



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director

DATE: February 24, 2012

SUBJECT: Zoning Commission Case No. 11-13: **Final Report** for a Consolidated Planned Unit Development and Zoning Map Amendment for 222 M Street SW

I. SUMMARY RECOMMENDATION

TC/CSG St. Matthew's, LLC ("Applicant") is requesting approval of a consolidated Planned Unit Development (PUD) and a related map amendment to rezone the site from R-3 to CR to accommodate a residential building with approximately 217 residential units, a new sanctuary for St. Matthew's Church, and a community center. The Zoning Commission ("Commission") discussed the application at its regular public meeting on December 12, 2011 and set down the proposal for a public hearing.

The Office of Planning (OP) **recommends approval** of the proposed PUD and related map amendment. The Applicant generally has addressed questions and concerns raised by OP and the Commission. OP does note, however, that the Applicant should further clarify newly proposed amenities (identified in a February 14, 2012 pre-hearing submission) at the public hearing. Discussion of the proposed amenities can be found in this report in Section VII.

II. SITE AND AREA DESCRIPTION

The subject property is Lot 301 in Square 546, also known as 222 M Street SW (hereinafter, the "Property"), and is zoned R-3. It is located on the south side of M Street between 4th Street SW and Delaware Avenue. The Property is an irregular shape and fronts on M Street for approximately 300' and Delaware Avenue for about 190'. It measures 50,000 square feet in size. Following the demolition of an earlier facility for St. Matthew's Church in 2008, the site has remained unimproved. The Property has no alley access, but there are two existing curb cuts – one on both M Street and Delaware Avenue.

Square 546, where the Property is located, is split-zoned among R-3, R-5-B, and R-5-D designations. Development in the Square is characterized by relatively abrupt variation in residential building height. For example, to the immediate west and south of the Property are two and three-story row dwellings zoned R-3, which are proximate to 9-story residential buildings zoned R-5-D.¹

Across Delaware Avenue to the Property's east is an 8-story apartment building zoned R-5-B.² To the Property's north across M Street are 2-story row dwellings and 3-story garden apartments zoned R-5-A.³ At the northwest corner of M Street and 3rd Street NW are two 9-story residential towers. Of note, there is an approved PUD and related map amendment (from C-3-B to C-3-C for certain parts of the site) to accommodate office, residential, and retail uses with building heights up to 127' feet located about half a block to the northwest of the site.⁴

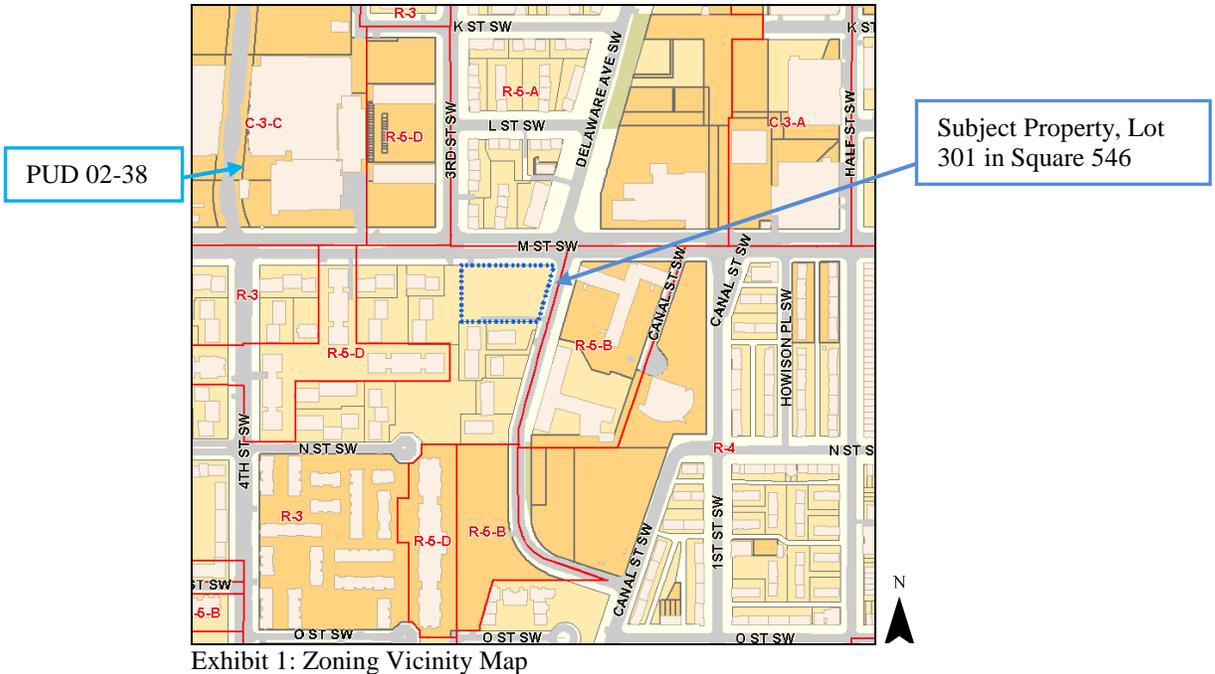
¹ Carrollsburg Square Condominium complex and River Park Mutual Homes.

² Greenleaf Senior Center.

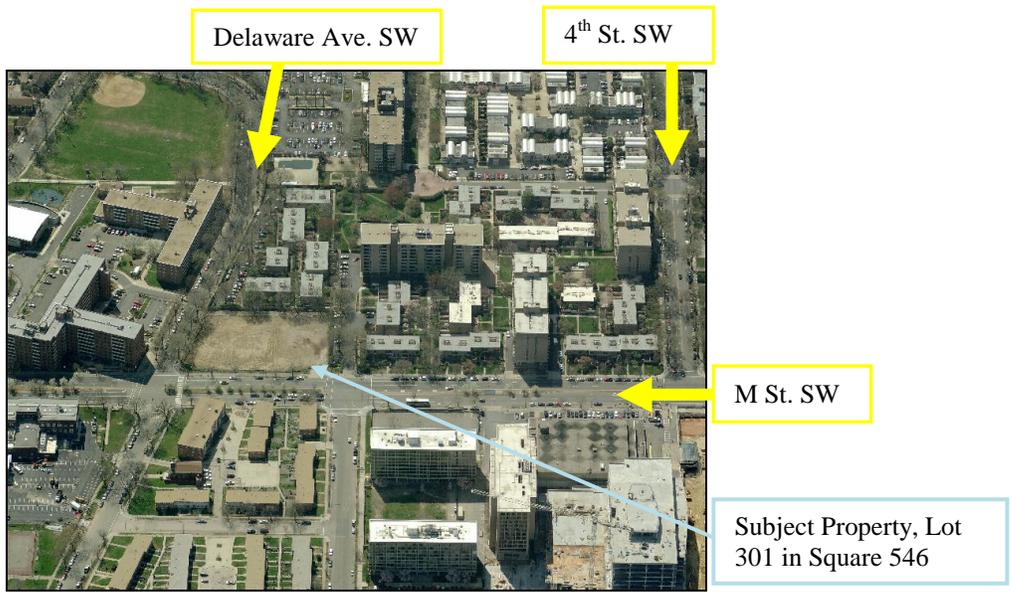
³ Greenleaf Garden.

⁴ See ZC Case No. 02-38 & 02-38A.





The M Street right-of-way is 120' wide with six lanes of vehicular traffic. There is restricted parking on both the north and south sides of M Street. The subject site is approximately one block from the Waterfront Metro Station and also is served by several bus lines and Capital Bikeshare. More generally, M Street is envisioned as a future streetcar route.



III. PROJECT DESCRIPTION

The Applicant proposes an 11-story L-shaped building with residential and institutional uses. Principal entrances would be located along M Street. It would measure 110' in height along M Street, step down to 80' in its southern wing, and drop to 35' for the church sanctuary at the northeast corner of the site. The project would be approximately 208,489 square feet in size and 4.17 FAR. The residential portion would comprise

about 217 units with a gross floor area of 199,743 square feet.⁵ Inclusionary Zoning requires that 8% of the units be affordable for moderate income households (between 51% and 80% of Area Median Income), and the Applicant would provide an additional 2% of such Inclusionary Zoning units.

A new church sanctuary and accessory/community space of approximately 8,746 gross square feet is proposed as well. The sanctuary would command a visible location within the abandoned western half of Delaware Avenue's historic right-of-way. The site plan's concentration of the bulk of the building density and height away from the historic Delaware Avenue vista reflects discussions with the historic preservation office.⁶ Some of the accessory space (on the ground floor and basement) also would operate as a publicly accessible community center run by an arm of St. Matthew's Church called Transforming Southwest CDC. The community center would offer "community-based programming as well as a computer lab, community outreach center and coffee shop."⁷ An outdoor courtyard, reachable by the public through the community center or an entry gate along Delaware Avenue, would be located to the rear of the building.

Concerning design, the application describes the residential building's facade as incorporating "tiered and modulated use of one or two-story bays, projections or loggias articulated with metal frames, glazed areas and metal clad panel" in a pattern intended to reference neighboring residential tower elements.⁸ The church sanctuary would have "an eased, slightly battered, three-story high wall of stacked natural stone."⁹ A pool would be located on the roof of the 8-story section of the residential building. Rooftop enclosures would rise no more than 18'6".

Parking and loading would be located underground and accessed from Delaware Avenue. The Applicant estimates that there would be approximately 126 residential vehicle parking spaces and 25 church parking spaces on two underground levels.¹⁰ A minimum of 69 bicycle parking spaces also would be located in the basement level and an additional 12 spaces near site entrances outside the building.

IV. MODIFICATIONS TO THE PROPOSAL SUBSEQUENT TO SETDOWN

Although the general project massing, design, and use mix have not changed since the project was setdown, the Applicant has made several minor changes in response to Commission, OP, and community input, including:

- **Zoning flexibility.** An additional area of flexibility was requested for the non-conforming penthouse setback (pursuant to § 400.7) for the southwestern and southeastern roof structure edges.¹¹ The Applicant also initially requested "closed court" relief, but now has recast the relief as "open court" relief (pursuant to § 638). No design changes accompanied these flexibility requests.
- **Additional amenities.** Three new amenities for the project were proposed: (1) a donation to install fencing around a local school's vegetable gardens; (2) a donation for the planting of 10 trees; (3) a donation to a community coordinating council. OP's assessment of the newest offerings is discussed in Section VII of this report.

⁵ The application requests 10% flexibility for the number of units, proposing a unit range of 189 to 231. The projected unit number also is 7 units higher than provided in the original application. OP assumes that the increase is related to the recapture of additional space as a result of the shift in the loading underground.

⁶ The proposed church sanctuary location appears to be sited nearer to the Delaware Avenue property line than the previous St. Matthew's facility. However, the Historic Preservation Office is supportive of the proposed site plan.

⁷ The Applicant's February 14 submission, page 2.

⁸ The Applicant's June 13, 2011 submission, page 11.

⁹ The Applicant's June 13, 2011 submission, page 11.

¹⁰ The application requests flexibility on the number of residential parking spaces, proposing a residential parking space range of 113-139 or a total of 138 – 164 (including the church parking).

¹¹ See the Applicant's February 14, 2012 submission, Exhibit E, page 5.4.

- **Parking clarification:** The Applicant clarified that the project would have a minimum of two parking spaces for a car-sharing service and four 240-volt spaces for charging electric cars in the underground parking garage. The total number of parking spaces also was reduced by approximately 7 spaces likely due to the redesigned underground loading. The Applicant further has committed to prohibit building residents from obtaining Residential Permit Parking permits.
- **Affordable housing administration:** The Applicant clarified that the additional 2% of affordable housing proposed (beyond the otherwise required amount of affordable housing) would be administered by the Department of Housing and Community Development as part of its Inclusionary Zoning affordable unit package. Updated plans show the proposed location for the affordable units.¹²
- **Roof structure materials and design:** A portion of the south facing elevation of the roof structure enclosure was modified to include a more compatible cladding palette.¹³

Post-setdown submissions by the Applicant also provided more information related to the community center operations, the condenser units on the roof, building shadow, Height Act conformity, traffic analysis, transportation demand management measures, and landscaping, among others.

V. ZONING AND PUD RELATED MAP AMENDMENT

The site is zoned R-3. To the immediate west and south of the Property are R-3 zones, and an R-5-D zone begins approximately 80' to the Property's southwest. There is an R-5-B zone across Delaware Avenue to the east of the Property, and an R-5-A zone across M Street to the north of the Property. While the R-3 zone is characterized by residential row dwellings, the proposed CR zone encourages a diversity of compatible land uses that may include a mix of residential, office, retail, recreational, light industrial, and other miscellaneous uses.

The following table is a comparison of the R-3, CR, and CR/PUD standards for certain development features and the proposed development:

Requirement	R-3 (Matter of right)	CR (Matter of right)	CR/PUD	Proposal	Deviation
Height (max.)	40'	90'	110'	110'/80'/35'	Conforms
FAR (max.)	None prescribed	6.0 residential 3.0 non-residential	8.0 (total) 4.0 (non-residential)	4.0 (residential) .17 (church)	Conforms
Rear yard (min.)	20'	3 in./ft. of height, 12' min (20' required at 80' height)	Same as MOR	Ranges from 8' to 18'	<i>Relief needed for substandard rear yard (about 2' to 12' deficient)</i>
Court (Open)	Width = 4 in./ft. height One family dwelling = 6 ft. min All other structures = 10 ft. min	Width = 3 in./ft. height; 10 ft. min.	Same as MOR	<u>Open Court:</u> Width = 20 ft.	<i>Relief need for substandard open court width (about 7.5' deficient)</i>
Loading (min.)	None required	<u>Residential:</u> 1 berth @ 55' deep, 1 platform @ 200	Same as MOR	<u>Residential:</u> 1 berth @ 30'	<i>Relief needed for shorter berth (25'</i>

¹² See the Applicant's December 23, 2011 submission, page 2.

¹³ See the Applicant's February 14, 2012 submission, Exhibit E.

		sq. ft., 1 service/delivery @ 20' deep <u>Church</u> : None required under 30,000 sq. ft.		deep, 1 platform @ 200 sq. ft., 1 service/delivery @ 20' deep <u>Church</u> : none provided	<i>in depth deficient</i>
Parking (min.)	1 per dwelling unit	<u>Residential</u> : 1 for each 3 dwelling units (72 spaces required for 217 units) <u>Church</u> : 1 for each 10 seats of occupancy capacity in main sanctuary; where seats are not fixed, each 7 sq. ft. usable for seating or each 18 in of bench shall be considered 1 seat.	Same as MOR	<u>Church</u> : 25 <u>Residential</u> : 126	Conforms
Public space at ground level (min.)	None required	10% of lot area	Same as MOR	1,145 sq. ft.	<i>Relief needed for substandard public space (3,855 sq. ft. deficient)</i>

VI. FLEXIBILITY

The Applicant requests several areas of variance and special exception relief from the Zoning Regulations.¹⁴ Although the Applicant’s submissions do not directly address the associated relief standards, OP surmises that most of the relief requests arise from a site plan that concentrates the bulk of the project density and height away from the historic Delaware Avenue right-of-way to the northern and western areas of the site. The design also reflects the Applicant’s ambition to preserve about a third of an acre as publically accessible open space.

Rear Yard Requirement

While a 20’ rear yard is required under § 636.2, the proposed design features a rear yard ranging from 8’ to 18’ for a limited portion of the project.¹⁵ Section 2405.5 permits the Commission the “option to approve yards or courts greater or lesser than the normal requirements, depending upon the exact circumstances of the particular project.”

The Applicant’s proposed site design, which concentrates density to the northern and western portions of the site, produces a limited encroachment into the required rear yard. Further, in response to neighborhood feedback, the Applicant set back a portion of the building an additional 2’ from M Street which prompted an equivalent extension into the rear yard. Strictly complying with the rear yard requirement would impact the project’s design scheme and development program. Despite the reduced rear yard, there would still be substantial open space at the sides and rear of the building to mitigate any building impacts on neighboring properties.

Open Court Requirement

¹⁴ See § 2405.7.

¹⁵ The Applicant’s December 23, 2011 Submission, Page 1.5 appears to incorrectly reference the rear yard as varying from 10’ to 20’ in depth.

Upon further examination, the Applicant now considers the open space on the west side of the proposed building to be an “open court” rather than a “closed court.” The proposal would provide a 20' wide open court where about 27.5' wide is required (pursuant to § 638.1), a deficit of 7.5'.

The non-conforming open court is a product of a site design which concentrates density to the northern and western areas of the site, while concurrently managing space for adequate separation from the neighbor to the west and for a publically accessible courtyard to the east. Creating a conforming open court likely would shrink the size of the proposed courtyard amenity for no apparent benefit. The proposed 20' wide open court should allow sufficient light and air to west of the subject building where an existing surface parking lot is located on the neighboring property.

Public Open Space Requirement

Pursuant to § 633, the project must supply 5,000 square feet of public open space adjacent to the main entrance of the principal building. After the submission of the original plans, the Applicant has provided an additional 2' setback along a portion of the building's M Street frontage. The Applicant indicates that approximately 1,145 square feet of landscaped open space would be provided proximate to the front of the building.¹⁶

The Applicant's proposed site design aims to deliver an appropriate streetwall along M Street and about ¼ of the required minimum open space. There also would be approximately 22' of public space between the M Street curb and property line. Although non-conforming to the public open space requirement, the proposal would offer about 1/3 of an acre as a publicly accessible landscaped courtyard facing Delaware Avenue. Strictly complying with the public open space requirement would likely diminish the building's M Street presence by increasing the M Street setback and also shrink the proposed courtyard amenity.

Loading

Section 2201.1 requires the loading facilities for the project to include one 55' berth, one 200 square foot platform, and one 20' deep space for service/delivery. The project would provide one 30' berth, one 200 square foot platform, and one 20' deep space. The Commission “may reduce or increase the amount of such facilities [loading berth facilities] depending on the uses and the location of the project” pursuant to § 2405.6. The Applicant modified the original site design to include an underground loading scheme in response to DDOT and OP feedback. Such a design has a more constrained amount turning space for larger trucks, and the Applicant indicates that it also is unlikely that residents would use moving trucks requiring a 55' loading berth. A reduced loading berth should not have a detrimental impact on neighboring properties.

Penthouse Setback

Section 400.7(c) requires that a penthouse be set back from all exterior walls a distance at least equal to its height above the roof upon which it is located. Although a sufficient set back would be provided from M Street, portions of the 18'6" penthouse, which would be located on the 110' roof level, would have no set back at the southwestern and southeastern edges. To the west, the non-conforming portion of the penthouse would be located about 25' away from the western property line and a sizable distance from Delaware Avenue to the east. Due to the ample separation from neighboring development, the non-conforming penthouse should not have an adverse impact on neighboring property or public space.

VII. PUD EVALUATION STANDARDS AND PUBLIC BENEFITS AND AMENITIES

The purpose and standards for PUDs are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the Zoning Regulations, and be compatible with the surrounding community, the application requests that the proposal be reviewed as a consolidated PUD. This will allow the use of the flexibility stated in § 2400.2:

¹⁶ See the Applicant's February 14, 2012 submission, Exhibit B.

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 or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.

The application requests a change in zoning of the Property which would allow approximately 40' to 70' of additional building height above R-3 limits as well as an increase to 4.17 FAR (about half of the permitted density pursuant to a PUD in a CR zone). Public benefits in the application are discussed below.

The PUD standards further provide that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.”¹⁷ Based on the information provided, OP believes that the project generally would have a positive impact on the neighborhood and the District, although some additional attention is needed to determine the adequacy of the offered public amenities and benefits.

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, § 2403.8 states that “the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” To assist in the evaluation, the Applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to the typical development of the type proposed...” (§ 2403.12). The application has offered the following amenities and benefits as an offset to the additional development gained through the application process:

1. *Urban design, architecture, landscaping or creation or preservation of open space* – The overall building form, specifically the distribution of height and massing, is appropriate for this location. Development to the south and west of the Property are similarly characterized by relatively abrupt variations in height. The project would minimize the development footprint in order to retain open space on the site. Since the project was setdown, the Applicant has provided additional information regarding the proposed courtyard facing Delaware Avenue. The courtyard would be open to the public from “dawn to dusk every day” and accessible by a now enlarged 12' wide courtyard gate along Delaware Avenue.¹⁸ “Trees, pathways, benches, water features, and other landscaping amenities...” would be provided in the space. For a portion of the building’s north side, the Applicant has included an additional 2' setback to provide additional space and greater landscaping opportunity along M Street. Such landscaping would include “grass and ground cover” and, adjacent to the church sanctuary, plantings such as rosebushes. The Applicant also provided additional detail regarding façade materials, including the use of metal paneling and colored glass, and will supply material samples at the public hearing.¹⁹
2. *Site planning, and efficient and economical land utilization* – The proposal would enhance a currently unimproved site located within close proximity to a Metro station and several Metrobus lines. The site plan sensitively concentrates most of the project’s density and height away from the historic Delaware Avenue right-of-way, and generally steps down toward adjacent lower density development. The project also would provide underground loading and parking accessed from Delaware Avenue and close an existing curb cut along M Street. OP considers the underground loading from Delaware Avenue to be an important project amenity.

¹⁷ Section 2403.3.

¹⁸ The Applicant’s February 14, 2012 submission, page 2.

¹⁹ See Applicant’s December 23, 2012 submission, Exhibit A, pages 5.7 – 5.9.

3. *Transportation features* – As part of the proposed parking on the site, the Applicant will offer four electric vehicle charging stations at 240 volts and a minimum of two spaces reserved for car-sharing. A minimum of 69 bicycle parking spaces also would be located in the basement level with an additional 12 spaces near entrances outside the building. An updated Traffic Impact Study was submitted in the February 14, 2012 submission.²⁰
4. *Environmental benefits* – The application proposes a LEED Silver Certification for the project. A LEED checklist and description of commitment was provided in the Applicant’s December 23, 2011 submission.²¹
5. *Employment and training opportunities* – The Applicant will execute a First Source Employment Agreement with the Department of Employment Services (DOES) to promote and encourage the hiring of District of Columbia residents and enter into a CBE Agreement to promote the use of small, local, and disadvantaged businesses.
6. *Housing and affordable housing* – The proposal would provide approximately 217 apartments. The Applicant has offered that “2% of the units” would be restricted to 80% of the AMI over and above any affordable housing required under Inclusionary Zoning. The estimated 2% of additional affordable housing would yield approximately 4,000 more square feet of affordable residential use. The total number of affordable housing units would be about 20 units. The Applicant considers the 2% of affordable housing as part of its Inclusionary Zoning affordable units, so all of the units would be administered by the DHCD and remain affordable for the life of the project. The potential distribution of the affordable units is illustrated in the February 14, 2012 submission.²²
7. *Uses of special value to the neighborhood or the District of Columbia as a whole* – The development would provide a new home for St. Matthew’s Church, which had operated as a community institution for decades prior to the 2008 demolition. The Applicant also has proposed to establish the Thurgood and Cecilia Marshall Southwest Community Center (the “Center”). The Applicant’s February 14, 2012 submission provided additional information regarding the Center’s programming. The Center would be open to the public and would be available to host community events. It would likely offer “after school programming/adult computer training/reverse mentoring, Tai Chi/Yoga/Wellness programming; Seniors Morning Out (Weekly); gallery to support and show local artists; and free Wi-Fi in and around the building.”²³ The Applicant has not yet established staffing targets or hours of operation.
8. *New proposed amenities.* The Applicant proposed three new amenities for the project. While OP is generally supportive of the Applicant’s extra offerings in concept, OP encourages the Applicant to clarify certain terms so that the Commission can consider them as appropriate project amenities. The proposal includes:
 - Fencing for School Vegetable Gardens – The Applicant would “pay up to \$5,000” to KidPower to install fencing around no more than three vegetable gardens at Amidon-Bowen Elementary School.²⁴ OP suggests that the Applicant provide a more defined and time certain offering. More specifically, OP encourages the Applicant to commit to paying for and installing the fencing.

²⁰ See the Applicant’s February 14, 2012 submission, Exhibit A.

²¹ See the Applicant’s December 23, 2012 submission, Exhibit A, page 5.10.

²² See the Applicant’s February 14, 2012 submission, Exhibit A, page 4.10.

²³ The Applicant’s February 14, 2012 submission, page 2.

²⁴ The Applicant’s February 14, 2012 submission, page 3.

- Trees in Public Space – The Applicant would pay Casey Trees to install 10 trees in the M Street median across from the project site or, if such a location ultimately is determined by DDOT to not be feasible, for 10 trees to be planted on other public space in the vicinity of the project. The Applicant informally estimated that the purchase of trees and installation could cost approximately \$4,000 in total, although the Applicant should clarify the cost at the public hearing.
- Funds for Community Benefits Coordinating Council – The Applicant has offered to donate \$20,000 to the Community Benefits Coordinating Council (“CBCC”). The Applicant’s February 14, 2011 submission describes CBCC as an 11-member organization in SW and near SE that supports community programs. According to the submission, CBCC priorities include: “development of a community center including programs for workforce development; maintain[ing] and increasing the diversity for housing options for all income levels; establishing a community fund for the ongoing support of programs; and advocating for neighborhood/resident oriented retail and local small business opportunities.”²⁵ Transforming Southwest CDC, which would operate the project’s community center, would also commit to provide a member to the board of CBCC. While supportive of the offer in concept, OP encourages the Applicant to refine the proposal with CBCC by committing to pay for and executing a specific project or program.

VIII. COMPREHENSIVE PLAN LAND USE MAPS

The Future Land Use Map recommends the subject site for medium density residential use. The proposed CR zoning, which is intended to accommodate a medium density residential project and church use, is generally consistent with the medium density residential use designation.

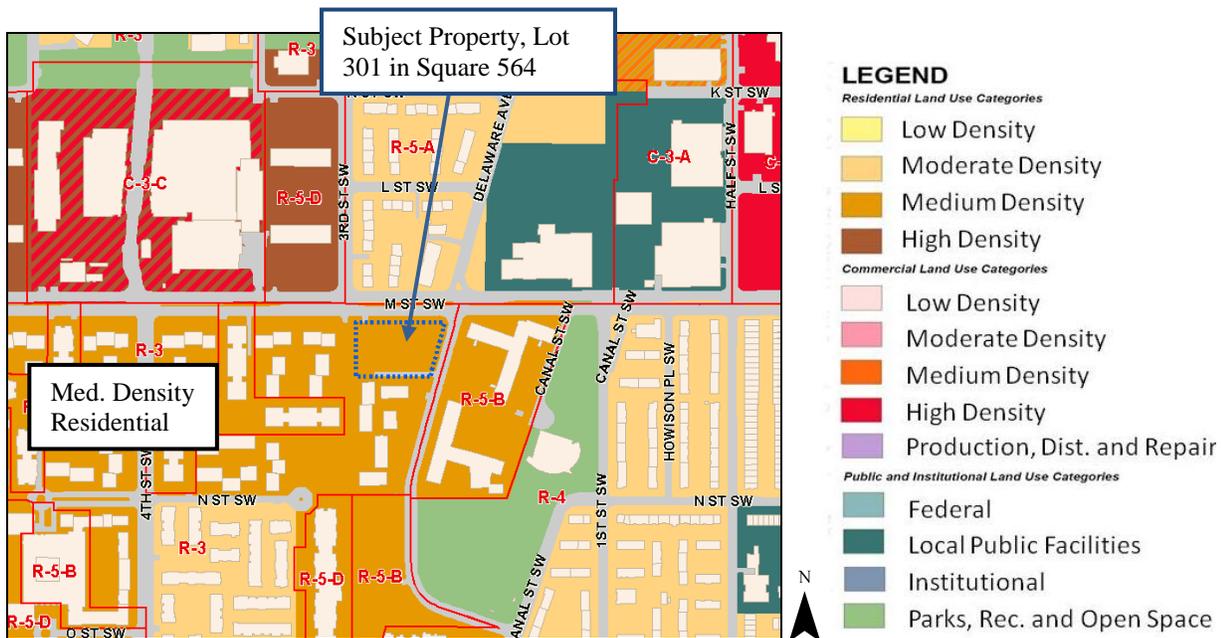


Exhibit 3: Comprehensive Plan Future Land Use Map

The Generalized Policy Map recommends the site as a neighborhood conservation area, where the guiding philosophy is to “conserve and enhance established neighborhoods.” Further, the “diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area.”

²⁵ See the Applicant’s February 14, 2012 submission, page 3.

The Comprehensive Plan also provides the following land use policy guidance:

Policy LU-1.3.2: Development Around Metrorail Stations

Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.

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.

Policy LU-1.4.3: Zoning of Infill Sites

Ensure that the zoning of vacant infill sites is compatible with the prevailing development pattern in surrounding neighborhoods. This is particularly important in single family and row house neighborhoods that are currently zoned for multi-family development.

Policy LU-2.3.6: Houses of Worship

Recognize churches and other religious institutions as an important part of the fabric of the city’s neighborhoods. Work proactively with the faith-based community, residents, ANCs, and neighborhood groups to address issues associated with church transportation needs, operations, and expansion, so that churches may be sustained as neighborhood anchors and a source of spiritual guidance for District residents.

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.

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.

Policy H-1.2.1: Affordable Housing Production as a Civic Priority

Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city.

Policy H-1.2.2: Production Targets

Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in the city over the next 20 years should be affordable to persons earning 80 percent or less of the area-wide median income (AMI). Newly produced affordable units should be targeted towards low-income households...

Policy H-1.2.5: Workforce Housing

In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of teachers, fire fighters, police officers, nurses, city workers, and others in the public service professions with wages insufficient to afford market-rate housing in the city.

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.

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 AW-1.1.1: Conservation of Established Waterfront Neighborhoods

Revitalize and preserve established neighborhoods in the Waterfront Planning Area. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged.

Policy AW-2.1.1: Mixed Use Development

Support the redevelopment of the Southwest Waterfront with medium to high-density housing, commercial and cultural uses, and improved open space and parking. The development should be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline.

IX. AGENCY REFERRALS

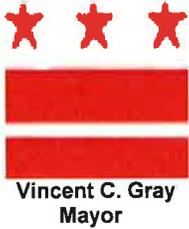
OP received official responses from two District agencies (see attachments). Fire and Emergency Medical Services (FEMS) expressed no objection to the proposal subject to the satisfaction of applicable standards. The Metropolitan Police Department (MPD) provided comments concerning the project but expressed no objection.

The D.C. Department of Transportation informally expressed to OP that it does not object to the project. However, DDOT encourages the Applicant to offer SmartTrip subsidies to new residents and a video transportation kiosk in the building's lobby as part of the Applicant's proposed Transportation Demand Management (TDM) Program package. Additionally, DDOT has expressed that the identified electrical vaults should not be placed in public space.

X. COMMUNITY COMMENTS

A single member district (SMD) representative for ANC 6D informed OP that the ANC voted to support the project, although OP is not presently aware of any specific terms or conditions of the approval.

JS/pg
Case Manager, Paul Goldstein



**Government of the District of Columbia
Fire and Emergency Medical Services Department
Washington, D.C. 20001**



MEMORANDUM

TO: Zoning Commission of the District of Columbia
2nd floor, Suite 210
441 4th St. NW
Washington, DC

FROM: Bruce D. Faust
Deputy Fire Chief/Fire Marshal

DATE: January 30th, 2012

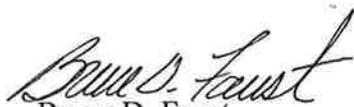
SUBJECT: Zoning Commission Case 11-13 (222 M Street SW):

The District of Columbia Fire and EMS Department has reviewed the proposed Planned Unit Development and the related map amendment from R-3 to CR. The site at 222 M Street SW, is currently a vacant property. The proposed construction is for an eleven-story building containing about 250 residential units, as well as a new sanctuary and accessory space for a church. The primary concern is fire apparatus access to the new building. It is critical that the fire lanes be properly identified and marked on all drawings to prevent parking in other than the designated parking spaces. Additional parked vehicles will hamper fire department access to the property and should be restricted.

Based upon the site plans submitted, the Fire Marshal's Office has no objections to this request as long as construction is in compliance with the applicable ICC construction codes. This office would like an opportunity to review/approve the site access plans for emergency vehicle access and fire lanes as this plan proceeds forward.

If you have any further questions, please contact me directly at (202) 727-3298

Thank You,


Bruce D. Faust
Deputy Fire Chief
Fire Marshal

Goldstein, Paul (OP)

From: Porter, Dierdre (MPD)
Sent: Friday, February 10, 2012 7:00 PM
To: Goldstein, Paul (OP)
Subject: RE: Zoning Commission Case 11-13 (222 M Street SW): Request for comments

Good Evening Mr. Goldstein,

The request for comments was sent to Commander Daniel Hickson, of the First District, as the site is located within the confines of his command.

Below are his comments:

The location of this proposal is surrounded by a well populated area. The location is adjacent to the First District station and about three blocks west of the Nationals Stadium. In addition to the significant population in the area, M Street SW is heavily traveled roadway. Listed below are the First District's comments.

- The addition of 250 residential units will certainly increase MPD calls for service. As with other economic development, MPD will need to deploy additional resources to the area to maintain the current level of service.
- The roadway is heavily traveled during both rush hours and during events at the Nationals Stadium. The addition of this development to the area will add to current traffic levels and must be considered.
- The application calls for a church sanctuary in addition to the residential units. A review of the attachments do not indicate if there will be ample parking that can accommodate those attending church services in addition to the parking for residents. There are two other churches within a block of this project that already significantly impact the neighborhood when church services are held. MPD is often called upon to mediate disputes between those who live in the community and those who are attending church services in the area. It would be helpful if the project included ample parking for those attending services so that the church-neighborhood conflict is not exasperated.

Have a great day.

Insp. Porter

Dierdre N. Porter
Inspector
Metropolitan Police Department
Patrol Services and School Security Bureau
801 Shepherd Street, NW

Washington, DC 20011
Office (202) 576-6600
Direct (202) 576-8076
Fax (202) 576-8077
E-mail Dierdre.Porter@dc.gov

Confidentiality Notice: This message is being sent on behalf of the Patrol Services and School Security Bureau, MPD. It is intended exclusively for the individual or entity to which it is addressed. This communication may contain information that is proprietary, privileged or confidential or otherwise legally exempt from disclosure. If you are not the named addressee then you are not authorized to read, print, retain copy or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by e-mail and delete all copies of this message.