-2.3.3: Design Context for Planning Large Sites. Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. 911.6

Policy UD-3.1.1: Improving Streetscape Design. Improve the appearance and identity of the District's streets through the design of streetlights, paved surfaces, landscaped areas, bus shelters, street "furniture", and adjacent building facades. 913.8

Policy UD-3.1.5: Streetscape and Mobility. Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Transit shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel. 913.12

Policy UD-3.1.6: Enhanced Streetwalls. Promote a higher standard of storefront design and architectural detail along the District's commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort. 913.13

The Applicant has worked with a team of architect to design a project that is cohesive and provides variety and visual interest at the parcel level. The proposed buildings would feature attractive facades with natural materials at the plinths, large and varied storefront windows, and adjacent open spaces, which should create visual interest throughout the development. The buildings would avoid overpowering contrasts of scale, height, and density as they meet zoning requirements and maintain consistency with new and planned development in the surrounding area.

The Applicant would integrate the project in the existing street grid and has proposed to reintroduce U Street SW as a midblock connection through the site. The Applicant also has proposed to create pedestrian-scaled walkways, continuous retail storefronts, and walk-up residential units that animate the ground floor. The project would include plaza areas adjacent to building entrances. The proposed streetscape design would include wide sidewalks, pedestrian-oriented lighting, street trees and landscaping, and other street

furniture that would promote pedestrian safety, efficiency, and comfort and enhance the visual character of entire subject property and surrounding streets.

The Applicant should continue to work to refine the architectural design for Phase 2 of the project. The Applicant should ensure that the second phase continues to employ high quality design and attractive architecture that engages pedestrians at the ground plane. The streetscape improvements should comply with the Buzzard Point Vision Framework Streetscape Guidelines. As currently proposed, the streetscape design is conforming with the exception of certain proposed street tree species. All Pepco vaults are shown to be located in sidewalks. Vaults should have solid tops with paving that match the adjacent sidewalk.

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, 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. 1908.3

Policy AW-1.1.3: Waterfront Area Commercial Development. Encourage commercial development in the Waterfront Area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia Waterfront as well as space for government and private sector activities, such as offices and hotels. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yard metrorail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops. 1908.4

Policy AW-1.1.4: Waterfront Development Amenities. Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 1908.5

Policy AW-1.1.7: Multi-modal Waterfront Streets. Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access. 1908.8

The property is located within the South Capitol Street/Buzzard Point Policy Focus Area within the Planning Area. This focus area states that “[f]uture plans will need to focus on the Buzzard Point waterfront, addressing such issues as land use compatibility, the relocation (or retention) of existing uses, transportation and access, and urban design.” 1912.6

As it relates to Buzzard Point specifically, the focus area includes the following policy:

Policy AW-2.2.7: Buzzard Point. Support the long-term redevelopment of Buzzard Point with mixed medium- to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront. 1912.13

The proposed project would redevelop a large vacant site in Buzzard Point and would promote the redevelopment of the areas as an active waterfront neighborhood. The proposed mixed-use development would be compatible with existing and planned development in the surrounding neighborhood and would facilitate infrastructure improvements that would improve walkability and connectivity in Buzzard Point.

Buzzard Point Vision Framework and Design Review Guide 2017

The Vision Framework and Design Review Guide was initiated by OP, in conjunction with DDOT and the Deputy Mayor for Planning and Economic Development (DMPED), and finalized in 2017. The vision for Buzzard Point is to be a well-designed and well-programmed neighborhood with multiple attractions, excellent architecture, accommodating parks and public realm, and destination waterfront with greatly improved multimodal transportation connections. This concept involves creating strong relationships to the surrounding areas and the Anacostia River, enhancing the environment and leveraging public investment in the South Capitol Street Corridor and the Soccer Stadium Project as catalysts and anchors for additional private investment.

The Vision Framework is intended to inform and guide public and private development decisions for the next 10 to 15 years, to fulfill the long-planned growth of Buzzard Point, and to ensure that revitalization is consistent with the aspirations and needs of nearby residents and the city as a whole with a focus on roads and public spaces. The goals of the Vision Framework include the following:

1. Bold Architecture;
2. Resilient Urbanism and Materials;
3. First Floors Shape Memorable Places;
4. Massing and Transitions; and
5. Outdoor Spaces for Life.

The urban design concept established in the Vision Framework and Implementation Plan is for a vibrant mixed-use neighborhood, consistent with existing Comprehensive Plan direction and zoning. The site is within the area evaluated through the Buzzard Point Vision Framework Process and the proposed project would further the vision for how new development within Buzzard Point could unfold to create a cohesive and connected neighborhood.

The proposed development embodies the goals of the Vision Framework; however, opportunities remain to further the Vision Framework. The Applicant should continue to push the architectural design of each parcel and refrain from relying on industrial or warehouse-influenced styles.

The Applicant has deviated from the conceptual design illustrated in the Vision Framework and has shifted the public open space to the south of the site along V Street. The proposed development does, however, include public open space throughout the site, including the central heart where the Corso meets U Street NW.

The Vision Framework depicts the introduction of the orthogonal street grid, including U Street SW. The Applicant has taken a more organic approach to the circulation with the Corso arcing through the site and echoing the curve of 1st Street SW as it travels alongside Audi Field to the north.

Anacostia Waterfront Framework Plan

The proposed project would be consistent with the District's goals and vision for new development along the Anacostia River waterfront. The proposed project would contribute to the creation of a vibrant neighborhood for living, working, and learning in Buzzard Point.

V. Analysis of Compliance with 10 DCMR, Chapter 23, Large Tract Review Procedures

Because this proposal is for the development of more than 50,000 square feet of commercial gross floor area, it is subject to the submission requirements and review standards of Sections 2301.3 and 2302.1.

2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 ft.²) or more shall submit ... the following documents:

(a) A completed certification form (forms shall be provided by the Office of Planning);

At Exhibit J of the Applicant's October 2, 2020 submittal, the Applicant provided the required certification form. All application submissions are available on the [OP website](#).

(b) The name, address and signature of all owners, or their authorized agent, and of property included in the area to be developed. If there is an agent, the applicant shall provide written authorization and the extent of the agent's authority;

The Letter of Authorization is provided at Exhibit K.

(c) A map showing location of the proposed project and the existing zoning of the site;

A zoning map is provided at Exhibit A.

(d) A statement indicating the contribution of the project toward implementing city and community goals and policies;

A description of the contribution of the project toward implementing city and community goals and policies is provided in the Applicant's Statement in Support, pages 7 – 13.

(e) A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan for the National Capital;

A description of the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan is provided in the Applicant's Statement in Support, pages 13 – 32, and further analyzed in Section IV of this report.

(f) A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building;

General site and development plans for the proposed development are provided at Exhibit G.

(g) A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces;

A circulation plan and parking and loading information is provided at Exhibit G.

(h) A typical floor plan;

Typical floor plans are provided at Exhibit G.

(i) A general statement of the approximate schedule of building construction;

The October 2, 2020 application describes a proposed construction and phasing schedule. The Applicant proposes to begin construction on Phase 1 in the fourth quarter of 2021. Construction of Phase 2 would not begin until after Phase 1 is completed.

- (j) *Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections; and*

The Applicant submitted a Comprehensive Transportation Review (CTR) Report at Exhibit H and Trip Generation Assessment Memo at Exhibit I. The Applicant submitted a revised CTR to DDOT on January 22, 2021.

- (k) *Any other information needed to fully understand the final building proposed for the site.*

No additional information is required. The application and supplemental filings are sufficient.

2302.1 *The scope of review to be used by District departments and agencies in assessing projects under this chapter shall include the following:*

- (a) *Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;*

The proposed project would generally not be inconsistent with the Comprehensive Plan. As noted above, the project would further a number of policies of the Comprehensive Plan, including Land Use, Transportation, Housing, Environmental Protection, Economic Development and Urban Design policies, and policies from the Lower Anacostia Waterfront / Near Southwest area element. The project would develop a vacant property, would introduce a mix of uses consisting of residential (including affordable units), hotel, office, and commercial, would activate the street with ground floor retail and would improve the urban design for the area, and would result in buildings that are appropriate in scale to surrounding development.

Given the scale of the proposed development and the phased nature of the project's construction, the Applicant should ensure that Phase 2 of the project fully conforms to the Comprehensive Plan and relevant District regulations at the time of building permit and construction.

- (b) *Potential traffic, neighborhood and design impact; and*

OP defers to DDOT on matters related to the traffic and loading impacts of the project, but notes that the site is walkable to the Waterfront and Navy Yard/Ball Park Metrorail Station and is served by the 74 Bus. A detailed DDOT report with analysis is attached to this report (Attachment 3), and summarized below.

Overall, the design of the mixed-use project would make a generally positive impact on Buzzard Point. It would reintroduce U Street SW thereby breaking up the large block that currently exists between T and V Streets SW and 1st and 2nd Streets SW, provide below grade parking and loading, introduce pedestrian and bicycle connections through the site, and construct streetscape improvements in the public right-of-way adjacent to the project. Consolidated below-grade parking and loading, along with streetscape improvements, should result in a pedestrian- and retail-friendly environment.

The Applicant should ensure that the proposed bicycle connection through the site creates a meaningful connection from the 2nd Street SW bike lane to future segments of the Anacostia Riverwalk Trail.

- (c) *Quality of life and environmental impact.*

The Applicant indicated that the project would satisfy the LEED NC v4 Gold standards with the hotel buildings pursuing LEED Silver. The project Green Area Ratio (GAR) meets the minimum requirement of 0.2. The Applicant is encouraged to continue discussions with DOEE to address environmental impacts of the development, during and following construction. In particular, given the property's proximity to the Anacostia River and 100- and 500-year floodplain, the Applicant should continue to coordinate with DOEE

regarding updates to the District's Flood Hazard Rules to ensure that Phase 1 and Phase 2 of the project are compliant.

VI. Departmental Responses

Application materials were distributed to the following District departments for their review and comment:

- Department of Transportation (DDOT)
- Department of Consumer and Regulatory Affairs (DCRA)
- Department of Employment Services (DOES)
- Department of the Environment (DDOE)
- Department of Parks and Recreation (DPR)
- DC Public Library (DCPL)
- DC Public Schools (DCPS)
- Department of Public Works (DPW)
- Fire and Emergency Medical Service (FEMS)
- Metropolitan Police Departments (MPD)
- Office of the Attorney General (OAG)

In addition to meetings between the Office of Planning (OP) and the Applicant, OP held an interagency meeting on December 15, 2020, on the application. Agencies in attendance included:

- Department of the Environment (DDOE)
- Department of Public Works (DPW)
- Metropolitan Police Departments (MPD)

District Department of Transportation (DDOT)

DDOT provided written comment on April 13, 2021 (Attachment 3) and noted its findings with respect to the site design and travel assumptions for the proposed redevelopment of the site. The DDOT comments note required mitigations to site-generated impacts and outline specific areas for continued coordination. Of note, DDOT finds the following:

- As compared to the previously analyzed 2018 development program, the project will include approximately the same amount of residential and retail, an increase in the size of the hotel, a reduction in the size of office, and the elimination of previously proposed elementary school;
- The project will have a total of six (6) new curb cuts, including two (2) for the new private U Street SW bisecting the project;
- The curb cut locations have already received Conceptual Approval from the Public Space Committee (PSC) (TOPS #221678 & 352911) but will need final construction permit approval with the revised development program (TOPS #366421);
- U Street is proposed as a private east-west street bisecting the project. DDOT requests a public access easement be provided over this street;

- The project has excellent pedestrian porosity through the blocks with the addition of U Street and several pedestrian corridors;
- The site is approximately ¾ mile walking distance to both Waterfront and Navy Yard Metrorail Stations;
- The project provides 11 30-foot loading berths with platforms and five (5) 20-foot delivery spaces, which meets the zoning requirements. Loading and trash facilities are located in a centralized area below grade on Level P1. One curb cut to 2nd Street serves the loading area and all truck movements are head-in/head-out through public space;
- The proposed vehicle parking supply of 1,332 spaces is a reduction from the 1,690 spaces in the 2018 concept. It meets the ZR16 minimum (926 spaces) and is in line with the maximum amount of parking expected by DDOT (1,346 spaces), per the CTR Guidelines, for a project of this size and distance from Metrorail;
- The Applicant proposed a robust Transportation Demand Management (TDM) plan in the January 2021 CTR (see Attachment A), that DDOT finds appropriate for the level of off-street vehicle parking and proximity to transit;
- ZR16 requires a minimum of 462 long-term and 129 short-term bicycle parking spaces. The Applicant intendeds to meet these minimums. The short-term spaces can be accommodated with 65 inverted U-racks in public space;
- The proposed project is anticipated to generate 885 AM peak hour and 1,126 PM peak hour vehicle trips at full build-out;
- The 2021 development program is projected to generate 387 fewer AM and 419 fewer PM peak hour vehicle trips, as compared to the previously analyzed 2018 concept. This reduction in trips is due in part to a reduction in the amount of on-site parking and a change in the mix and intensity of development;
- The capacity analysis identified impacts at four (4) intersections along 2nd Street SW at P, Q, R, and T Streets SW that will require mitigation;
- To offset the identified traffic impacts, the Applicant must develop a mitigation package with DDOT as part of their public space permitting. In 2018, DDOT requested the Applicant install two (2) traffic signals, if warranted, a 19-dock Capital Bikeshare Station, two (2) bike repair stations, and reserve eight (8) spaces in the garage for carshare services. DDOT is open to a mix of improvements including previously agreed to and newly triggered ones, as well as a potential extension of the Anacostia Riverwalk Trail. In addition, the mitigation package should include the traffic control changes requested by DDOT-TESD noted in the Action section below.

DDOT Urban Forestry Division has no comments for this application but requested ongoing coordination (Attachment 4).

Department of Energy and Environment (DOEE)

DOEE provided verbal and written comments in coordination with the December 15, 2020 Interagency meeting. Of note, DOEE:

- Supports the project’s pursuit of LEED Gold certification and encourages the project team to explore and consider net-zero energy construction ahead of the planned 2026 code requirement;
- Encourages the project to consider eliminating the onsite combustion of fossil fuels;

- Encourages the project to complete a solar feasibility analysis, including consideration of solar canopies;
- Encourages the project to plan for solar-ready roofs;
- Encourages the project to consider providing electric vehicle chargers, or installing make-ready infrastructure;
- Encourages the project to consider exceeding the minimum stormwater retention requirements; and
- Supports the project's inclusion of resilient design features throughout the project, despite the project no longer falling within the 100-year floodplain.

DOEE written comments are included at Attachment 5.

Fire and Emergency Medical Service (FEMS)

Comments from FEMS were not provided.

Department of Housing and Community Development (DHCD)

DMPED negotiated affordable units in addition to the IZ requirement; therefore DHCD was supportive of the project as proposed. A copy of the Affordable Housing Covenant is provided at Attachment 1.

Department of Small and Local Business Development (DSLBD)

DSLBD provided comments on January 8, 2021 (Attachment 6).

Public Library (DCPL)

DCPL indicated it had no comments on the application.

Department of Consumer and Regulatory Affairs (DCRA)

The Office of the Zoning Administrator provided multiple determination e-mails in reference to the subject application (Attachment 7).

No other agencies provided comments on this application.

VII. Community Review

Application materials were distributed to the following for their review and comment:

- ANC 6D
- Owners of property within 200' of the site

ANC 6D

ANC 6D voted at its regularly schedules and properly noticed meeting on December 14, 2020 to provide comments on the subject LTR application. The ANC noted the following in its comments, which were provided December 31, 2020 (Attachment 8):

- ANC 6D is requesting that the Applicant reimagine this area (*V Street Park*) and instead of the cacophony of uses currently planned, allow this space to remain as green space in order to reclaim some calm open space for residents and visitors;
- ANC 6D is recommending that the Applicant for this, the largest development in Buzzard Point, aim for a high of perhaps 20% affordable housing;

- ANC 6D requests that the Applicant be especially mindful of the need to create spaces that will support services needed by the large number of permanent residents in Buzzard Point. Without such services the site will not help build a sustained community;
- ANC 6D will expect a full transportation demand management plan (TDM), 3 including game day management from visitors to both Audi and Nats stadia, which will impact transportation and traffic management for the site;
- Since other projects in the area have identified other contaminants, ANC 6D will want to review the documents that have been generated to date (*VCP*), and will want to know that specific monitoring and mitigation strategies will be implemented prior to beginning and throughout construction; and
- Since this project is not required to go before Zoning and community input is critical, ANC 6D is requesting OP require the Applicant to continue working with ANC 6D throughout the project.

VIII. LTR Application Findings

The project proposed by this Large Tract Review Application is generally consistent with the purposes and goals of the LTR regulations, and is not inconsistent with the Comprehensive Plan. The Office of Planning recommends that the applicant consider the following amendments:

- Increase the sustainability, including, but not limited to:
 - Eliminating the onsite combustion of fossil fuels;
 - Considering solar canopies and planning for solar ready roofs;
 - Providing electric vehicle chargers or installing make-ready infrastructure;
 - Exceeding minimum stormwater retention requirements; and
 - Incorporating resilient design features throughout the project;
- Provide TDM measures and pedestrian safety improvements as noted in the DDOT report, including, but not limited to:
 - Implement TDM Plan;
 - Provide a public access easement over private U Street SW, the terms of the easement should be agreed to by DDOT and recorded with the Recorder of Deeds;
 - Complete Public Space Committee review of V Street Park;
 - Design and construct the zoning-required showers and lockers for non-residential buildings;
 - Install the following mitigation:
 - Two traffic signals if warranted (2nd Street at Q Street SW, 1st Street at Potomac Avenue SW),
 - A 19-dock Capital Bikeshare Station,
 - Two (2) bike repair stations, and
 - Offer eight (8) vehicle parking spaces to carshare companies.
 - Given the reduction in vehicle trips and vehicle parking spaces with the revised program,

- continue to work with DDOT to develop a mitigation package (aside from the TDM plan), which could include an extension of the Anacostia Riverwalk Trail near the site;
- Construct the DDOT Traffic Engineering and Signals Division (TESD) required traffic improvements;
 - Coordinate with adjacent stakeholders and revise the proposed development as described in the ANC 6D comments, including, but not limited to:
 - Simplify the V Street Park to incorporate more green space and less programmed space;
 - Provide additional resilience measures;
 - Aim for additional affordable housing, up to 20%;
 - Include neighborhood services in the development;
 - Address game-day traffic impacts;
 - Continue to coordinate on the VCP, including monitoring and mitigation measures; and
 - Provide a curbside management plan that addresses curbside delivery, loading, and ride share; and
 - Provide a public access easement over private V Street SW, the terms of the easement should be agreed to by OP and recorded with the Recorder of Deeds
 - Develop a building sign package that is compatible with the surrounding neighborhood;
 - Assess bicycle network in surrounding neighborhood and ensure connections through the site to adjacent bikeways;
 - Incorporate Anacostia Riverwalk Trail design elements on 2nd Street SW;
 - Cover utility vaults located in any sidewalk with a solid surface that matches adjacent sidewalk material; and
 - Ensure continuous safe and clear pedestrian, bicycle, and vehicle north-south connectivity during phased project construction.

cc: Norman M. Glasgow, Jr. and Jessica Bloomfield, Holland & Knight LLP
Kristin Connall, Akridge
Edward Daniels, Chair, ANC 6D
District Agencies

JS/emv
Elisa Vitale, Development Review Specialist

Attachments:

- Attachment 1 Affordable Housing Covenant
- Attachment 2 Voluntary Cleanup Plan
- Attachment 3 DDOT Memo
- Attachment 4 Urban Forestry Division Comments
- Attachment 5 DOEE Comments
- Attachment 6 DSLBD Comments

Attachment 7 DCRA Zoning Administrator E-mails
Attachment 8 ANC 6D Memo