



Memorandum

TO: District of Columbia Zoning Commission

FROM:  Jennifer Steingasser, Deputy Director Historic Preservation Development Review

DATE: September 19, 2014

SUBJECT: **ZC 14-14 – Setdown Report** Consolidated PUD and Related Map Amendment
501 H Street NE (Square 833, Lot 47).

I. RECOMMENDATION

OP recommends setdown of the consolidated PUD and PUD-related map amendment from the HS-H/C-2-A District to the HS-H/C-2-B to permit redevelopment of the parcel at Square 833, Lot 47. The existing one-story office building would be replaced with a seven-story, mixed-use building comprised of 26 residential units (29,725 sf) above 13,482 square feet of retail proposed on the first, second and cellar floor levels. The proposed overall 4.40 FAR would be well within the range of the maximum permitted FAR under the C-2-B PUD (6.0 FAR max.). The proposed non-residential FAR of 1.37 is within the maximum permitted under the C-2-B PUD (2.0 FAR).

The proposal conforms to the Comprehensive Plan's policy objectives for the Capitol Hill Policy Focus Area, including the H Street corridor's "urban living" district between 2nd Street and 7th Street NE. This district is intended for medium density residential development, with ground floor retail uses. The Generalized Policy Map locates the site within a Main Street Mixed Use Corridor, where it is anticipated that redevelopment support transit use and enhance the pedestrian environment, as proposed with this project.

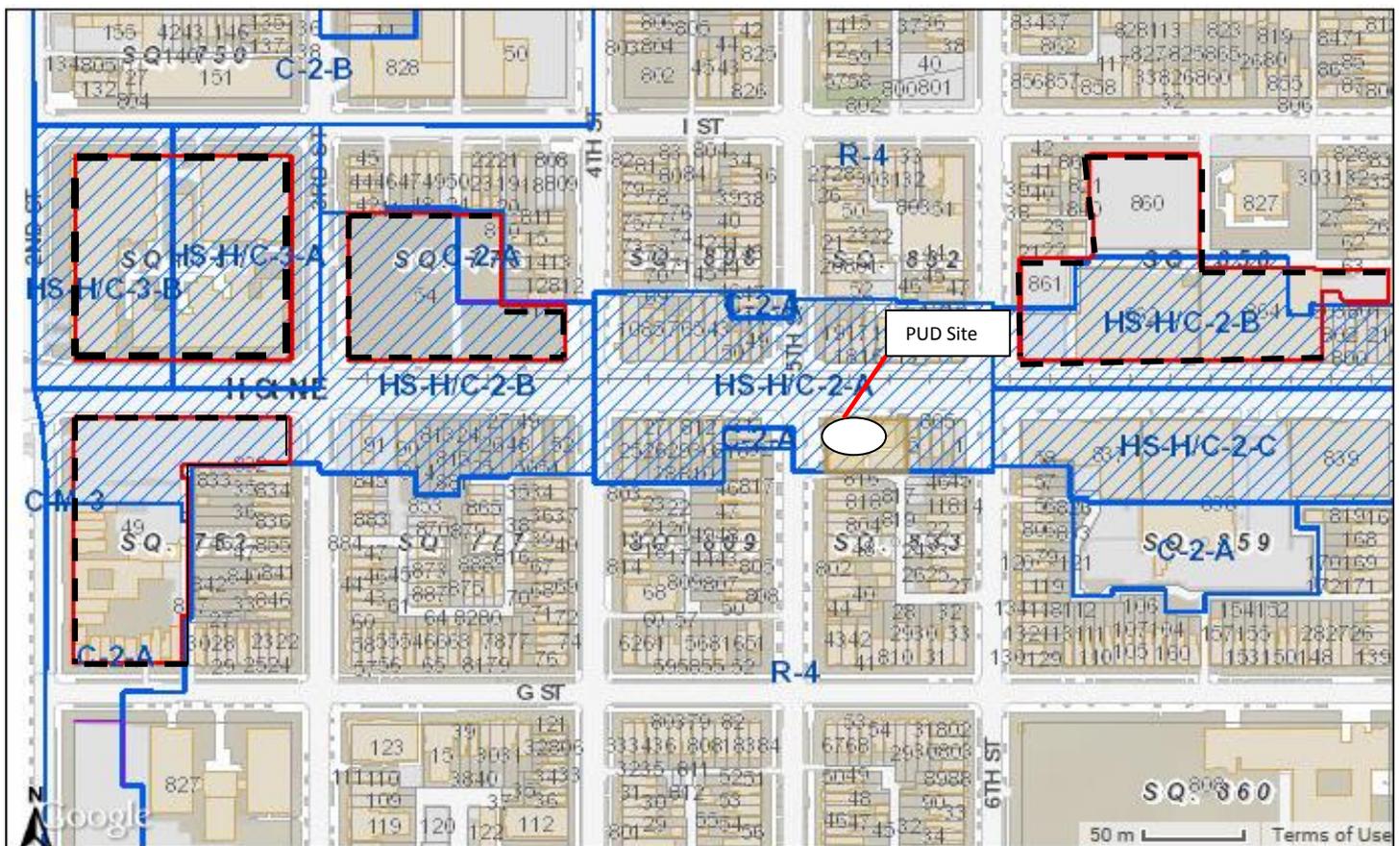
OP informed the applicant that the following information should be provided prior to the public hearing:

- *Additional architectural detail and perspectives of the project's relationship with existing development including street level views.*
- *Discussion of the parking, its impacts on the surrounding neighborhood and the building's inclusion/exclusion in DDOT's RPP program, and*
- *A refined amenities package commensurate with the requested flexibility.*

II. SITE and AREA DESCRIPTION

The site, located on the southeast corner of the intersection of H and 5th Street NE, is currently developed with a single story commercial office building, which was the former location of the H Street Community Development Corporation. The property is within the Housing District of the H Street Neighborhood Overlay. A vibrant mix of residential, retail, service and arts uses line the H Street corridor, supported by an accessible transportation network. Several bus routes traverse the corridor. Union Station, which is the hub of Amtrak, the Circulator Bus and interstate bus lines, is within walking distance to the west. In the near future the H Street/Benning Road Streetcar line will be operational. The site is among several large-scaled PUDs to the east and west, shown in dashed lines in the map below.





Location and Zoning Map

III. PROPOSAL

The applicant, Jemal’s CDC, LLC has petitioned the Zoning Commission for a consolidated PUD and related map amendment from the HS-H/C-2-A to the HS-H/C-2-B District to permit redevelopment of the lot consisting of:

- A contemporary mixed-use building expressed through its cast stone masonry and steel façade with decorative lintels. (Plans¹ – pg. 19)
- 85% lot occupancy (retail) and 74% (residential); (Plans – pg. 4)
- 4.40 FAR, with a combined gross floor area of 52,941sf (cellar included) of which 29,725 square feet would be dedicated to residential uses and 13,482 square feet to cellar, ground and first floor retail use. The proposed FAR is greater than what would be permitted in the base C-2-A zone (2.5 max: 3.0 w/IZ) but is less than the 6.0 FAR permitted under the C-2-B PUD (w/ IZ bonus);
- Varied building height from 17 feet at the rear to reflect the lower scale of the residential row homes beyond the alley to the south of the site, to a maximum height of 77 feet at the H Street frontage; (Plans – pg. 19)
- 26 apartment units (+/- 3) with no less than 8% gross floor area to residents at 80% AMI, consistent with Inclusionary Zoning requirements, with a mix as follows: (Plans – pg. 16)

Unit Type	Number / Floor	% of Total	Affordable
Jr. One Bedroom	1 /6 th Floor	4%	Not yet assigned
One Bedroom	21 /3,4,5, 6 th Floors	81%	Not yet assigned
Two Bedroom	3 /3,4,5 th Floors	12%	Not yet assigned
Three Bedroom	1 /3 rd Floor	4%	Not yet assigned
Total	26	100%	

- 7 surface parking spaces would be provided at the rear² and 10 bicycle spaces would be located

¹ All references to “ Plans” include the Applicant’s submitted plans dated July 31, 2014, Exhibits 4A1 and 4A2 of the record.

² The allocation to either residential or retail uses has not been finalized and will be clarified at the public hearing.

inside the cellar area of the building (Plans- pg. 11). One of the seven spaces would have an electric charging station. Six spaces would be compact spaces, two of which would be regulated to accommodate truck turning events in the residential loading area during the day time. (Plans- pgs. 12 & 32).

- Trash would be stored and collected from the southwest corner of the building at 5th Street.
- The project satisfies the minimum GAR score for the zone (0.30) and is anticipated to be LEED certified.

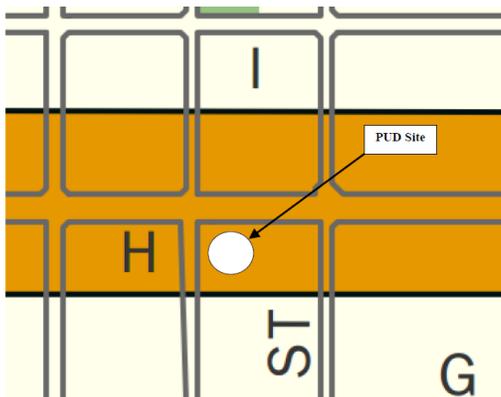
Flexibility from the loading, parking, and H Street Overlay requirements and some design features are highlighted in Section V of this report

Sustainable benefits of the project would include provisions of a green roof, green wall and on-site storm water management. The applicant and the ANC are in discussions to refine an amenity package prior to the public hearing.

IV. COMPREHENSIVE PLAN AND PUBLIC POLICIES

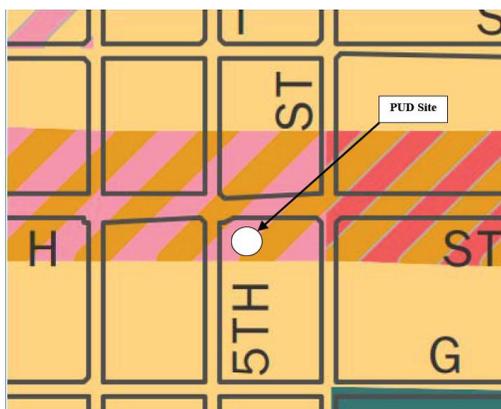
The proposed PUD must be not inconsistent with the Comprehensive Plan and with adopted public policies (§ 2403.4). The development proposal is not inconsistent with the Future Land Use and Generalized Policy Maps and would further objectives of the Land Use, Transportation, Housing, Economic Development, Urban Design and Capitol Hill elements and their related policies.

A. Comprehensive Plan Generalized Policy Map



The Generalized Policy Map locates the subject site within a main street mixed use corridor. This type of corridor is a traditional commercial business corridor with a concentration of older storefronts along the street. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.

B. Future Land Use Map



The map indicates that the property is within a mixed land use category of Moderate Density Commercial and Medium Density Residential. This proposed map amendment to the C-2-B District and the proposed density are not inconsistent with this designation, while mixed-use developments are permitted and encouraged in most commercial areas. Retail office and service businesses would be the predominant commercial uses.

C. Comprehensive Plan Policies and Objectives

Land Use Element

- *The city's aging building stock still requires refurbishment and replacement. The renewed popularity of city living generates the need for more housing and new amenities. 300.4*
- *Land use changes have the potential to make the city more vibrant, economically healthy, exciting, and even more environmentally sustainable than it is today. 300.5*
- *Fully capitalizing on the investment made in Metrorail requires better use of the land around transit stations and along transit corridors. 306.2*
- *Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:*
 - *A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;*
 - *A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;*
 - *A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; 306.4*

The proposed mixed use development would enable future residents to capitalize on the location's proximity to several transit options, and would help to address the District's housing demand. It would also contribute to the transformation of this section of the H Street corridor.

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District's Medium and High-Density residential areas. Limit the encroachment of large scale, incompatible commercial uses into these areas, and make these areas more attractive, pedestrian-friendly, and transit accessible.

The proposed residential building is on the main line of many Metro bus routes, as well as along a future street car line. The multifamily building would add new residents to support existing smaller-scale commercial businesses, as well as new local business opportunities, which are locating to this vibrant corridor.

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects which improve the visual quality of the District's neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements.

The redevelopment of the site would add to the beautification of the neighborhood. The applicant intends to collaborate with DDOT's Public Space Committee to "ensure adequate improvements to the adjacent streetscape and public alley." (*Application Statement – August 5, 2014 pg. 21, para. 1*)

Transportation Element

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.

The proposed building would have secure bicycle parking areas in the cellar, including shared bike racks for employees and residents.

Housing Element

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.

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.

The proposal would include 26 new residential units where none currently exists.

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 stations.

The subject property is located in a walkable location and is well served by various forms of transportation. Its walk score is 91 out of a possible 100 points, defined as “Walker’s Paradise, Daily errands do not require a car.”³

Environmental Protection Element

Policy E-2.2.3: Reducing Home Heating and Cooling Costs

Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them.

Policy E-3.2.1: Support for Green Building

Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.

The applicant is proposing a LEED certified building that would include a green roof and a green wall, as well as water and energy efficient systems that would benefit both the residents of the building and community as a whole. OP encourages the applicant to strengthen the LEED rating in support of the District’s sustainability goal of meeting net-zero energy use standards for new construction projects ([Sustainable DC – Built Environment – Goal 4](#)).

Urban Design Element

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.

Policy UD-2.2.4: Transitions in Building Intensity *Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood.*

The proposed density, height and sculpting of the massing of the project are consistent with new development in the neighborhood. The applicant has attempted to address the lower density row dwellings by reducing the height of a portion of the building on the 5th Street frontage to 17 feet consistent with the height of the existing row homes.

³ <http://walkscore.com>

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.

The development has a visually appealing design at the retail level, which would complement the newer buildings of similar scale. OP requests that the applicant provide refined drawings with additional details, particularly at the pedestrian level, and as may be requested by the Commission.

Policy UD-2.2.6: Maintaining Facade Lines

Generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic facade line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.

Generally, the building maintains established façade lines at the pedestrian level and complements the established rhythm along the street. The proposal relocates the façade in line with other buildings in the square to provide a better pedestrian experience on the otherwise narrow sidewalk along upper H Street. At this location however, the sidewalk is wide at the corner and the building would include an entrance to anchor the corner at H and 5th Street.

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. Bus shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel.

The adjacent public space has a wider sidewalk than most of H Street and this enhances pedestrian movement at this location. Space is allocated to bicycle parking and tree planting. All parking and loading areas would be accessed through the east-west alley at the rear so as not to conflict with pedestrian movement.

Policy UD-3.1.7: Improving the Street Environment

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

The development would have ground floor retail uses with clear glass with the possibility of outdoor seating areas that would not conflict with the wide pedestrian right-of-way at the 5th Street frontage.

Economic Development Element:***Policy ED-2.2.3: Neighborhood Shopping***

Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites.

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.

The proposal would develop an underutilized site with a mixed-use building providing new housing and 13,482 sf of modern retail space directly accessible from the sidewalk. The additional FAR requested for retail purposes would enhance the commercial vitality of H Street.

Capitol Hill Area Element

The Comprehensive Plan places the property within the Capitol Hill Area Element and describes the area as being developed with a mix of residential and small scale commercial uses. It anticipates that future development be directed to the H street corridor which is already zoned for commercial use and where redevelopment could reinforce the fabric of the neighborhood and provide needed housing and retail services. The policies generally recommend that residential use be retained and enhanced by new housing. The proposed development is not inconsistent with the area element.

Policy CH-1.1.3: Upgrading Commercial Districts:

Reinforce and upgrade the major commercial districts of Capitol Hill, including the H Street and Benning Road corridors.

Policy CH-1.1.9: Conversion of Non-Residential Structures:

Allow the conversion of obsolete or vacant non-residential structures (including schools, churches, warehouses, and institutional uses) to housing, provided that important architectural resources are conserved and the resulting development is consistent in density with surrounding uses. 1508.1

Policy CH-2.1.2: Clustering of Retail

Recognize that the existing supply of retail space on the H Street NE corridor may exceed demand, and that retail development should therefore be clustered on the 700-1100 blocks. 1511.7

This project would support these policies through the anticipated upgrade of this important commercial district, enabling the conversion or redevelopment of underutilized non-residential structures and significantly adding valuable retail square footage within one development.

V. ZONING

The following table compares the matter of right standards of the underlying C-2-A and the C-2-B district, with the C-2-B/PUD proposed for the project.

Standard	C-2-A	C-2-B	C-2-B/PUD	Proposed	Flexibility
Area (sf.)	9,813	-	9,813	9,813	Requested
Height (ft.)	50	90	90	75	
Lot Occupancy %					
Retail	100%	100%	100%	85%	
Residential	60%		80%	74%	
FAR (max.)	2.5	3.5	6.0	4.4	
Residential		3.5	6.0	3.03	
FAR Non Residential	1.5	1.5	2.0 (non res.)	1.37	
FAR Non Residential (H St - § 1321.2)	0.5	0.5	0.5	1.37	Requested
GFA (sf) residential	-	-	-	29,725	
GFA (sf) retail				13,482	
Number of units	-	-	-	26	
IZ	10 % of gfa of res. use	8% of gfa of res. uses	8% of gfa of res. uses	2,378 sf	
Rear Yard (ft.): 15 ft. min.	15'	15'	15'	6 ft	
Parking (spaces) residential	1 per 2	1 per 3 du	1 per 3 du	9	Requested
Parking (spaces) retail in xs of 3,000 sf	1 per 300 sf gfa -	1 per 750 sf 14	1 per 750 sf 14	14	Requested
Parking § 2115.2 – 25 spaces/compact space				8 spaces with 6 compact spaces	Requested
Loading berth residential (ft. deep)	1@ 55	1@ 55	1@ 55	None	Requested
Loading berth retail	1@30	1@ 30	1@ 30	1@24	
Loading platform residential (sf)	1@200	1@200	1@200	None required	
Loading platform retail		1@100	1@100	1@100	
Delivery space residential (ft. deep)	1 @ 20	1@ 20	1@ 20	None	Requested
Delivery space retail		1@20	1@20		

FLEXIBILITY

As highlighted on the table above, the Applicant has requested flexibility from several zoning requirements under the provisions of § 2405.7.

FAR

Although the C-2-B PUD permits a maximum non-residential FAR of 2.0, the HS-H Sub-district's non-residential FAR may not exceed 0.5. The proposal dedicates 1.37 FAR to retail uses. The additional retail space would support retail options beneficial to the neighborhood and is intended to provide more of the preferred uses prescribed by the HS Overlay.

PARKING

The lot's size and width limit the ability to provide the required off-site parking spaces. Therefore, flexibility is being requested from the 25-parking space requirement for the provision of compact spaces. In this instance, 8 spaces would be provided on the rear surface lot, and 6 of those would be compact spaces. The applicant informed OP that according to DDOT, the 500 block of H Street is RPP eligible (Zone 6 RPP). However, no RPP zones exist around the perimeter of the site. The H Street frontage is metered and the 5th Street frontage is marked for on-street loading. The applicant is contemplating whether to block the address from RPP (i.e. residents who apply for RPP will be in violation of their lease) to minimize parking impacts. This aspect would be addressed in further detail at the public hearing.

LOADING

The Applicant requests flexibility in its design to provide 1, 24-foot berth for residential use, with on-street loading from 5th Street in the existing loading zone, which now accommodates 2, 30-foot trucks. DDOT has provided initial agreement to this aspect of the proposal. Additional information would be provided at the public hearing regarding this preference.

REAR YARD

The proposed design does not provide for the required 15-foot rear yard for the entire development. To satisfy this requirement would mean a substantial loss of retail space and viable area for the building as a whole, as the lot is only 79 feet in width/depth. To maintain a 15-foot rear yard, the width of the building would be substantially reduced to a minimum of 64 feet, which would be difficult to satisfy other meaningful features of the development.

AREA

Section 1326.2 of the HS Overlay requires a minimum area of 10,000 square feet of land area for a PUD development. The existing property is 187 sf less than required. OP believes flexibility can be granted from this requirement in order to achieve an improved product over a matter-of-right development.

Additional Flexibility

The applicant has listed additional items where flexibility might be warranted as the design is finalized prior to construction, including variations of:

1. The requested range in the number of units, 26 units +/- 3;
2. Location and design of interior components;
3. The number of LEED elements but not below the LEED certified equivalent rating under LEED 2009;
4. Exterior materials selection within the color ranges and types as proposed;
5. The final selection of all exterior signage to the building; and
6. Variation in the location and design of the ground floor components.

OP expects the applicant to provide further analysis of the flexibility elements prior to the public hearing.

H Street Overlay Design Requirements § 1324

The design requirements are highlighted as follows:

1324.2 *Buildings shall be designed and built so that not less than seventy-five percent (75%) of the streetwall(s) to a height of not less than twenty-five feet (25 ft.) shall be constructed to the property line abutting the street right-of-way. Buildings on corner lots shall be constructed to both property lines abutting public streets.*

The proposed design satisfies this requirement.

1324.3 *New construction that preserves an existing façade constructed before 1958 is permitted to use, for residential uses, an additional 0.5 FAR above the total density permitted in the underlying zone district for residential uses.*

The existing structure is a post 1958 structure. The proposal does not include any of the existing building's façade.

1324.4 *In C-2 Districts within the HS Overlay District, a seventy percent (70%) residential lot occupancy shall be permitted.*

Under § 1326.3, a maximum residential lot occupancy of 75% (with IZ bonus) is permitted under the C-2-A base Zone and up to 80% within a C-2-B base zone. The project would be built at 74% lot occupancy for its residential component under the PUD.

1324.5 *For the purposes of this Section, the percentage of lot occupancy may be calculated on a horizontal plane located at the lowest level where residential uses begin.*

The residential uses starting at the third floor occupies 74% lot occupancy. (Plans – pg. 14)

1324.6 *For the purposes of § 1324.5, "residential uses" includes single-family dwellings, flats, multiple dwellings, rooming and boarding houses, and community-based residential facilities.*

Apartment units are proposed for residential uses.

1324.7 *Parking structures with frontage on H Street, N.E., Florida Avenue, N.E., Maryland Avenue, N.E., 13th Street, N.E., 14th Street N.E., or 15th Street, N.E. shall provide not less than sixty-five percent (65%) of the ground level frontage as commercial space.*

No below grade parking structure is proposed.

1324.8 *Each commercial use with frontage on H Street, N.E., Florida Avenue, N.E., Maryland Avenue, N.E., 13th Street, N.E., 14th Street, N.E., or 15th Street, N.E. shall devote not less than fifty percent (50%) of the surface area of the streetwall(s) at the ground level of each building to display windows having clear or clear/low-emissivity glass, except for decorative or architectural accent, and to entrances to commercial uses or to the building.*

This requirement is satisfied as proposed.

1324.9 *Security grilles shall have no less than seventy percent (70%) transparency.*

1324.10 *Each commercial use with frontage on H Street, N.E., Florida Avenue, N.E., Maryland Avenue, N.E., 13th Street N.E., 14th Street, N.E., or 15th Street, N.E. shall have an individual public entrance directly accessible from the public sidewalk. Multiple-dwellings shall have at least one (1) primary entrance on H Street directly accessible from the sidewalk.*

An individual commercial entry and a residential lobby entry would be accessible from H Street.

- 1324.11 *Buildings shall be designed so as not to preclude an entrance every forty feet (40 ft.) on average, for the linear frontage of the building, excluding vehicular entrances, but including entrances to ground floor uses and the main lobby.*
- The building has been designed to satisfy this requirement. Three entrances are provided for the 122 foot linear frontage, as shown in the plans. (Plans – pg. 12)
- 1324.12 *The ground floor level of each new building or building addition shall have a uniform minimum clear floor-to-ceiling height of fourteen feet (14 ft.) if the building fronts H Street, N.E:*
- The floor to ceiling height requirement would be satisfied (Plans – pg. 21)
- 1324.13 *Buildings subject to § 1324.12 shall be permitted an additional 5 feet (5 ft.) of building height over that permitted in the underlying zone.*
- The proposed height of the building is 75 feet, which is below the maximum height permitted under the C-2-B PUD standard.
- 1324.14 *Projection signs shall have a minimum clearance of eight feet (8 ft.) above a sidewalk and fourteen feet (14 ft.) above a driveway, project no more than three feet, six inches (3 ft., 6 in.) from the face of the building, and end a minimum of one foot (1 ft.) behind the curbline or extension of the curbline.*
- Projection signs shown on the renderings (Plans- pg 9, and 21) are shown at 11 feet above the sidewalk. OP anticipates that these requirements would be further reviewed when final plans are submitted, including at building permit review.
- 1324.15 *Façade panel signs shall not be placed so as to interrupt windows or doors and shall project no more than twelve inches (12 in.) from the face of the building.*
- No façade panel signs are observed beyond the building’s address numbers on the H Street frontage. This requirement would be addressed further at the building permit stage.
- 1324.16 *Roof signs are prohibited.* – No roof signs are shown.

VI. PUD EVALUATION STANDARDS

The applicant is requesting that the proposal be reviewed as a consolidated PUD. The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24.

§ 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” This will allow the utilization of the flexibility stated in § 2400.2.

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

The proposed development will be constructed on a site which served a former office use. The development would add to the District’s housing stock and complement the revitalization of a vital arterial in the District. OP will request agency comments from other District agencies, including the District Department of Transportation (DDOT), the Department of Public Works (DPW) and DC Water.

PUBLIC BENEFITS AND AMENITIES

§ 2403.9 address the requirement for public benefits and amenities as follows:

“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

(a) Urban design, architecture, landscaping, or creation or preservation of open spaces

The design attempts to address the revitalizing neighborhood’s character with respect to the building’s materials and its frontage on H Street. The transition of the building’s height attempts to minimize the apparent height of the building and acknowledge the residential homes to the south. The design and material is atypical of other mixed-use buildings under construction on the corridor, as it is a smaller brick and cast stone construction, without elaborate rooftop amenity spaces.

(b) Site planning, and efficient and economical land utilization

The site is rectangular in shape and smaller than most of the surrounding PUD sites, just under 10,000 square feet. The proposed design maximizes the limited site area, effectively satisfying most of the bulk and yard requirements under the PUD, as well as the design requirements of the H Street Overlay. As designed, the proposed apartment units would be assured adequate light and air and the setbacks would ensure that the bulk of the building is directed to the H Street frontage. Its efficient planning also provides for a minimal amount of on-site parking, in recognition of the variety of transportation choices that is available at this location. The redevelopment for this underutilized non-residential structure would significantly add valuable retail and residential square footage within one development.

(c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts.

The applicant’s statement indicates that a preliminary traffic analysis concluded that the proposal would not have any appreciable adverse traffic impacts on the local area. While eight (8) on-site parking spaces would be provided, this location is immediately accessible by bike, bus and other vehicular transportation modes easily accessed by electronic devices. The site is pedestrian-accessible to Union Station, a main transportation hub to the southwest of the property. DDOT’s comments would be presented at the public hearing regarding the traffic analysis provided by the applicant.

(d) Historic preservation of private or public structures, places, or parks

There are no applicable historic elements to be considered at this site.

(e) Housing and affordable housing

The applicant has committed to approximately 26 new residential units, to be located in floors 3 through 6. Affordable housing would be provided according to the IZ requirement of 8% of gross floor area of residential uses. The area requirements would be refined prior to the public hearing.

(f) Social services/facilities

No social services are to be provided by this proposal.

(g) Environmental benefits:

The proposed development provides some environmental benefits and includes landscaping, energy efficiency and alternative energy sources, methods to reduce stormwater runoff, and green engineering practices, including a 3,614 sf green roof and 96 sf green wall. OP encourages the applicant to pursue a LEED rating beyond the certification proposed and anticipates improvement prior to the public hearing.

(h) Uses of special value to the neighborhood or the District of Columbia as a whole;

The amenity package is not fully developed to date as the applicant is continuing to work with Advisory Neighborhood Commission ("ANC") 6C in this aspect. Additional details will be provided prior to the public hearing.

The applicant has also committed to working with DDOT’s Public Space Committee to finalize public space improvements and usage in accordance with their standards.

The table is OP’s categorization of proposed items to date:

Applicant’s Amenities/Benefits	Required	Mitigation	Public Benefit	Project Amenity
New Housing and retail	X		X	X
Contextual Arch/Urban Design	X		X	
Environmental Benefits	X		X	
More bicycle spaces than required		X		X
Restricting RPP participation (in question)			X	X
Electric car charging station			X	X
Loading Management		X		

VII. AGENCY REFERRALS AND COMMENTS

Prior to a public hearing, the application will be referred to the following District agencies for review and comment:

- District Department of Transportation (DDOT);
- DC Water; and the
- District Department of Public Works (DPW)

VIII. COMMUNITY COMMENTS

The applicant is working with ANC 6C to produce an amenities package.

IX. CONCLUSION

The proposed PUD is not inconsistent with the Comprehensive Plan and OP recommends the application be set down for public hearing. OP will continue to work with the applicant to respond to any Commission requests for additional information prior to the public hearing.