



**TO:** District of Columbia Zoning Commission  
**FROM:** Jennifer Steingasser, Deputy Director- Development Review & Historic Preservation  
**DATE:** February 28, 2014  
**SUBJECT:** Preliminary Report – ZC 13-12 – Consolidated and Preliminary PUD at 1333 M Street, SE, with Associated Map Amendment

**I. OFFICE OF PLANNING PRELIMINARY RECOMMENDATION**

The Office of Planning (OPP) recommends the Zoning Commission schedule a public hearing on this application for Consolidated and Preliminary PUD, with a related map amendment from M to C-3-C.

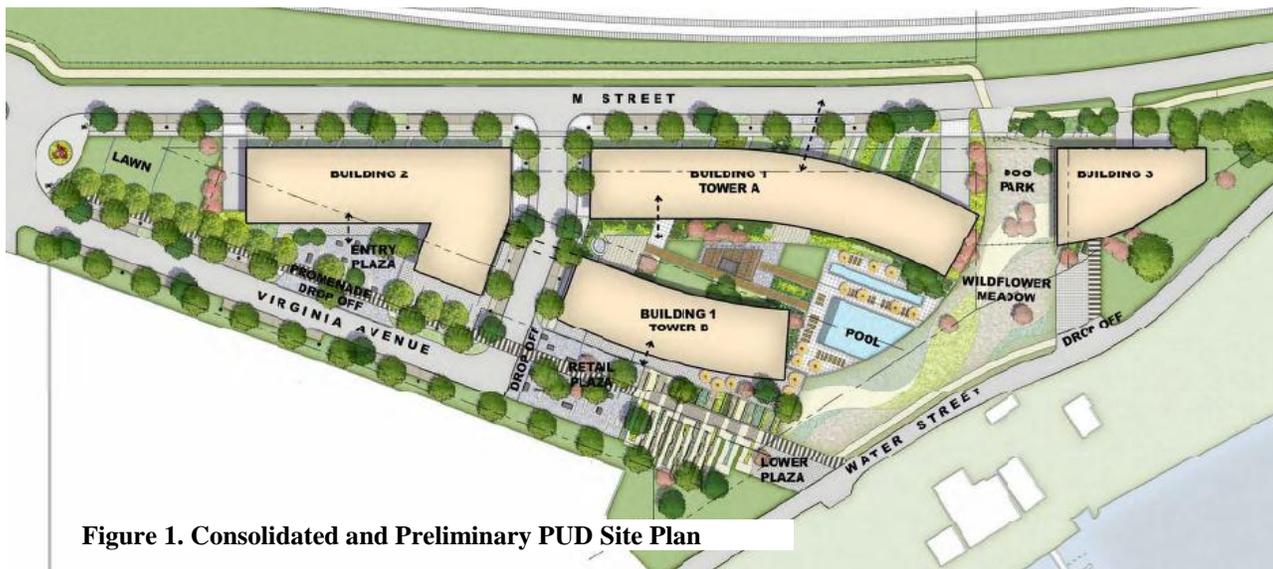
The proposed project at the foot of Virginia Avenue in near Southeast Washington would be:

- Not inconsistent with the Comprehensive Plan’s Future Land Use Map (FLUM), which shows the site as being suitable for medium density housing and institutional uses;
- Not inconsistent with the Comprehensive Plan’s Generalized Policy Map (GPM), which designates the site as one where land use change is expected and encouraged;
- Consistent with the Anacostia Waterfront Framework Plan’s proposals, which envisions a mixed use project on the site, with extensive open space and connections between Virginia Avenue and the waterfront.

Relief would be required for varying roof structure heights, rear and side yards, open courts, loading berth lengths, locating parking for one building on a different theoretical lot, and length of consolidated PUD approval.

If the application is set-down, additional information will be needed before the public hearing on the items listed in Section VIII, pages 21 and 22.

**II. APPLICATION SUMMARY**



**Figure 1. Consolidated and Preliminary PUD Site Plan**



1333 M Street SE, LLC / Cohen Companies, seeks approval of

- A Consolidated PUD for Building 1, Tower A, in the above site plan illustration, with interim landscaping and surface parking on the future site of Building 2;
- A Preliminary Planned Unit Development (PUD) for the remainder of the site, permanent site improvements, and the consolidation of all parking in below-grade structures;
- A related map amendment for the 2.92 acres site from M (high intensity industrial) to C-3-C (high density mixed use).

The proposed project would be located on the western side of the Anacostia River in Near Southeast Washington, upriver from the 11<sup>th</sup> Street bridges and adjacent to the Maritime Plaza complex. The generally triangular site is on a thirty-foot-high bluff overlooking the river and is bordered by the unimproved right of way of Virginia Avenue SE, M Street SE and the right of way of Water Street, SE. The site includes Square 1025-E Lot 802, Square 1048-S Lots 1, 801 and 802, and Reservations 129 and 299. Three theoretical lots would be configured for the development of the PUD. The applicant is the owner of all of the property.

The property is zoned M, which permits no residential uses. Consequently, the applicant is requesting an associated map-amendment to C-3-C to permit residential use. The completed project would include three high-rise residential towers containing approximately 673 dwelling units of approximately 800 square feet on average, below grade parking for at least the minimum number of parking spaces required by the zoning regulations, a private road between Virginia Avenue and M Street, and approximately 10,000 square feet of retail space. Because one of the towers would be developed in two-phases and connected above grade, the three towers would read as four towers from a distance.

The overall PUD's proposed 4.14 FAR and 45 % lot occupancy would be significantly less than the 6.0 FAR and 100% lot occupancy permitted in the M zone either by-right or as a PUD, and less than the 6.5 FAR and 100 % lot occupancy permitted a by-right C-3-C development. The applicant has applied for a C-3-C PUD not only to deliver the residential uses not permitted in the existing M zone, but also to achieve 91 to 110 foot building heights, which could not be realized under a by-right M zone's 90 foot height limit.

Parking would be entered from M Street for all buildings. Loading would be entered from a private street between M Street and Virginia Avenue. Residential drop-off would be from Virginia Avenue for all but the final-phase building, which the applicant currently proposes to enter from a new curb cut on Water Street.

The applicant will be constructing extensive roadbed and roadway improvements to Virginia Avenue and M Street in order to gain access to the site. These could be considered as both public benefits and as mitigation. OP and DDOT are working with the applicant to achieve other services that would constitute both amenities and mitigation to address the location's distance from transit services until projected future streetcar service to the general area.

The project amenities, public benefits, and proffers are oriented toward the creative design and use of public and private open spaces, including a rebuilt bike trail on a portion of M Street, S.E; stormwater sustainability elements and water features that are also educational tools; public and publicly-accessible plazas; and a grand and innovative landscape design that would provide a publicly-accessible connection down the 30 foot bluff between the end of Virginia Avenue, S.E. and Water Street, S.E., adjacent to the river.

Both the market rate and IZ residential uses at this location would contribute positively to several public objectives and would be a public benefit because they could not be constructed under the existing zoning.

However, the applicant has not listed the affordable units as a proffer because the affordable square footage would be only what is required by zoning.

Residents' amenities would include a pool, a dog park, an exercise room, a community room and extensive open space and landscaping.

**Table 1: Existing and Proposed Zoning, Development Potential, and Proposed Development.**  
 (Based on applicant's summary figures).

Site: 127,499 SF 2.94 acres	Permissions and Requirements			Proposed by Applicant		
	Existing M	C-3-C By-Right	C-3-C PUD	C-3-C PUD Proposals (Range of all buildings)		
Zone	Potential	Potential	Potential	Proposed	Difference from M By- Right	Compliance and Notes
Height (Ft.)	90	90	92 – 130	90 – 110 ft. 9-11 stories	Up to 20 feet higher	Complies. 20 feet less than permitted.
Total FAR	6	6.5	8	4.13	- 1.87	Complies. Density significantly less than permitted by-right or with C-3-C PUD
Lot Occupancy (%)	100	100	100	45	- 55%	Complies. Significantly more open space than required
Total SF	764,944	828,744	1,019,992	527, 861	- 237,083	Complies. 492,131 < C-3-C PUD max.
Res. Units, @ 800 gsf (ave. gsf = residential sf divided by # of units in proposal)	Residential prohibited	1,003 units	1,275 units	517,491 SF;  673 units	673 units	Brings residential to waterfront location where now prohibited
Affordable (IZ)Units @ ave. 800 gsf	Not applicable	Approx.. 83  (8%)	Approx.. 102 (8%)	41,400 sf of total res. sf;  approx. 52 of 673 units  (8%)	None required or permitted by existing zoning	Complies. Provides IZ's required 8% @ 80% AMI.

<b>Site: 127,499 SF* 2.94 acres</b>	<b>Permissions and Requirements</b>			<b>Proposed by Applicant</b>		
<b>Non-Res. SF (retail &amp; res. Amenity)</b>	764,944	~~~~	~~~	10,370 retail	Up to 754,574 less	Complies. Include residential amenity and retail space.
<b>Parking, residential</b>	Not applicable	0.25 / unit = 251	0.25/unit = 319	169 required 212 proposed	Not applicable	Complies. 43 more than required
<b>Parking, non- residential</b>	954 – 2,540	414 - 1101	509 - 1356	11 required; 7 provided for retail	Up to 2,537 fewer	Complies.

The applicant has told OP that it will provide bicycle parking at the required ratio of 1 space for every three dwelling units, but had not filed this information at the time this report was submitted. OP will work with the applicant to ensure that clarifications of any minor dimensional discrepancies and calculations are submitted prior to a hearing.

### III. ZONING FLEXIBILITY

The applicant is seeking zoning flexibility from:

- Roof Structure Requirements of §§ 411.2 and 770.6(b) to permit varying roof structure heights on Building 1A of the Consolidated PUD and Buildings 1B and 2 of the Preliminary PUD. Post-filing roof plan changes eliminated any the need for setback relief;
- Loading Requirements of §2201.1 to provide residential loading berths with lengths of thirty-feet rather than fifty-five feet for Building 1 of the Consolidated PUD, and for Buildings 2 and 3 of the Preliminary PUD;
- Required Parking Locational Requirements of § 2116 to locate parking for Building 3 on theoretical lot 3 within the garages on theoretical lots 1 and 2.
- Chapter 24’s two-year expiration date on PUD approvals, in order to have the Conslidated PUD remain valid for three years from the effective date of an order.

It appears that the relief may be necessary from the following regulations, depending on the applicant’s clarification of certain dimensions:

- Open Court requirements of § 776, to provide one narrower than required court in Building 2 of the Preliminary PUD;
- Rear Yard Requirements of § 774, to provide a shallower than required yard for Buildings 2 and 3 of the Preliminary PUD;

The applicant is also requesting flexibility to provide a range of residential unit numbers, to vary the design of interior components, to vary the number and location of parking spaces without providing fewer than are required by zoning, and to vary somewhat the final selection of exterior materials without reducing their quality, and to make minor refinements to exterior details and dimensions.

#### IV. COMPREHENSIVE PLAN ANALYSIS

As Figures 2 and 3 indicate, the site is not inconsistent with both the Comprehensive Plan Future Land Use Map (FLUM) and the Generalized Policy Map. The FLUM indicates the now-industrially zoned site is suitable for medium density housing and institutional uses. The proposed project's 4.14 FAR, of which 98% would be residential, is not inconsistent with a medium density land use designation. Although the up-to 11-story height of some of the buildings does exceed typical 8-story medium density heights, the heights enable the applicant to achieve a density consistent with the medium density category while providing lot coverage comparable to low and moderate density developments. This enables the development to be more permeable and to provide open space near the waterfront.

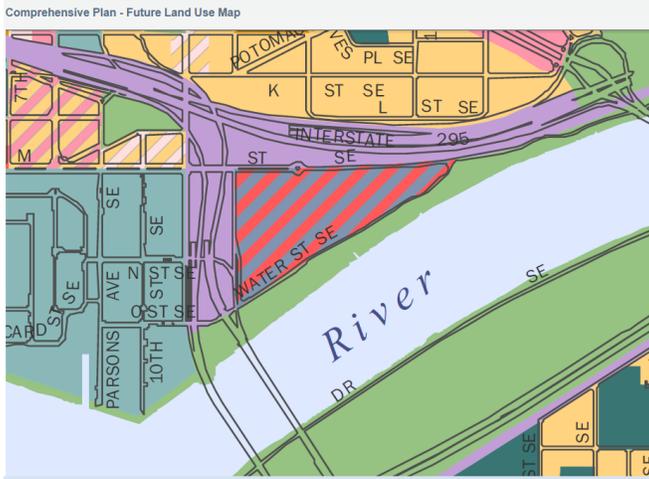


Figure 2. Comprehensive Plan Future Land Use Map

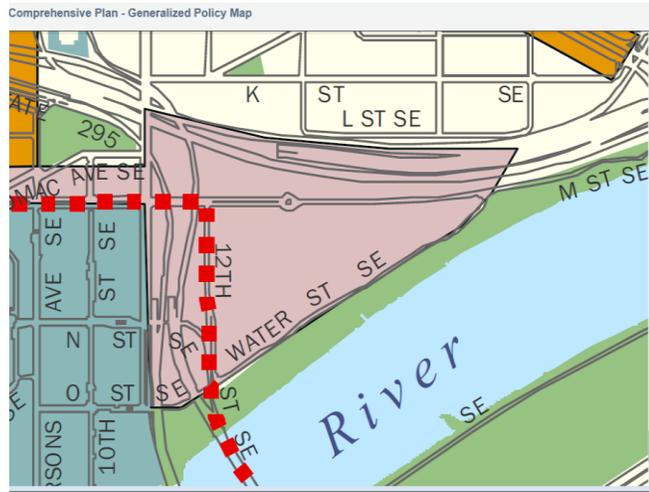


Figure 3. Comprehensive Plan Generalized Policy Map

The Policy Map indicates that a change in land use is expected and encouraged; the proposed project would introduce residential uses to a site where it is now prohibited.

The project would also be consistent with the Anacostia Waterfront Framework Plan's objectives, which, for the last decade, have envisioned a mixed-use project on the site that would connect Virginia Avenue east of 11<sup>th</sup> Street, SE with the waterfront, and provide extensive publicly accessible open space.

The proposed project is not inconsistent with the Housing Element's emphasis on Balanced Growth and Mixed Use Development (Policies H-1.1.3 and H-1.1.4).

By promoting greater access to the waterfront from both near Southeast and Capitol Hill, activating the spaces comprising the waterfront connections, restoring urban patterns that extend the L'Enfant Plan, and providing over 600 housing units, the project and its site plan would promote both the Urban Design Element's and the Lower Anacostia Waterfront/Near Southwest Element's policies UD 1.3 and AW 2.3 and the creation of a mixed-use neighborhood between the Anacostia riverfront and Interstate 395/295.

The introduction of over 600 housing units to the site would contribute to the Housing Element's H-1.1 policies to increase the supply of the District's housing stock, create mixed-use development, and have a balance in the housing supply available to low, moderate and market-rate renters and owners.

## V. COMPLIANCE WITH PUD REGULATIONS

A PUD is the most appropriate vehicle for realizing the Comprehensive Plan’s vision of changing the use of the land from industrial to high-density residential or institutional, and for achieving the waterfront access and liveliness goals of the Urban Design and Lower Anacostia Waterfront/Near Southwest elements.

The 127,499 square foot site size meets the 15,000 square foot minimum site size requirements of § 2502.1(c). With the related map amendment to C-3-C, the 90 to 110 foot buildings would rise less than the permitted 130 feet of height, and the 4.14 FAR would be well under the 8.0 FAR permitted a C-3-C PUD. The 55% lot occupancy is well below the 100% permitted. The number of parking spaces exceeds the number required. All of the requested relief appears to be relatively minor within the overall site plan’s context.

The project is likely to have positive impacts on the surrounding area. Not only would it generate additional housing, jobs and taxes, it would result in significant improvements to the Virginia Avenue, SE and M Street, SE roadways, an improved bike trail, neighborhood-enhancing retail offerings, a connection to the waterfront across land that is now unimproved and topographically challenging, and public access to a range of plazas and landscape features.

## VI. CONSOLIDATED PUD DETAILS

The 2.27 FAR Consolidated PUD would contain 218 residences in a 100-foot high Tower A of Building 1, to which a Tower B wing would be added later as part of the 1<sup>st</sup> Stage PUD. There would be 57 spaces in the underground parking garage and 44 surface spaces until future phases develop additional underground parking space. The consolidated PUD would also have 2,437 square feet of residential amenity space, a terrace adjacent to the entrance and a pathway adjacent to Virginia Avenue, and effectively extending the Avenue’s pedestrian access across the applicant’s property to a 175-foot wide circular lawn and terrace overlooking the river and to be further enhanced in later project stages.

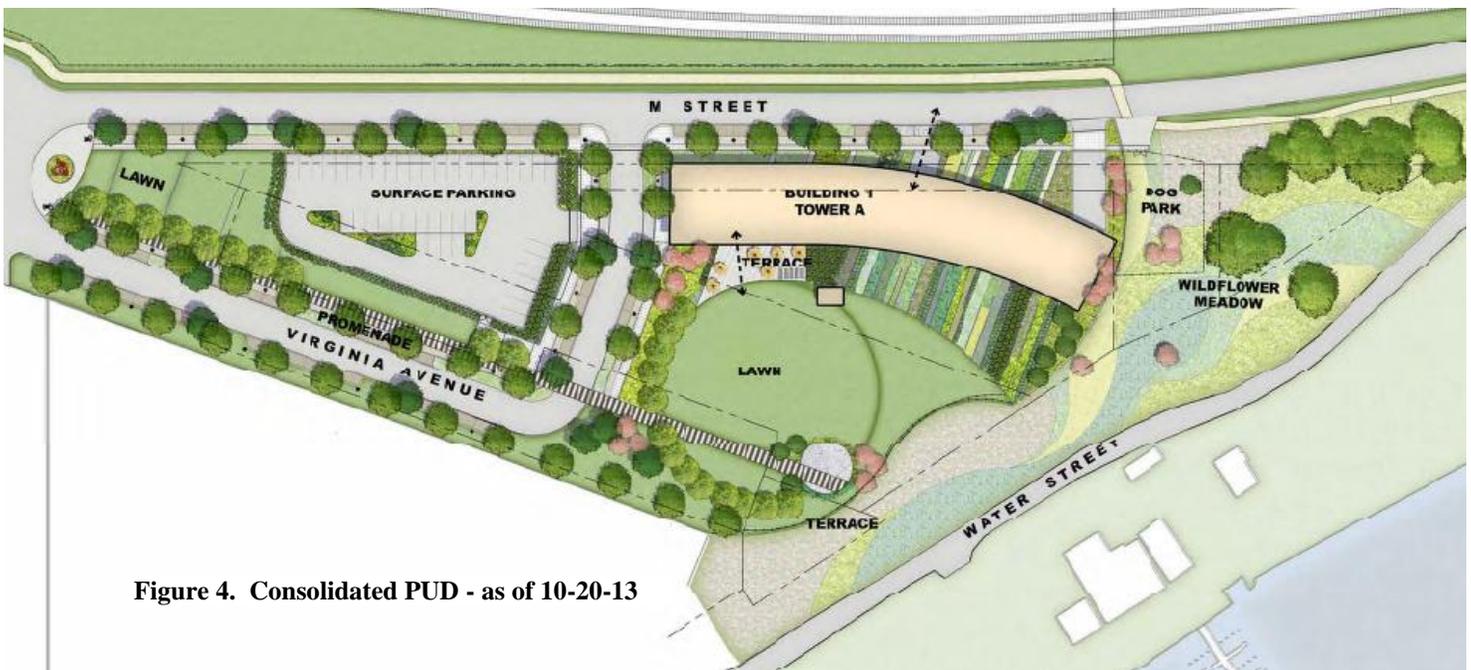


Figure 4. Consolidated PUD - as of 10-20-13

**A. Zoning Analysis of Consolidated PUD**

With the exception the length of the proposed loading berth and the varying height of the roof structure, the consolidated PUD complies with the requirements of a PUD with related C-3-C zoning.

<b>Table 4. Consolidated PUD Bldg. 1, Tower A</b> Theoretical Lot 1 Land Area = 80,128 sf						
<b>Item</b>	<b>M Zone - By Right Max</b>	<b>C-3-C by-right Max</b>	<b>C-3-C PUD Max</b>	<b>Proposed</b>	<b>Required for Proposal</b>	<b>Compliance</b>
<b>Height (ft.) from measuring point</b>	90.0	90.0	130.0	<b>100.0</b>	n/a	Complies.
<b>FAR</b>	6.00	6.50	8.00	<b>2.27</b>	n/a	Complies.
<b>Lot Occ. Of total site (%)</b>	100	100	100	<b>39.8</b>	n/a	Complies.
<b>Total SF</b>	480,768	520,832	641,024	<b>181,911</b>	n/a	Complies
<b>Residential SF</b>	residential prohibited	520,832	641,024	<b>151,584</b>	n/a	Complies.
<b>Res. Units, @ 695 gsf (ave. gsf = res. sf divided by # of proposed units )</b>	residential use prohibited	749	922	<b>218</b>	n/a	n/a
<b>Affordable SF (IZ 8%)</b>	residential prohibited	41,667	51,282	<b>12,127</b>	12,127	Complies with IZ.
<b>Affordable (IZ)Units (approx. @ ave. 695 gsf)</b>	n/a	60	74	<b>17</b>	18	Complies with IZ.
<b>Res. Amenity Space</b>	480,768	520,832	641,024	<b>2,437</b>	n/a	Complies.
<b>Parking total for all uses</b>	599 - 1503	113 - 690	320-851	<b>101</b>	55	Complies.
<b>Parking Residential</b>	residential prohibited	1 per 4 units = approx. 104	1/ 4 units = 128	<b>101</b>	55	Complies. 1: 2.06 units
<b>Parking, Non-res.</b>	n/a	n/a	n/a	<b>n/a</b>	0	Complies.

Item	M Zone - By Right Max	C-3-C by-right Max	C-3-C PUD Max	Proposed	Required for Proposal	Compliance
<b>Loading Residential</b>	residential use prohibited	1 berth @ 55 ft., 1 platform @ 100 sf, 1 service space @20 ft.	Same as C-3-C	<b>1 berth @ 30 ft., 1 platform @ 200 sf, 1 service space @20 ft</b>	Same as C-3-C	<b>Relief required for loading berth length</b>
<b>Loading, Non-Res.</b>	n/a	n/a	n/a	<b>0</b>	0	Complies. All residential
<b>Rear Yard (ft.)</b>	None for first 20 ft. Above 20 feet, greater of 12 ft. or 2.5 in. / ft. of bldg. ht.	If provided, ≥ the greater of 12 ft. or 2.5 in./ ft. of ht.; i.e. 20.3 ft. (or 24' 10 3/4 ")	same as C-3-C	<b>174.5</b>	20.8	Complies.
<b>Side Yard (ft.)</b>	Required only if abutting a R zone, which site does not	If provided, ≥ 2 in. per foot of height i.e. 15 feet (16' 8")	same as C-3-C	<b>69.25</b>	16.7	Complies.
<b>Open Court (ft.)</b>	If provided, the greater of 2.5 in. width / ft. of height or 12 ft.	If provided, ≥ the greater of 15 ft. or 4 in / ft. of ht.	same as C-3-C	<b>n/a</b>	n/a	Complies
<b>Roof Structures</b>	One equal height enclosure with vertical walls ≤ 18.5 ft. setback 1:1 from edge, ≤ 0.37 FAR equivalent. One roof structure permitted per elevator core, or roof level differing ≥ 1 floor.	same as M zone	same as M zone	<b>Height varying from 8 ft. from pergola to 17 ft. 10 in. max.</b>	~~~~~	<b>Relief required for varying heights of roof structures</b>

The applicant has told OP that it will provide bicycle parking at the required ratio of 1 space for every three dwelling units, but had not filed this information at the time this report was submitted. As noted earlier, the applicant will clarify any minor dimensional or numerical discrepancies before a public hearing.

**B. Transportation, Parking and Loading**

The applicant would upgrade the 72-foot wide right of way of M Street, S.E. for the length of the project, and the varying width of the Virginia Avenue, S.E. right of way from the existing circle at 13<sup>th</sup> Street to the proposed private roadway between Building 1, Tower A and the temporary parking lot on the Building 2 site.

There would be 106 parking spaces, devoted exclusively to residential use, since no other uses are proposed in this building. The spaces would be located in both a garage underneath Building 1, Tower A and the Building 2 site’s surface lot, at a distribution that needs to be clarified by the applicant. The applicant is seeking agreements with adjacent land owners to provide additional parking until future bus or trolley public transportation improvements bring greater access to the site, and is in discussions with DDOT about the possibility of a private shuttle service to Metro, either in this phase or in a future phase of the project.

Garage parking would be accessed from M Street, at the northeast corner of the building. Surface parking would be accessed from the private road the applicant would construct between Virginia Avenue and M Street. Loading would be accessed at the southwest corner of the building, from the private road. DDOT has not expressed concerns about this arrangement.

The applicant will submit information showing that the required bicycle parking will be provided.

**C. Consolidated PUD Benefits, Amenities and Proffers**

<b>TABLE 5: CONSOLIDATED PUD ITEM</b>	<b>PROFERRED BY APPLICANT ?</b>	<b>MITI- GATION</b>	<b>PUBLIC BENEFIT</b>	<b>PROJECT AMENITY</b>	<b>REQUIRED</b>
<b>Market rate housing</b>	No	No	Yes	No	No
<b>8% affordable @ 80% AMI</b>	No	No	Yes	No	Yes
<b>Superior Architecture</b>	No	No	To be determined	Yes	Yes
<b>Publicly accessible terrace, plaza, great lawn on private land, and extensive improvements to Virginia Ave. public space</b>	Yes	No	Yes	Yes	No
<b>Dog park</b>	Yes	No	No	Yes	No
<b>Wildflower meadow and wildlife habitat</b>	Yes	No	Yes	Yes	No
<b>Environmental Benefits, (LEED-Silver equivalent)</b>	No	partially	Yes	No	partially
<b>Greater connectivity through construction of Virginia Ave., private rd., reconstruction of M St.</b>	No	Yes	Yes	Yes	Necessary for project

<b>TABLE 5: CONSOLIDATED PUD ITEM</b>	<b>PROFERRED BY APPLICANT ?</b>	<b>MITI- GATION</b>	<b>PUBLIC BENEFIT</b>	<b>PROJECT AMENITY</b>	<b>REQUIRED</b>
<b>M Street Bike Path</b>	<b>Yes</b>	Partially	Yes	Yes	Partially

**D. Mitigation of Potentially Adverse Impacts**

The applicant has proposed several permanent and temporary bio-retention improvements throughout the entire PUD site to mitigate stormwater runoff from the Consolidated PUD. These are shown on Sheet 07 of the Consolidated PUD architectural submission, and include approximately 14,000 square feet of green roof area. OP will consult with the District Department of the Environment on compliance with new stormwater retention regulations before submission of a final report.

**E. Urban Design and Architecture**

The site plan is exemplary in its re-establishment of and improvements to M Street and Virginia Avenue.

The architecture of Building 1, Tower A is bifurcated. The north side is intended to respond to both the red brick industrial buildings at the nearby Navy Yard and to traditional Capitol Hill facades with their masonry construction and punched windows. The south side is intended to connote the open feel of the waterfront it faces and capture views with extensive use of glass.

OP has encouraged the applicant to apply fresh approaches to the project’s architecture, and recommends the applicant continue to study and refine the building’s design with the following concerns in mind:

- The appropriate color and materials comprising the north façade’s High Pressure Laminate (HPL) panels
- Whether alternative façade designs could and should establish a subtler interplay of elements of the contrasting north and south facades.

**F. Zoning Relief**

The applicant has requested relief from:

- § 2201, to provide a thirty, rather than a fifty-five foot loading berth;
- §§ 411.2 and 770.6(b) to provide roof structures of varying height.
- Chapter 24, to receive three year, rather than two year approval for the Consolidated PUD, for which OP has asked the applicant to provide justification prior to a public hearing.

## VII. PRELIMINARY (STAGE 1) PUD DETAILS

### A. Phasing of PUD

The project would be constructed in four phases:

1. **Phase 1 – Consolidated PUD Building 1, Tower A:** 218 residential units, roadway and bicycle path improvements, the great lawn, a Virginia Avenue walkway as far as a small plaza at the crest of the hill overlooking Water Street, terraced landscaping, dog park, beginning of wildflower meadow, underground parking beneath Tower A and surface parking on Building 2 site totaling 101 spaces, and landscaping at the eastern and western corners of the PUD site.

**Timing:** file for building permit within three years of PUD approval, if relief approved..

2. **Phase 2 – Building 1, Tower B:** 133 residential units, additional 11 parking underground parking spaces and relocation of surface spaces to garage, interim landscape of Building 2 site, residential amenities including outdoor pool, retail space and construction of retail plaza, completion of Virginia Avenue-aligned stairway and ramp to Water Street, construction of “water wall” and educational bio-retention basin on hill between Water Street and pool.

**Timing:** not provided

3. **Phase 3 – Building 2:** 234 residential units, 109 underground parking spaces.

**Timing:** not provided

4. **Phase 4 – Building 3:** 88 residential units, no additional parking, and proposed drop-off from Water Street.

**Timing:** not provided

### B. Zoning Analysis of Preliminary PUD

With the exception the length of the proposed loading berths, the varying height of roof structures, and dimensions of certain yards and open courts, the Preliminary PUD complies with the requirements of a PUD with related C-3-C zoning. The applicant will be submitting information showing that the required one bicycle parking will be provided for each three dwelling units.

Attachment 1’s Tables 7, 8 and 9, provide a detailed zoning analysis of the Preliminary PUD’s Building 1 Tower B, Building 2 and Building 3.

### C. Zoning Relief Requested or Potentially Needed

Relief is requested from 11 DCMR:

- § 2201, to provide thirty-foot long, rather than a fifty five-foot long, loading berths in Buildings 2 and 3 and to serve Building 1, Tower A.
- § 2201 to omit 20 foot service delivery space while increasing loading platform from 100 sf to 200 sf.
- §§411.2 and 770.6(b) to provide varying height roof structures for Building 2 and Building 1, Tower B.

The following additional relief may be needed, depending on clarification of dimensions and calculations, to be supplied by the applicant.

- § 774 to provide a shallower than required rear yard for Buildings 2 and 3.
- § 775 to provide a narrower than required side yard where one is provided for Buildings 2 and 3
- § 776 to provide a smaller than required open court for Building 3, and one of two open courts in Building 2.

OP has no initial concerns with this requested relief. Full analysis will be provided prior to a public hearing.

#### **D. Transportation, Parking and Loading**

As part of the consolidated PUD the applicant would be upgrading the 72-foot wide right of way of M Street, S.E. for the length of the project, and the varying width of the Virginia Avenue right of way from the existing circle at 13<sup>th</sup> Street to proposed private roadway between Building 1, Tower A and the temporary parking lot on the Building 2 site. In Stage 2 of the preliminary PUD the line of Virginia Avenue would be extended from the private road to Water Street, within both the applicant's private property and into public space adjacent to Water Street, via a sidewalk, vehicular drop-off, public plaza and landscaped ramp.

An additional 108 underground spaces would be added and would incorporate what were above-ground spaces in the Consolidated PUD. The applicant is discussing with DDOT the possibility of a private shuttle to Metro if nearby bus or trolley public transportation improvements have not been realized.

Garage parking for both towers of Building 1 would continue to be accessed from M Street, at the northeast corner of the building. Building 2's parking would be entered and exited from M Street, adjacent to the western side of the building. The garages under Buildings 1 and 2 would provide the required parking for Building 3.

Loading for all of Building 1 would be accessed at the southwest corner of the Tower A, from the proposed private road. Building 2 loading would be off of the private road on the eastern end of the building. Loading for Building 3 would be accessed from M Street.

Pedestrian Access and vehicular drop-offs would be from an entry plaza on private property on the south side of Building 2, from a private plaza on the east side of the private road for Building 1, and from a new curb cut and drop- area in public space off of Water Street for Building 3. DDOT has not expressed concern about the Building 1 and Building 2, but has expressed concern about the proposed drop-off and entrance for Building 3. Both the applicant and DDOT have agreed that this Phase 4 issue does need to be resolved at this time.

**E. Benefits, Amenities and Proffers of Preliminary (First Stage) PUD**

<b>TABLE 6: PRELIMINARY PUD ITEM</b> (in addition to Consolidated PUD items in Table 5)	<b>PROFERRED BY APPLICANT?</b>	<b>MITI- GATION</b>	<b>PUBLIC BENEFIT</b>	<b>PROJECT AMENITY</b>	<b>REQUIRED</b>
<b>Market rate housing</b>	No	No	Yes	No	No
<b>8% affordable @ 80% AMI</b>	No	No	Yes	No	Yes
<b>Superior Architecture</b>	No	No	To be determined	Yes	Yes
<b>Additional publicly accessible terraces, plazas, grand staircase to Water Street</b>	Yes	No	Yes	Yes	No
<b>Bio-Retention Facilities and water- wall feature incorporated into landscape of public and private land</b>	Yes	Partially	Yes	Yes	No
<b>Environmental Benefits ( LEED- Silver equivalent)</b>	No	partially	Yes	No	partially

**F. Mitigation of Potentially Adverse Impacts**

The construction of Virginia Avenue and private road, and the reconstruction of Maryland Avenue and enhancement of its bikeway will mitigate the potential for traffic congestion on the site, and assist in the potential extension of M Street. The permanent bio-retention facilities will reduce stormwater impact and serve as an attractive educational tool about sustainable treatment of stormwater. Green roofs on every building will also help to reduce stormwater flow.

Prior to a hearing, the applicant should submit results from a southern viewshed analysis from the areas of Capitol Hill adjacent to I-295 east of 11<sup>th</sup> Street to determine if the Preliminary PUD’s massing would have a significant impact in need of mitigation.

## **G. Urban Design and Architecture**

The preliminary PUD addresses site plan and massing, but not architecture. Although the street grid is re-established, the disposition of buildings and the extensive landscape design provide a transition from the orderly patterns of the urban grid to the natural areas along the banks of the Anacostia River. This “loosening up” of traditional urban patterns seems appropriate for this site on the far edge of the L’Enfant plan, where visual and physical access to the waterfront is a priority.

## **VIII. MATTERS REQUIRING CLARIFICATION OR ADDITIONAL CONSIDERATION BEFORE A PUBLIC HEARING**

The following concerns will need to be addressed by the applicant prior to a public hearing:

- Clarification of minor numerical discrepancies between information in the application text and in the architectural drawings, and the areas for which zoning flexibility is requested;
- A commitment to signing First Source and Certified Business Enterprise agreements;
- Viewshed diagrams across the proposed project from Capitol Hill east of 11<sup>th</sup> Street to the Anacostia waterfront and topographic bowl;
- Additional study of and information on the proposed design of Building 1, Tower A of the Consolidated PUD, including:
  - Color and materials comprising the north façade’s High Pressure Laminate (HPL) panels
  - Alternative façade designs that bring together a subtler interplay of elements of the contrasting north and south facades.
- Preliminary details on the design, responsibility for and timing of the proposed M Street improvements; including the sidewalks and bike trail relocation/enhancements that are shown in the applicant’s submitted drawings.
- Clarification of the responsibility and timing of the following public space improvements or mitigation measures:
  - Construction and maintenance of the portions of the lower plaza, monumental staircase and wildflower meadow that appear to be within the Water Street right of way or otherwise in public space.
  - Proposed improvements to Water Street to enable access to the proposed Phase IV drop-off on Square 1048, Lot 801.
- The number and location of bicycle parking spaces for each building, and for publicly accessible areas.
- Identification of the party bearing liability responsibility for the portions of the privately-constructed plazas, promenade and monumental staircase located in public space.

**ATTACHMENT 1: Tables 7, 8 and 9: Detailed Zoning Analysis of Preliminary PUD**

<b>Table 7. Preliminary PUD Bldg. 1, Tower B and Consolidated PUD Bldg. 1, Tower A</b>						
Theoretical Lot 1 Land Area = 80,128 sf						
<b>Item</b>	<b>M Zone - By Right Max</b>	<b>C-3-C by-right Max</b>	<b>C-3-C PUD Max</b>	<b>Proposed</b>	<b>Required for Proposal</b>	<b>Compliance</b>
<b>Height (ft.) from measuring point</b>	90.0	90.0	130.0	<b>100.0</b>	n/a	Complies Tower A, 100 ft. ,10 stories; Tower B, 90 ft., 9 stories.
<b>FAR, theo. lot</b>	6.00	6.50	8.00	<b>2.15</b>	n/a	Complies. 5.85 < permitted
<b>Lot Occ., theo. lot (%)</b>	100	100	100	<b>39.8</b>	n/a	Complies. Total is for both towers
<b>Total SF</b>	480,768	520,832	641,024	<b>274,416</b>	n/a	Complies
<b>Residential SF</b>	residential prohibited	520,832	641,024	<b>274,416</b>	n/a	Complies.
<b>Res. Units, @ 695 gsf (ave. gsf = res. sf divided by # proposed units)</b>	residential use prohibited	666	820	<b>351</b>	n/a	695
<b>Affordable SF (IZ 8%)</b>	residential prohibited	41,667	51,282	<b>21,953</b>	21,953	Complies with IZ.
<b>Affordable Units (Approx., @ 695 gsf)</b>	n/a	53	66	<b>32</b>	28	Complies with IZ.
<b>Non-res. SF</b>	480,768	520,832	641,024	<b>7,200</b>	n/a	Complies. All in Tower B
<b>Parking total, all uses</b>	599 - 1503	113 - 690	320-851	<b>112</b>	93	Complies. 22 > required
<b>Parking Residential</b>	residential prohibited	1 per 4 units = approx. 104	1/ 4 units = 128	<b>106</b>	88	Complies. 1: 3.31 units.
<b>Parking, Non-res.</b>	599 - 1593	> 3,000 sf; i.e. 260 - 690	If all retail: 320	<b>6</b>	6	Complies. 3 more than required

Item	M Zone - By Right Max	C-3-C by-right Max	C-3-C PUD Max	Proposed	Required for Proposal	Compliance
<b>Loading Residential</b>	residential use prohibited	1 berth @ 55 ft., 1 platform @ 100 sf, 1 service space @20 ft.	Same as C-3-C	<b>1 berth @ 30 ft., 1 platform @ 200 sf, 1 service space @20'</b>	Same as C-3-C	<b>Relief required for loading berth length</b>
<b>Loading, Non-Res.</b>	<u>Office</u> : 3 berths @ 30 ft., 1 berth@ 55 ft.; 1 platform @ 100 sf, 2 platforms @ 200 sf; 1 service space @ 20 ft. <u>Retail</u> : 1 berth @ 30 ft., 2 berths @ 55 ft.; 1 platform @ 100 sf, 2 platforms @ 200 sf; 1 service space @ 20 ft.	<u>Office</u> : 3 berths @ 30 ft. , 3 platforms @ 100 sf, 1 service space @20 ft.; <u>Retail</u> : 1 berth @ 30 ft., 2 berths @ 55 ft.; 1 platform @ 100 sf, 2 platforms @ 200 sf; 1 service space @ 20 ft.	Same as C-3-C.	<b>0</b>	0	Complies. For <u>retail</u> 8,000 - 20,000 sf: 1 berth @ 30 ft., 1 platform @ 100 sf, 1 service space @ 20 ft.
<b>Rear Yard (ft.)</b>	None for first 20 ft. Above 20 feet, greater of 12 ft. or 2.5 in. / ft. of bldg. ht.	If provided, ≥ the greater of 12 ft. or 2.5 in./ ft. of ht.; i.e. 20.3 ft. (or 24' 10 3/4 ")	same as C-3-C	<b>60.75</b>	22.6	Complies.
<b>Side Yard (ft.)</b>	Required only if abutting a R zone, which site does not	If provided ,≥ 2 in. per foot of height i.e. 15 feet (16' 8")	same as C-3-C	<b>69.25</b>	16.7	Complies.
<b>Open Court (ft.)</b>	If provided, ≥ the greater of 2.5 in. width/ft. of height or 12 ft.	If provided, ≥ the greater of 15 ft. or 4 in / ft. of ht.	same as C-3-C	<b>82.42</b>	33	Complies
<b>Roof Structures</b>	One equal height enclosure, ≤ 18.5 ft., vertical walls setback 1:1 from edge, ≤ 0.37 FAR equivalent. One roof structure per elevator core, or roof level differing ≥ 1 floor.	same as M zone	same as M zone	<b>Heights vary: 8 ft. pergola, 17 ft. 10 in. , elevator overrun. Setbacks are ≥ 1:1</b>	~~~~~	<b>Relief required for varying heights of roof structures.</b>

<b>Table 9. Preliminary PUD Bldg. 2</b> (Theoretical Lot 2 Land Area = 38,297 sf)						
<b>Item</b>	<b>M Zone - By Right Max</b>	<b>C-3-C by-right Max</b>	<b>C-3-C PUD Max</b>	<b>Proposed</b>	<b>Required for Proposal</b>	<b>Compliance</b>
<b>Height (ft.) from measuring point</b>	90.0	90.0	130.0	<b>110.0</b>	n/a	Complies
<b>FAR, theo. lot</b>	6.00	6.50	8.00	<b>1.45</b>	n/a	Complies. 6.55 < permitted.
<b>Lot Occ. (%)</b>	100	100	100	<b>44.8</b>	n/a	Complies. %
<b>Total SF</b>	229,782	248,931	306,376	<b>274,416</b>	n/a	Complies
<b>Residential SF</b>	residential prohibited	248,931	306,376	<b>274,416</b>	n/a	Complies.
<b>Res. Units, @ 1173 gsf (ave. gsf = res.sf divided by # proposed units)</b>	residential use prohibited	212	261	<b>234</b>	n/a	1173
<b>Affordable SF (IZ 8%)</b>	residential prohibited	19,914	24,510	<b>21,953</b>	21,953	Complies. As required by IZ
<b>Affordable Units (Approx., @ 1173 gsf)</b>	n/a	17	21	<b>19</b>	19	Complies. As required by IZ
<b>Non-res. SF</b>	229,782	248,931	306,376	<b>3,170</b>	n/a	Complies. All in Tower B
<b>Parking total, all uses</b>	599 - 1503	113 - 690	320-851	<b>109</b>	59	Complies. 22 > required
<b>Parking Residential</b>	residential prohibited	1 per 4 units = approx. 104	1/ 4 units = 128	<b>108</b>	59	Complies. 1: 3.31 units
<b>Parking, Non-res.</b>	Same as requirements in Table 6	<u>Office</u> : 1 / 2,000 sf >1800 sf; <u>Retail</u> : 1 / 750 sf > 3,000 sf; i.e. 104-328	If all retail: 405	<b>1</b>	3,170	Complies. 3 more than required
<b>Loading Residential</b>	residential use prohibited	1 berth @ 55 ft., 1 platform @ 100 sf, 1 service space @20 ft.	Same as C-3-C	<b>1 berth @ 30 ft., 1 platform @ 200 sf, 1 service space @20'</b>	Same as C-3-C	<b>Relief required for loading berth length</b>

Item	M Zone - By Right Max	C-3-C by-right Max	C-3-C PUD Max	Proposed	Required for Proposal	Compliance
<b>Loading, Non-Res.</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>0</b>	0	Complies
<b>Rear Yard (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>22.58</b>	22.03, based on 110 ft. ht.	Complies
<b>Side Yard (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>60</b>	18.3	Complies
<b>Open Courts (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>30.01, 44.25</b>	36.6	<b>Relief required for Court B.</b> Court A complies.
<b>Roof Structures</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>Heights vary, 8 ft. for pergola to 17 ft. 10 in. for elevator overrun. All set backs are ≥ 1:1</b>	~~~~~	<b>Relief required for varying heights of roof structures</b>

**Table 8. Preliminary PUD Bldg. 3** (Theoretical Lot 3 Land Area = 9,074 sf)

Item	M Zone - By Right Max	C-3-C by-right Max	C-3-C PUD Max	Proposed	Required for Proposal	Compliance
Height (ft.) from measuring point	90.0	90.0	130.0	<b>92.0</b>	n/a	Complies.
FAR, theo. lot	6.00	6.50	8.00	<b>7.6</b>	n/a	Complies
Lot Occ., theo. lot (%)	100	100	100	<b>44.8</b>	n/a	Complies
Total SF	54,444	58,981	72,592	<b>69,056</b>	n/a	Complies.
Residential SF	residential prohibited	58,981	72,592	<b>69,056</b>	n/a	Complies.
Res. Units, @ 785 gsf (ave. gsf = res. sf divided by # proposed units)	residential use prohibited	75	93	<b>88</b>	n/a	785
Affordable SF (IZ 8%)	residential prohibited	4,718	5,807	<b>5,524</b>	5,524	Complies with IZ.
Affordable Units (Approx., @ 785 gsf)	n/a	6	7	<b>7</b>	7	Complies. As required by IZ
Non-res. SF	54,444	58,981	72,592	<b>0</b>	n/a	Complies. All in Tower B
Parking total, all uses	599 - 1503	113 - 690	320-851	<b>112</b>	18	Complies. 22 > required
Parking Residential	residential prohibited	1 per 4 units = approx. 104	1/ 4 units = 128	<b>0</b>	22	<b>Relief Required.</b> required pkg. on different theoretical lot
Parking, Non-res.	Same as requirements in table 6	29 -75	If all retail: 93	<b>0</b>	0	~~~~~
Loading Residential	residential use prohibited	1 berth @ 55 ft., 1 platform @ 100 sf, 1 service space @20 ft.	Same as C-3-C	<b>1 berth @ 30 ft., 1 platform @ 200 sf, 1 service space @20'</b>	Same as C-3-C	<b>Relief required</b> for loading berth length and omission of service delivery space

<b>Item</b>	<b>M Zone - By Right Max</b>	<b>C-3-C by-right Max</b>	<b>C-3-C PUD Max</b>	<b>Proposed</b>	<b>Required for Proposal</b>	<b>Compliance</b>
<b>Loading, Non-Res.</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>0</b>	0	~~~~~
<b>Rear Yard (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>12.25</b>	27	<b>Relief required.</b>
<b>Side Yard (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>0</b>	0.0	<b>Relief required.</b>
<b>Open Court (ft.)</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>19.42</b>	30.36	<b>Relief Required.</b>
<b>Roof Structures</b>	Same as Table 7 requirement	Same as Table 7 requirement	Same as Table 7 requirement	<b>1 @ 18.5 ft. max. with 1:1 setbacks</b>	~~~~~	~~~~~