



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director *JS*
Development Review and Historic Preservation

SUBJECT: Final Report – Revised Application for Zoning Commission Case No.06-10 Consolidated and Preliminary Planned Unit Development and Map Amendment for proposed “Art Place and Shops at Fort Totten”

DATE: June 22, 2009¹

I. OFFICE OF PLANNING PRELIMINARY RECOMMENDATION

The Office of Planning (OP) recommends the Zoning Commission approve this application for a Preliminary PUD and a Consolidated PUD in the Fort Totten neighborhood of northeast Washington, plus associated rezoning of the site from R-5-A and FT/C-3-A to C-2-B without the Fort Totten overlay subject to conditions. The Preliminary PUD would encompass the entire site. The Consolidated PUD would consist of one proposed building in the southern part of the PUD.

II. BRIEF PROJECT DESCRIPTION²

The applicant, the Morris and Gwendolyn Cafritz Foundation, proposes construction of a 2 million square foot transit oriented development on 16.67 acres of land between the Ft. Totten Metro station and South Dakota Avenue, just south of Riggs Road, N.E. The applicant is also requesting a

12.5 acres are now developed with 3 warehouses and the Riggs Plaza Apartments, which the Cafritz family constructed 50 years ago. Most of the site is zoned R-5-A. A small portion is zoned FT/C-3-A. The applicant has requested PUD-associated rezoning to C-2-B.

When all phases are completed, the development would result in:

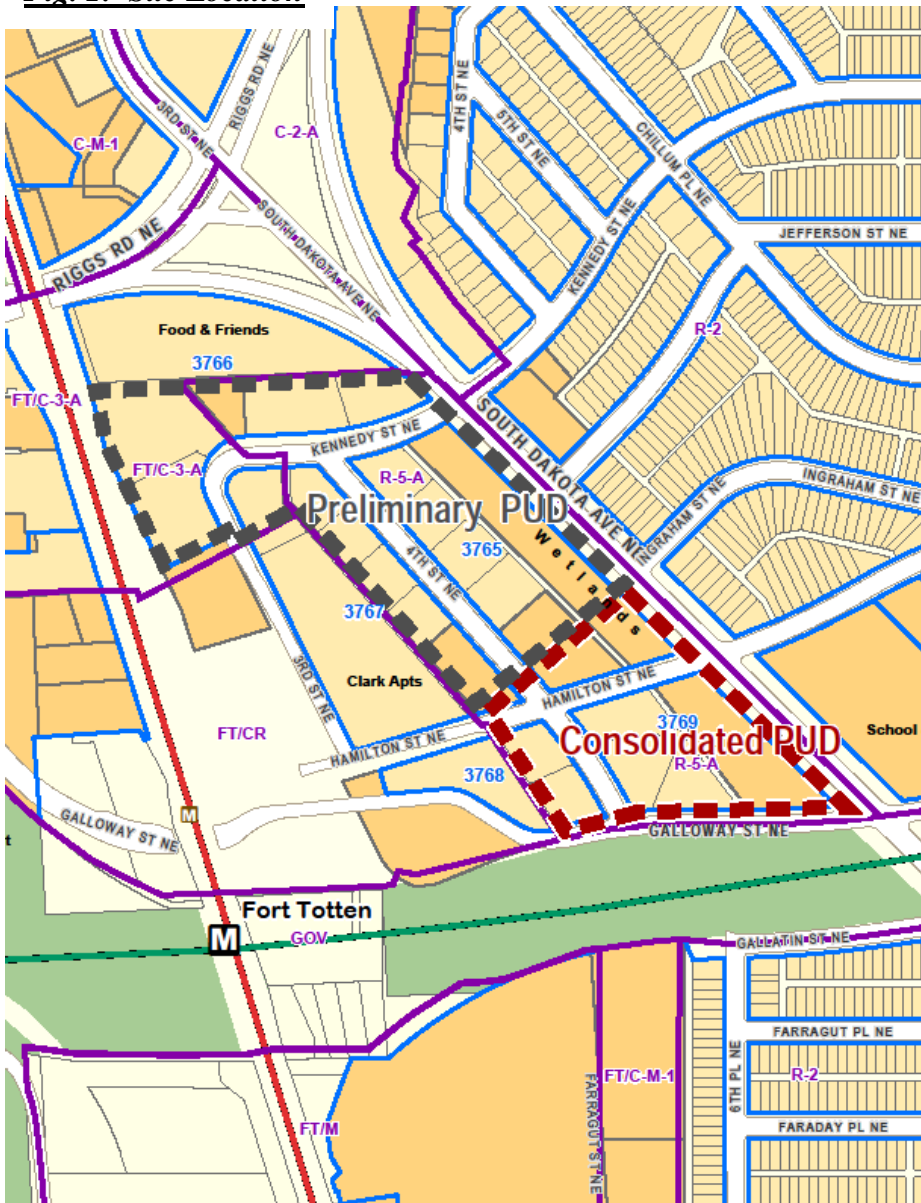
- Demolition of the 15, mostly vacant, walk-up apartment buildings on the site;
- Construction of 4 buildings between 3 and 8 stories high;
- An overall floor area ratio (FAR) of 3.1 excluding roadways, and 2.9 including roadways;
- Provision of 1,180,844 gross square feet (GSF) of residences, comprising approximately 929 one to three bedroom units. Of these, 161 units would have affordable housing covenants. 98 of the 161 units would be reserved for senior housing;
- Approximately 870,051 GSF of non-residential space including approximately:

¹The typo in OP’s calculated ratio of parking spaces to non-residential GSF on page 2 was corrected on June 30, 2009.

² The quantitative references in this report have been updated since setdown to reflect information provided by the applicant as of June 12, 2009. The changes are relatively minor in relation to the advertised proposal.

- 305,000 GSF of retail uses, of which 102,000 GSF is projected for a grocery store and in-line retail, and approximately 203,000 GSF of anchor retail use;
- A 47,000 GSF children’s museum;
- 170,000 GSF of cultural and arts spaces;
- A possible 6,500 GSF daycare facility and a seniors’ center, for which space has been reserved;
- A possible replacement branch library for which the applicant would be willing to reserve space, provided the library expresses a definite interest in the space;
- Approximately 2,456 parking spaces, including an average of 0.87 spaces for each residential and approximately 0.2 1.9 spaces per 100,000 1,000 GSF of non-residential uses³.

Fig. 1: Site Location



In addition to the requested re-zoning, the applicant has requested roof structure relief for the Consolidated PUD.

The applicant has proffered a community benefits and amenities package that, if fully realized would include: a 57,000 GSF grocery store; additional street-facing retail; a public library; community meeting rooms; health services and social spaces for residents and the neighborhood; housing for the elderly; a publicly-accessible plaza and fountain; rehearsal, storage, classroom and community outreach space for one or two major Washington-based performing arts organizations; and, short-term housing for performing-artists in residence.

³ Non-residential parking ratio corrected June 30, 2009.

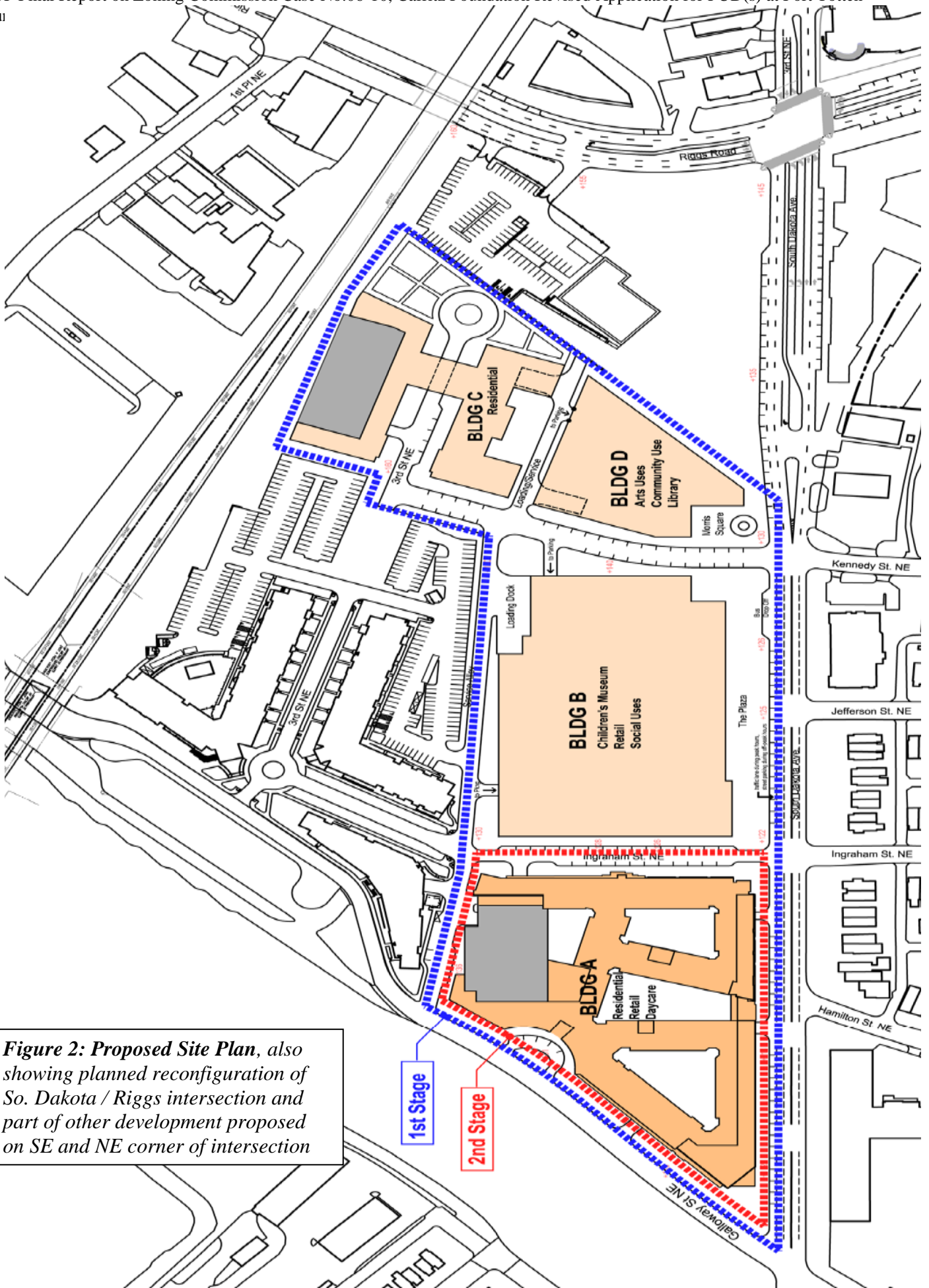


Figure 2: Proposed Site Plan, also showing planned reconfiguration of So. Dakota / Riggs intersection and part of other development proposed on SE and NE corner of intersection

III. SITE, ZONING, AND HISTORIC PRESERVATION CONTEXT

A. Boundaries

The site is in far Northeast Washington. It is bounded generally by:

- **South:** Galloway Street, which provides primary access to the Metrorail Red/Green lines transfer station, and the WMATA-owned parking lot and future development site west of the tracks;
- **West:** 3rd Street, which is to be constructed as part of the Clark Company's Fort Totten Apartments project;
- **North:** The Food and Friends non-profit food bank, located between a line approximately 150 feet north of Kennedy Street, and the arterial Riggs Road;
- **East:** South Dakota Avenue, in the vicinity of the Bernie Backus elementary school and the Lamont/Riggs library.

B. Property Squares

All or parts of Squares 3765, 3766, 3757, 3768 and 3769 are within the project area.

C. Size: 719,714 square feet – approximately 16.67 acres.

D. Zoning: The site is zoned R-5-A (moderate density residential) and FT/C-3-A (moderate density commercial with review of buildings taller than 65', to protect the view from Fort Totten). Zoning to the north and west is FT/C-3-A, to the south is GOV, and to the east is low density R-2

E. Ownership: The Morris and Gwendolyn Cafritz Foundation.

F. Current Use: Fifteen walk-up garden apartments with 232 units, of which some remain occupied, and three small warehouses. A portion of the site is currently not developed.

G. Surrounding Area and Development Context

- The property is west-adjacent to the Clark Company's Fort Totten project, which is now nearing completion. That site comprises approximately 5.6 acres between the applicant's site and the Metrorail station. It contains 370 apartments in five buildings of four and five stories. There is be a 245-space parking structure and 90 surface parking spaces, and between 4,000 and 8,100 square feet of retail space fronting on Hamilton Street. Both 3rd Street and Hamilton Street are required to be open to pedestrian and vehicular traffic, although not all of 3rd Street extension has been constructed. The proposed extension of Ingraham Street is intended to serve as the principal retail spine for both the Fort Totten Apartments and the applicant's proposed Art Place and Shops at Fort Totten.
- The non-profit Food and Friends warehouse, food production and distribution center is north of the proposed PUD, and south of Riggs Road.
- The Metrorail drop-off and short term parking lot east of the Red Line tracks and south of the applicant's site, and the long-term parking and future development site west of the tracks.
- Primarily single family detached housing to the north, east and south.

- Other significant uses in the area include the Riggs Plaza Shopping Center to the northeast, the recently closed Bertie Backus School to the east, and the federal Fort Totten Park to the south and west.
- Mixed use retail and housing developments are being planned for the southeast and northeast corners of the Riggs Road / South Dakota Avenue intersection.

Please refer to Figure 2 for a plan representation of the proposed development.

H. Transportation

The 120' wide Riggs Road and South Dakota Avenue provide arterial access to the area. Galloway, Hamilton, Kennedy and 4th Streets provide site circulation. Two alleys parallel to South Dakota serve the site.

The Fort Totten transfer station serves Metrorail's Red and Green lines and is a major hub for bus routes. Approximately 1075 park-and-ride cars and 798 kiss-and-ride cars use the parking lot to access Metro each day. This lot is now accessed from Galloway Street, but would also be accessible from Ingraham/Hamilton Street if the applicant's project were built.

I. Historic Properties: There are no designated historic structures within the project area boundaries. The remains of the Civil War Ft. Totten are within ½ mile of the project area and overlook the project area from the west.

J. Topography: The site rises 72 feet from its southeastern to its northwestern corner.

K. Wetlands: The District Department of the Environment (DDOE) lists approximately 0.46 acres of the site as wetlands area No. 46. This is located at the eastern border of the site, adjacent and parallel to South Dakota Avenue. DDOE has jurisdiction over this area. The U.S. Army Corps of Engineers (Corps) has declined claiming jurisdiction. Wetlands-related issues are discussed later in this report.

IV. PUD DETAILS

A. Zoning and Development Figures

The applicant is seeking a PUD-related map amendment from the existing R-5-A and FT/C-3-A zones to the C-2-B zone throughout, without an FT overlay. The proposed project would include approximately 2.05 million GSF, which would be 208% more than is currently permitted on the site.

Tables 1 and 2 convey the overall size and zoning requirements of the project. Both tables have been revised since Setdown to reflect development data provided to OP on June 12, 2009.

**Table 1: Existing and Proposed Zoning, Development Potential, and Proposed Development
 (Based on June 12, 2009 plans)**

Site: 719,714 SF 656,286 SF*	Existing Matter of Right			Proposed PUD-Related		
	Area by Zone	128,440 SF	527,846 SF		656,286 SF	656,286 SF
Zone	FT/C-3-A	R-5-A		C-2-B	C-2-B	n/a
	Potential	Potential	Total Potential, Both Zones	Permitted	Proposed	Proposed Change from MOR
Height	65' **	40', 3 stories		90'	60' – 90'	+ 25', 50'
FAR of total uses	4.0	0.9	1.5***	6.0	2.9	+ 1.4
Non-Res. FAR of total FAR	2.5	0	Blended	2.0	1.3	- 1.2
Lot Occupancy	75%	40%	Blended	100% non-res. / 80% res.	70.9%	---
Total GSF Potential / Proposed GSF	513,760	475,061	988,821	3,937,716	2,056,114***	+ 1,067,293 + 208%
Non-Res GSF, of Total FAR	321,100	n/a	321,100	1,312,572	870,051	+ 549,951 + 275%

*Excluding approximately 63,500 square feet of Rights of Ways

**Fort Totten Overlay regulations state that buildings over 65' high "shall provide special architectural features, roof parapet detailing, and design consideration of roof top and penthouse structures to ensure that the views and vistas from the historic fortification of Ft. Totten are not degraded or obstructed.

*** Applicant's table on June 12, 2009 Sheet 8 shows 3.1 gross FAR, and 2.9 net FAR permitted when rights of way are excluded.

*** Figure as shown on Sheet 8 of applicant's June 12, 2009 submission.

The applicant is proposing a two-stage PUD for much of the site, and a consolidated PUD for the southern portion. PUD-associated rezoning is requested for the entire site, from the existing R-5-A and FT/C-3-A to C-2-B.

The Consolidated PUD consists of Building A, which would have shops along South Dakota Avenue, a major grocery, and apartments for both the elderly and other age groups. The Preliminary or 2-Stage PUD consists of Buildings B, C and D. These buildings are labeled in Figure 2, and their proposed development data is shown in the Table 2.

Lot Number	Area (SF)	Bldg. Footprint	Lot Occupancy (%)	GFA (SF) *	F.A.R.	Breakdown per Use	# of Units	SF (per F.A.R.)	F.A.R.	Parking Required	Parking Provided [†] **
Lot A	216,463.8	187,708.0	86.7	842,114.0	3.9	Residential (Mixed Income)	431	430,292.0	2.0	144	291
						Residential (Senior/Affordable)	98	98,702.0	0.5	16	98
						Retail (Grocery-Ground Flr) ^		29,885.0	0.1	38	237
						Retail (Non-grocery; All Levels) ^^		28,600.0	0.1	34	127
						Daycare ^^^		7,010.0	0.0	3	3
						Canopies (Attributable to Res. & Retail)		5,219.0	0.0		
						Loading / Alley (Covered)		8,310.0	0.0		
						Parking (SE; 2 Levels-Retail)		102,436.0	0.5		
						Parking (NW; 8 Levels-Resid.) ^^^		130,850.0	0.8		
Lot Subtotal							529	842,114.0		233	756
Lot B	216,252.8	165,000.0	76.3	456,000.0	2.1	Retail		203,000.0	0.9	287	1,100
						Children's Museum		47,000.0	0.2	147	
						Senior Center		15,000.0	0.1	8	
						Lobby, Atrium, Service		27,000.0	0.1		
						Parking Level		184,000.0	0.8		
Lot Subtotal								456,000.0		421	1,100
Lot C	150,466.0	72,000.0	47.9	520,000.0	3.5	Residential	400	410,000.0	2.7	133	420
						Parking Deck (5 Levels-Resid.)		110,000.0	0.7		
Lot Subtotal							400	520,000.0		133	420
Lot D	73,125.4	52,000.0	71.1	238,000.0	3.3	Arts Uses		170,000.0	2.3	110	160
						Library		20,000.0	0.3	34	****
						Community Use		30,000.0	0.4	60	
						Lobby, Loading, Misc.		18,000.0	0.2		
Lot Subtotal								238,000.0		204	160
Total	656,298.0	476,708.0	72.6	2,056,114.0	3.1		929	2,056,114.0	3.1	991	2,436
Street ROW **	63,415.7					Total Residential	929	1,180,844.0	1.8		
						Total Non-Residential		870,051.0	1.3		
Total	719,713.7	476,708.0	66.2	2,056,114.0	2.9	Total Residential	929	1,180,844.0	1.6		
						Total Non-Residential		870,051.0	1.2		

* GFA contributing to FAR only (per DC Zoning Regulations)

** Dedication to be determined

*** Parking provided on building-wide basis

**** Additional shared parking in Lot B

^ Actual full Grocery Retail, including both FAR and non-FAR space =

^^ Actual full Non-Grocery Retail, including both FAR and non-FAR space =

*** Daycare use assumes 12 employees for parking calculations

(This area used to determine parking PROVIDED for this retail use)

(This area used to determine parking PROVIDED for this retail use)

Table 2. Development Details, by Building Site, for Proposed Consolidated PUD [Building A] and Preliminary PUD [Buildings B, C, D]

B. Road and Alley Changes, and Proposed Circulation Plans

The existing Hamilton Street, 4th Street, and eastern alley rights of way on the applicant's property would be closed. In its place, a new 60' wide Ingraham Street would be constructed to intersect South Dakota Avenue at a right angle and connect to the portion of Hamilton Street that remains on the Fort Totten Apartments property. Kennedy Street would be re-aligned slightly to the south, widened from 60' to 70', and connected to the section of 3rd Street that is to be constructed on the Ft. Totten Apartments site. The existing 20' wide service alley that separates the applicant's site from the new Ft. Totten Apartments project would retain its function as a service alley. There is and would be no direct access from Riggs Road. However, a new portion of 3rd Street on the applicant's property would be designed to accommodate a possible future entrance from Riggs Road. In conversations with OP, the District Department of Transportation (DDOT) has indicated that these proposals would be generally acceptable.

The development would be set-back from the western right-of-way of South Dakota Avenue to enable the applicant to construct an additional lane on its property. The applicant had proposed that this be used for turning movements during peak hours and for parking during off-peak hours. *DDOT has given preliminary indications that it would prefer the lane not be reserved for turning movements during peak hours; that street parking be permitted at all times; and that the "on-site" parking spaces be reduced by the number of additional spaces that this lane would enable. DDOT and the applicant are continuing to discuss this.*

C. Consolidated PUD

Building A, the proposed project's southernmost building, constitutes the consolidated PUD. The 214,209 SF site would be bounded by South Dakota Avenue, Galloway Street, the existing alley separating the applicant's property from the apartments to the west, and by an extended Ingraham Street. The single mixed-use building would have two sections. The southern section would be entered from Galloway Street and would have two levels of affordable housing for seniors, and 3 levels of market rate and affordable housing atop underground parking. The northern section would be entered from Ingraham Street and would have market rate housing atop underground parking, a grocery store space, street-facing retail spaces, and a six-level above-ground garage. Interior units would face one of 3 landscaped courtyards or roof-tops.

Building A's proposed layout and sections are shown on Sheets 2.01 – 2.10 of the June 12, 2009 submission. Façade designs and perspectives are shown on Sheets 2.11 – 2.19

- Height: 73' / 6 stories
 - 62' / 5 stories on South Dakota Avenue
- GSF: 842,114 (of which 233,286 is FAR-countable parking,
- Lot Occupancy: 86.7%
- FAR: 3.9
- Uses and Square Footages:
 - 529 residential units in 529,994 GSF,
 - 171 units reserved for affordable housing.⁴ The June 12, 2009 submission contains extensive changes to the program described in the applicant's April 22, 2009 filing.

⁴ Affordable housing distribution and control periods are discussed later in this report.

- 117 units @ ≤ 60%
 - 78 units for seniors
 - 39 units not reserved for seniors
 - 54 units @ ≤ 80%
 - 20 units for seniors
 - 34 units not reserved for seniors
 - 87,960⁵ GSF of retail and
 - 7,000 GSF of ground-level child daycare
 - Parking: 756 spaces
 - 389 residential (0.74 spaces per unit)
 - 291 for mixed income (0.67 spaces per unit)
 - 98 for senior/affordable (1 for each unit)
 - 364 retail
 - 3 daycare
 - Loading

Use	SF	Loading/Service Required			Loading/Service Provided *		
		55' Berth	30' Berth	20' Space	55' Berth	30' Berth	20' Space
Residential	529,994.0	1	0	1	1	0	1
Retail & Grocery	99,780.0	2	1	1	2	2	2
Daycare	7,010.0	0	0	0	0	0	0

Table 3: Consolidated PUD Loading

- Amenities and Benefits:
 - Affordable senior housing
 - Affordable all-age housing
 - Public plaza
 - Day Care
 - Superior Architecture and Landscape Architecture Design
 - Space for Grocery Store and Other Retail
 - *Southern Section*
 - Two levels of below-grade parking
 - 3 in-line retail spaces on South Dakota Avenue
 - 98 units of Affordable Housing for Seniors, and senior-oriented services, on two stories, entered from pull-off on Galloway Street and located atop parking structure
 - 165 units of non-senior housing
 - Approximately 15,400 GSF of inline-retail along South Dakota Avenue
 - A public plaza at South Dakota Avenue and Galloway Street
 - *Northern Section*
 - Ground floor and below-grade space for 57,000 GSF grocery with a pedestrian entrance on South Dakota Avenue and a vehicular entrance off of Galloway Street
 - Smaller ground floor retail spaces ranging from 2,400 to 7,000 GSF would wrap the grocery and front on South Dakota Avenue and Ingraham Street extended.

⁵This includes 28,600 GSF of the below-grade space projected for the approximately 59,000 GSF grocery store.

- 168 units of market-rate efficiency, one and two bedroom units, entered from Ingraham Street and located above landscaped roof of grocery space
- The daycare center
- Two levels of underground parking, and a six-level above-grade parking structure to west of grocery store, accessed from a service alley on western edge of site.

D. Preliminary PUD

The preliminary, or first-stage, PUD application provides for the other three buildings. Two would be mixed use; one would be solely residential.

- Building B would be a retail and cultural-use building. It would be bounded by a new Ingraham Street, a realigned Kennedy Street, and a service alley between the applicant's property and the Ft. Totten Apartments.
 - Height: 60' / 3 stories
 - Lot Occupancy: 76.3 % not excluding roads and alleys;
 - FAR: 2.1
 - GSF: 456,000, of which 165,000 is FAR-countable parking
 - Uses and Square Footages
 - 203,000 GSF of retail space, divided into
 - 68,000 GSF of ground-level retail space along plaza adjacent to South Dakota Avenue, and along Ingraham Street;
 - 135,000 GSF of second-level anchor retail space
 - 47,000 GSF of ground level cultural space for a children's museum, entered from Ingraham Street
 - 15,000 GSF for a second-level senior center
 - 4,000 GSF of space for a day-care center.
 - 27,000 GSF of lobby, service and atrium space
 - Parking: 164,000 GSF parking (1100 spaces) in one below-grade and three above-ground levels, entered from Kennedy Street
 - Amenities and Public Benefits: Public Plaza, space for cultural uses, possible senior center and possible day care

- Building D would be devoted to cultural and community uses. Its site would be bounded by South Dakota Avenue, a relocated Kennedy street, a private alley separating Buildings D and C, and the Food and Friends property to the north.
 - Height: 90' / 7 stories
 - Lot Occupancy: 71.1% if roadways and alleys are excluded
 - FAR: 3.3
 - GSF: 238,000, of which none is FAR-countable parking
 - Uses and Square Footages: Devoted entirely to Arts and Public Uses
 - The Washington Opera and the Shakespeare Theater have expressed interest in locating storage, rehearsal space and scenery/pro shops; square footage not finalized.
 - Space would be available for a 20,000 GSF public library should the library system find such a facility desirable and affordable;
 - 30,000 GSF reserved for community uses.
 - Parking: 160 spaces on two underground levels.

- Amenities and Public Benefit: There would be a public square and fountain at the South Dakota Avenue/Kennedy Street corner of the building. The possible cultural and library uses would also provide community benefits.
- **Building C** would be an entirely residential building bounded by the Building D site, the Food and Friends site, the rail tracks and the Ft. Totten Apartments, at the northwest corner of the applicant’s property. The building would have two C-shaped wings, joined above the 2nd level, to permit a new 3rd Street to connect with Riggs Road, should Food and Friends decide to sell or re-develop its property.
 - Height: 90’ / 8 stories
 - Lot Occupancy: 47.9 %
 - FAR: 3.5
 - GSF: 520,000, of which 110,000 GSF is FAR-countable parking
 - Uses and Square Footages: 520,000 residential GSF / 400 units
 - 370 market rate units
 - Possible 30 units for visiting artists
 - Parking: 110,000 GSF comprise 420 spaces / 1.05 spaces per unit on five structured levels facing WMATA right-of-way.
 - Amenities and Public Benefits: Reservation of corridor for potential extension of 3rd Street to Riggs Road.

The overall loading proposals for the Preliminary PUD follow:

Lot Number	Use	SF	Loading/Service Required			Loading/Service Provided *		
			55' Berth	30' Berth	20' Space	55' Berth	30' Berth	20' Space
Lot B	Retail	203,000.0	2	1	1	2	1**	1
	Children's Museum	47,000.0	0	1	1	0	0	0
	Senior Center	15,000.0	0	0	0	0	0	0
	<i>Aggregated Requirement if all uses considered Retail</i>		265,000.0	2	1	1	2	1
Lot C	Residential	410,000.0	1	0	1	1	0	1
Lot D	Arts Uses	170,000.0	1	0	0	2	1**	1
	Library	20,000.0	0	1	0	0	0	0
	Community Use	30,000.0	0	1	1	0	0	0
	<i>Aggregated Requirement if all uses considered Retail</i>		220,000.0	2	1	1	2	1

Table 4. Preliminary PUD Loading

E. Zoning Relief Requested

The application contemplates that the Consolidated PUD would require relief from the following sections:

- §411.3’s requirement that stair towers, elevator machinery and other mechanical equipment atop the roof be place in a single enclosure;
 - The building would be horizontally large and has a number of diverse use requirements for roof equipment. The applicant proposes to reduce the impact of screening these elements with the required single wall of uniform height by consolidating roof elements into three, small screened structures.
- §400.7 (b)’s requirement that roof structures be set back from exterior walls in a 1:1 ratio.

- *The applicant is continuing to explore design solutions that would avoid the need for such relief, and may have alternative roof structure setbacks by the public hearing. If not, the applicant will provide an explanation at the hearing for why setback relief is being requested.*

F. Benefits and Amenities

The applicant proffers the following public benefits and amenities that would serve both the project's residents and the larger neighborhood:

- A significant transit oriented development that would help to stabilize the surrounding neighborhood without having a significantly negative impact on nearby vehicular transportation facilities;
- The extension of Ingraham Street to better connect the Metro Station and the Fort Totten Apartments to South Dakota Avenue;
- The provision of a larger number of market rate housing units (929) than now exist on the site;
- Reservation, in Building A, of 18% of the overall project's residential units for affordable housing (ranging from 60% to 80% of AMI), with an emphasis on senior housing and relocation units for existing Riggs Plaza tenants.
- Reservation of space for a seniors' center in Bldg. A;
- Reservation of 295,000 square feet of space for retail uses, including for a 57,000 square foot space designed for a grocery store in Consolidated PUD Bldg. A;
- 47,000 GSF of space in Building B intended for a projected children's museum, with associated programs aimed at the neighborhood's and region's children and families;
- Construction of a building (D) intended to house rehearsal and storage space for the Shakespeare Theater and for the Washington Opera. These institutions would engage in public outreach and educational programs;
- Space for an approximately 4,000 GSF daycare center in Bldg. B;
- Space for, potentially, a 20,000 GSF replacement public library in Bldg. D;
- Construction of a plaza for public use at the corner of Hamilton Street and South Dakota Avenue, and a vest-pocket park at Galloway Street and South Dakota Avenue; and
- Superior building and landscape design;
- Pursuit of LEED ND accreditation.

The cost of providing the benefits and amenities has not been estimated.

G. Mitigation of Potentially Adverse Impacts

Wetlands

The applicant has been unable to find a site for the construction of wetlands to replace the 0.46 acres that District Department of the Environment (DDOE) lists as being on the applicant's site. The applicant and DDOE have had extensive discussions about the possibility of the applicant's paying into a wetland-related dedicated fund that would be set-up for mitigation of projects having a wetlands' impact in the District. Although the establishment of such a fund has legislative authorization, the actual fund has not yet been made operational, and would take several months to establish administratively. *Both DDOE staff and the applicant are optimistic that the use of such a fund, or the development of another solution*

will be feasible by the time the applicant files for a building permit, if the Commission approves the application. It is OP's understanding that DDOE will be submitting a letter to this effect before the public hearing.

The applicant will also be installing 32 LID-type tree pits to treat and filter storm water along the streets proposed for relocation/reconstruction.

Transportation

Overall, the transportation analysis indicates that Levels of Service (LOS) would remain at a level acceptable for urban settings (LOS D or better). This projection assumes the construction of DDOT's planned improvements to the geometry of the Riggs Road/ South Dakota Avenue intersection, the completion of the proposed PUD, and the construction of two other planned mixed-use developments at this intersection.

The applicant provided a Transportation Impact Study in its April 22 filing (Tab B). It includes an analysis of pedestrian and bicycle route conditions.

The applicant and DDOT have agreed that the applicant will construct a parking lane on the applicant's land on the northwest side of South Dakota Avenue. The applicant's traffic study assumes timing changes for signals on South Dakota Avenue at Galloway Street, Kennedy Street and Riggs Road.

Since its revised application filing, the applicant has agreed to remove a previously proposed curb cut on South Dakota Avenue between Galloway and Ingraham Streets.

H. Urban Design and Architecture

There would be four buildings with large footprints. The architectural design of the three buildings with frontage along South Dakota Avenue (Buildings A, B and D) is intended to break down building mass through the use of projecting bays, stepped-back upper stories and a clear distinction between the ground levels and the upper stories. The all-residential Building C would reduce its apparent mass by dividing the building into two wings.

For the Preliminary PUD, the site plans and general massing have been indicated; no façade design, materials' description or landscape plans have been presented beyond the site sections presented on Sheet 30 of the June 12 filing. 11DCMR Chapter 24 suggests that additional details are not needed until the filing of a Second Stage application for a Preliminary PUD.

More fully developed site plans, façade designs, materials specifications, landscape plans and "green" elements, and perspective illustrations have been presented for the Consolidated PUD. (See Applicant June 12, 2009 Sheets C-54 – 56, and Sheets 2.01 – 2.19) The applicant has significantly refined the design of the Consolidated PUD.

Building A would have a 20' – 30' high base. It would contain shops along South Dakota Avenue and Ingraham Street, and would be designed to mask parking along portions of Galloway Street and the service alley to the west. Above the base would be three to four stories of apartments, with a setback at the 60 foot level along South Dakota Avenue. The building clearly reads as one large horizontal

structure, but the architects have broken down the scale of the structure by employing a combination of window types, cornice lines, projecting bays, recessed elements and changes in materials, fenestration and rhythms. It achieves harmony through its skillful use of a unifying contemporary aesthetic. Façade materials would include panels of red and yellow/tan brick veneer, warm-grey metal, stone panels, fiber cement panels, black or grey vinyl window frames and fixed projecting canopies.

See Section VI. B. 9, below, for additional comments on the proposed design of Building A.

VI. PUD EVALUATION

The proposal is generally consistent with the objectives and evaluation standards of a Planned Unit Development, as defined in DCMR Section 2400, for setdown.

The objectives of a PUD are:

- to permit flexibility of development in return for
- the provision of superior public benefits,
 - provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations,
 - Or results in an action inconsistent with the Comprehensive Plan.

A. Consistency with the Comprehensive Plan

1. Overall Evaluation

The revised application is consistent with the 2006 Comprehensive Plan⁶. The Comprehensive Plan's Generalized Land Use Map designates the site as appropriate for medium-density commercial and medium-density residential uses. The Generalized Policy Map categorizes the site partially as a land use change area and partially as a neighborhood conservation area. The proposed residential, retail and cultural development would bring additional residents to the neighborhood, and provide the additional density needed to support the retail uses that would serve the area's existing residents. The increase in density would be consistent with the Generalized Land Use Map, and with the Riggs Road and South Dakota Avenue area development plan that was recently approved by the Council of the District of Columbia.

2. Written Elements

In addition to the overall consistency with the Comprehensive Plan, the proposed development would further many specific Plan themes. These include §§ 217, 218 and 221's emphases on creating successful, green, transit-oriented neighborhoods that manage growth in ways that serve existing neighborhood residents, help the District capture new job-producing growth within walking distance of major underutilized transit stations, bring new jobs and a create range of market rate, senior and affordable housing. [See §§ 217.2 - .4, and 217.6; 218.1 - .3, and 218.8; 221.2 and 221.3].

⁶ The application had been set down under the preceding Comprehensive Plan.

The proposed PUD would promote policies in the Land Use, Transportation, Housing, Environmental Protection, Economic Development, Urban Design, and Community Services and Facilities element. This interaction is described on pages 29 – 32 of the applicant’s October 8, 2008 filing.

Most specifically, the “Arts Place” development would help to realize Policy UNE-2.7.1: Fort Totten Metro station:

Encourage the reuse of...underutilized property in the immediate vicinity of the Fort Totten Metrorail station, focusing on the area bounded by the Fort Circle Parks on the west and south, Riggs Road on the north, and South Dakota avenue on the east. This area is envisioned as a “transit village” combining medium-density housing, ground floor retail, local-serving office space, new parkland and civic uses, and structured parking.

B. Consistency with the PUD Evaluation Standards of Section 2400

1. Lot Size and Lot Coverage

The applicant is requesting PUD-associated rezoning to C-2-B. The proposed aggregate lot coverage would be 66.2% if likely public roadways and public alleys are excluded. This is well below the permitted 80% residential and 100% non-residential lot coverage limitations.

2. Building Height

- Section 2405.2 sets maximum heights.

The current R-5-A zoning permits heights of 40, and the FT/C-3-A zone permits heights up to 65’ by right. The proposed PUD heights would range from 60’ to 90’, with the greatest heights being located away at the northern end, along South Dakota Avenue and nearest the rail tracks. The proposed development would be within the limits permitted by the requested zoning.

Part of Building C in the Preliminary PUD would be within the current Fort Totten (FT) overlay. It is proposed to be 90 feet high. The FT Overlay is designed to protect views from the historic Civil War fort by requiring review of roof structures, step-backs, parapets, etc. that are above 65’ and within the overlay’s boundaries. Although the applicant has requested a PUD-related rezoning that would leave none of the site within the FT overlay, OP has analyzed the possible impact of the proposed building’s height. The analysis presented in Figure 3, indicates that there would be little, if any, impact from the height of tallest buildings. This analysis did not evaluate the impact of the design of the buildings above the 65’ level, since such detailed designs are not usually presented until the second stage of a preliminary PUD.

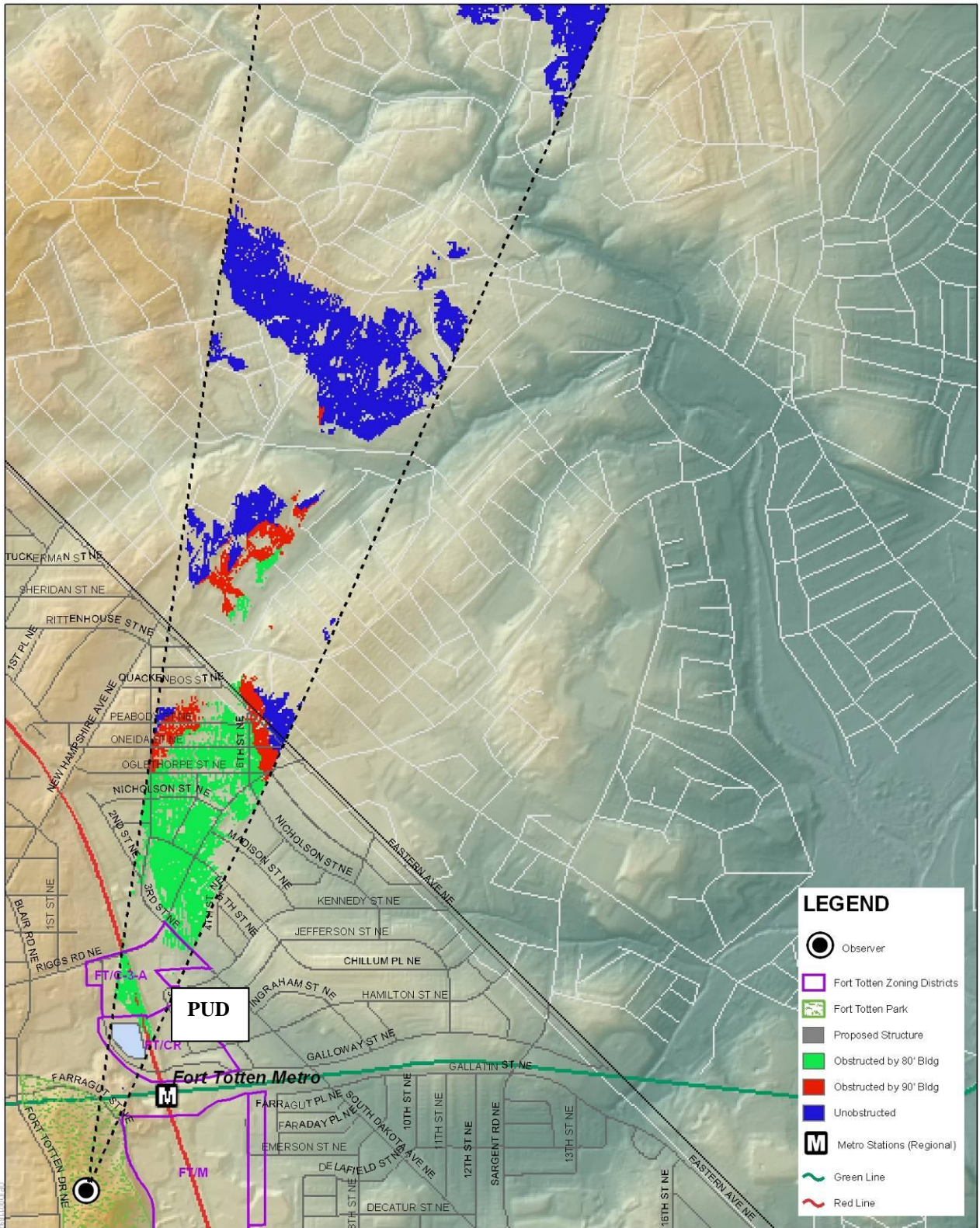


Figure 3: Preliminary Viewshed Analysis

The applicant has presented a comparable viewshed analysis on Sheet 37 of its June 12, 2009 filing.

3. FAR

Section 2405.2 states that the FAR shall not exceed the aggregated FARs as permitted in the project area's zone districts, as modified by the PUD regulations. The maximum FAR for a PUD may not exceed 6.0 in the C-2-B district. The proposed PUD would have an FAR of 2.9.

4. Traffic

The Transportation Study commissioned by the applicant indicates that the project will have no unacceptable traffic impacts, based on projected levels of service at the three proximate signalized intersections. These findings take into account developments recently completed adjacent to the eastern side of the Metro station, projected development on the western side of the Metro, and planned development in the northeast and southeast quadrants of the intersection of Riggs Road and South Dakota Avenue. They are based on the assumption that the adjacency to the Red and Green lines at the Ft. Totten Metro will result in 50% of the peak hour trips being made by transit, that the District will proceed with its planned reconfiguration of the South Dakota/Riggs intersection, which would eliminate slip-turning lanes on the south side of Riggs Road, and the applicant's proposed addition of southbound lane to South Dakota Avenue.

Although DDOT's formal response to the application had not been received at the time OP filed its report, DDOT staff had indicated to OP an overall agreement with the applicant's transportation impact study and the changes the circulation and loading changes the applicant had made to DDOT's earlier concerns. DDOT and the applicant are continuing discussions about the use of the parking lane the applicant proposes to construct on South Dakota Avenue, and on the method of controlling commercial vehicles' left turns from the loading exit proposed on South Dakota Avenue between Galloway and Ingraham Streets.

5. Parking

The overall development would provide approximately 2,436 parking spaces, when only 991 spaces are required by the Zoning Regulations. The development would provide 809 parking spaces for 929 residential units – a ratio of 0.87 parking space to 1 residential unit. Only 293 residential parking spaces are required. It would also provide 1,627 spaces for 870,051 GSF of non-residential development, when 698 spaces are required. The consolidated PUD would provide 756 parking spaces: 389 for the residential and 367 for the non-residential uses.

OP and DDOT are concerned that the provision of 245% more parking than is required by the Zoning Regulations runs counter to the District's Transit Oriented Development (TOD) policies – especially for a site that is adjacent to a Metrorail transfer station.

6. Loading

The applicant has been consulting with DDOT about parking and loading access points. For the Preliminary PUD, loading would occur off of local streets or alleys on the site. For the Consolidated PUD, the applicant has, at DDOT's request, eliminated one of the two curb cuts between Galloway and Ingraham Streets that are shown on the submitted plans. Parking and loading access would be

concentrated on a proposed enclosed service road that would be accessed from a new curb cut on South Dakota Avenue.

7. Requested Rezoning and Density Gained

The applicant is requesting a PUD-associated rezoning from R-5-A and FT/C-3-A to C-2-B. Such a rezoning would not be inconsistent with the Riggs Road and South Dakota Avenue Area Development Plan adopted by the City Council in May 2009.

Under the existing R-5-A and FT/C-3-A zoning, the applicant could achieve 988,821 square feet (1.5 FAR) as a matter of right. The applicant is proposing a 1,922,000 gross square feet of development. This would be 933,279 square feet and 94% larger than what is now allowed as a matter of right. Based on the site's proximity to Metro station and adjoining major transportation corridors, OP thinks that the increase in density is appropriate.

8. Zoning Flexibility Requested

The applicant has requested roof structure flexibility, as noted in Section IV E on pages 11 and 12 of this report. *OP has asked the applicant to supply additional information about the request for relief from the 1:1 roof structure setback requirement.*

9. Building Design

The newest proposals are discussed above in Section V.H.

With respect to the most recent revisions to the design of Building A, the South Dakota Avenue and Ingraham Street facades seem successful at a range of scales.

Additional consideration is still needed for the Galloway Street façade, however. Although the June 12 revision is considerably improved over even the April 12 submission OP recommends that the applicant give additional consideration to the Galloway Street treatment at ground level. The need is most evident on Sheets 2.12 and 2.18. The applicant has not yet reconciled the different demands of the grade change, podium treatment, service functions, retail entry and pedestrian experience. The project would benefit from additional study on:

- *Reducing the scale of the Galloway Street base*
- *Providing more architectural interest at the height of a person walking on Galloway Street*
- *Enlivening the blank appearance of the above-ground garage wall*
- *Improving the entrance to the retail space by better resolving the demands of the grade change with the design of the stairs and the access ramps, and by enhancing the corner with additional landscaping at its base.*

The service alley façade shown on Sheet 2.12 is livelier than its April 22 iteration. However, it is not possible to evaluate the garage design without additional color renderings of its facade, which Sheet 2.19 does not provide.

10. Amenities and Benefits in Relation to the Degree of Flexibility

The applicant describes several exceptional merits that justify consideration of the project as a PUD. These were noted in Section III E of this report. OP believes that the applicant's proposal would be a valuable addition to the neighborhood and to the District. It would provide superior amenities for its residents, and would provide floor-space for very significant retail services, shops and cultural uses for an underserved area of the District. It would provide District-wide public benefits in the form of additional tax revenues and 171 units of affordable housing. The intended land uses and density adjacent to a Metrorail transfer station is consistent with the Comprehensive Plan and the District's Transit Oriented Development policies.

The applicant has also indicated that, while it will pursue tax benefits and public financing for the senior and affordable housing, it has every intention of constructing the senior housing even if it must be self-financed through the Cafritz Foundation. This would be a significant public benefit.

The applicant proposes to construct space for a grocery store, a retail anchor store, in-line retail, the Washington Opera⁷, the Shakespeare Theater⁸, a child day-care center, senior citizen facilities, a children's museum and a possible public library branch. If these uses are developed, they would justify the requested zoning flexibility in relation to the proffered amenities and benefits.

The design of Building A, and the public space design and landscaping for the overall project are positive.

The applicant has received expressions of interest from the Opera and the Shakespeare Theater. While the applicant has made OP aware of interest from other retailers, discussions have not proceeded to a point where anything can be put into writing.

Overall, the project is well-design and exciting, and would be considerably beneficial to the neighborhood and the District as a whole. However, *OP notes that the bulk of the benefits and amenities proffers are dependent on the state of the private market for the provision of the retail uses, and on the availability of private giving to sustain the cultural and other non-profit facilities that are proposed for the site. It is possible that the benefits and amenities proffer will need to be significantly recalibrated in the second stage of the Preliminary PUD.*

VII. STATUS OF ISSES RAISED BY THE COMMISSIONOR OP AT SETDOWN, OR IN SUBSEQUENT OP DISCUSSIONS WITH THE APPLICANT

The application meets the Zoning Regulations' standards for setdown at this time. As with most PUD applications, additional information and clarification is expected by the time of the public hearing for this case. This would include:

- Resolution with DDOE of mitigation for the proposed development of the 0.46 acres the District classifies as wetlands.

⁷ Expression of interest received.

⁸ Ibid.

- *As noted above, DDOE staff has told OP that significant progress is being made, and that resolution of the issue could be handled as part of the building permit process.*
- Other Environmental Impacts and Mitigation: *The applicant will be providing 32 LID tree pits along the Ingraham Street extension for storm water retention, and will be designing green elements into its courtyard and roofscape landscape design. By the public hearing, the applicant will be submitting a LEED NC checklist of the measures the applicant will take to provide low-impact development and sustainability.*
- Design Refinements for Consolidated PUD: *The applicant has provided detailed color renderings of elevations, as well as perspective views of Building A – but not the overall PUD --from the cardinal directions. The applicant’s drawings and statements indicate that no EIFS would be used in the project.*
- Consistency of Square Footages and FAR Calculations: *The June 12, 2009 figures appear to be internally consistent.*
- Further examination of whether specific zoning relief would be needed: *The applicant has requested and addressed relief to provide multiple roof structure enclosures, but has not yet provided sufficient explanation of the relief from the 1:1 roof structure setback requirements that was requested in the June 12, 2009 filing.*
- Clarification of what public funds will be sought for the intergenerational housing, whether all publicly funded units will carry a 30-year affordability restriction, and the levels of affordability that government assistance would require:
 - *The applicant significantly revised its affordable housing intentions and possible funding sources. These are included as Attachment A. If public funds are not sought, the applicant will self-finance the senior housing and the replacement housing for current Riggs Plaza tenants.*
- Clarification of the Affordable Housing Component: *Discuss how the overall development, and the Consolidated PUD in particular, would meet the Zoning Commission’s typical request that the residential component of a PUD covenant the provision of affordable housing equivalent to at least 15% of the total residential GSF, with affordable units distributed and configured throughout the residential portions of individual buildings in a manner that minimizes the ability to identify which units are market rate and which are affordable. The current proposal has all affordable units clustered in one section of the Consolidated PUD’s Building A.*
 - *The Applicant has submitted a description of the proposed affordable housing component and covenant. (See Appendix A to this report). The 171 units of affordable housing that the applicant proposes to covenant would comprise approximately 18% of the residential component of the overall consolidated and preliminary PUD. Under the proposal outlined in Appendix A, all of the affordable housing units would continue to be located in Building A, with none yet proposed for the other residential building – Building C in the Preliminary PUD. OP understands the desirability of concentrating the affordable units for senior in a building where senior services are proposed to be provided. The applicant should provide*

further explanation of why concentration of this housing on the first two floors is desirable and/or required.

- *The applicant has described how it proposes to achieve an equitable distribution of the affordable units in Building A. OP will be unable to evaluate this until the applicant provides drawings indicating the physical location of the proposed affordable units.*
- *In addition to describing why the elderly affordable units must be concentrated on two floors of Building A, the applicant's description of the proposed affordable housing covenant states that affordable units shall not constitute the majority of units on any floor, building or phase of the project. The applicant should reconcile these statements.*

Parking: OP and DDOT have had extensive discussions with the applicant about the applicant's parking plans. As noted above, the overall concern is that at a site that is adjacent to a transfer station for three Metrorail lines, the applicant proposes providing 245% more parking than the Zoning Regulations require.

OP has two specific parking concerns that it began discussing with the applicant before Setdown, and that have not yet been adequately addressed:

- *Shared Parking Among Different Uses:* The Transportation Impact Study that the applicant submitted to DDOT on April 21, 2009 indicates that shared parking techniques would reduce the overall parking demand by between 25 and 30 percent over a parking analysis not employing the shared parking techniques, and that the Applicant's proposed parking would be 10 to 20% greater than the applicant's market analysis states would be needed if parking were shared among uses and locations within the PUD.

Although the applicant has orally indicated to OP that the Second Stage of the Preliminary PUD will proposed shared parking within that stage and with the Consolidated PUD, the applicant has not agreed to provide a significant amount of shared parking between the residential and non-residential users in the Consolidated PUD.

- *Based on the Transportation Impact Study, OP recommends that the Commission condition its approval of the Consolidated PUD on the applicant's submitting, before a final decision, plans that reduce the number of parking spaces proposed for the Consolidated PUD by no less than 10% (75 spaces) from the amount shown in the June 12, 2009 filing ; and that the applicant agree to reduce parking for the second stage of the Preliminary PUD to a level that would result in no less than a 20% reduction in the overall 2,436 spaces currently proposed for the combination of the Consolidated and Preliminary PUDs.*
- OP has strongly suggested that the applicant "de-link" or "un-bundle" the cost of renting a parking space from the cost of renting an apartment. Based on experience in other jurisdictions, there would be less demand for parking if a resident's paying for such parking were optional. Such a management and marketing change could promote greater use of public transit and increase the affordability of the proposed housing, and could result in lower construction costs to a developer. The applicant has rejected this approach for the Consolidated PUD, but has indicated a willingness to consider it for the Preliminary PUD.

- *OP recommends that the Commission ask the applicant to address, prior to the Commission's preliminary decision in this case, the implications of leasing residential living space and residential parking spaces independently.*
- Transportation Demand Management Plan: Provision of additional information from Wells and Associates and from the District Department of Transportation (DDOT) about the project's transportation demand management plan (TDM), including measures that would be taken to encourage Metro-ridership, car-sharing, bicycle usage, and walkability:
 - *Although DDOT has indicated general satisfaction with the applicant's transportation analysis, OP is not aware of a TDM having been agreed to by the applicant and DDOT. This will need to be clarified by the public hearing.*
- Consultation by the applicant with the District Department of Transportation (DDOT) and the Fire and Emergency Services (FEMS) to ensure that the proposed street, alley, parking, curb cut and loading configurations acceptable to DDOT and that the widths and radii acceptable to the Fire Department. The applicant will also need to indicate who would bear the responsibility for such construction of changes to street and alley systems, if any, and, will need to secure a written indication of the DDOT position on this. Council approval of any street or alley closings or openings will be required.
 - *OP is not aware of any controversy regarding DDOT's or FEMS' review of these matters. However, no information has been submitted indicating that the applicant, DDOT and FEMS have agreed to road and alley geometries, and the funding of street reconstructions and alignments.*
 - Site Plan Coordination with Metropolitan Branch Trail Plans: *DDOT staff has indicated to OP that this has been done.*
- First Source Agreements, Construction Period Training and Apprenticeships: The pre-hearing statement should address percentage objectives for the use of District minority and disadvantaged businesses during project construction and should consider setting similar objectives for subsequent property management.
 - *The First Source Employment agreement was submitted under Tab F in the applicant's April 22, 2009 filing. The applicant and DOES are working to clarify recently-issued provisions governing construction period training and apprenticeships.*
- Utilities: The pre-hearing statement should give a description of the major utilities that are likely to require upgrades or replacement by the applicant, and those that the public sector would pay for, and what, if any, implications the costs may have for other aspects of the project. *Utility plans are shown on Sheets C-25 and C-26 of the June 12 filing. Details will be handled during the building permit process.*
- Update Status of Proposed amenities and public benefits. The report should include expressions of interest, and letters of intent from potential grocers, major retailers, the Washington Opera and the Shakespeare Theater, and the District's public library system. The update should discuss alternative

public benefits and amenities the PUD would proffer if the retail and/or cultural proposals do not materialize.

- *There have been no significant updates from the Applicant since Setdown. OP suggests that the discussion of alternative amenities be considered as part of a Stage 2 application.*
- **A discussion of any PUD-related opportunities arising from the closing of the Bertie Backus Middle School:** *As indicated in the applicant's April 22, 2009 filing, proposed re-uses of the school are being considered by the Deputy Mayor for Planning and Economic Development and part of a current RFP process.*
- **Consideration of Nearby Proposed Developments.** In addition to the submitted market study, which indicates that there is sufficient demand in the area to support the retail proposed for the applicant's site and others, the applicant should provide a description of the physical and land use relationships among the proposed PUD and other projects proposed near the intersection of South Dakota Avenue and Riggs Road.
 - *The District is seeking stimulus funding to move forward with the planned reconstruction of the intersection and the elimination of the "slip" lanes. This is a precondition for the redevelopment of two parcels east of South Dakota Avenue, on either side of Riggs Road.*
 - *The Deputy Mayor for Planning and Economic Development is evaluating recent RFP responses for the re-use of the Backus school, but the site has not yet been awarded to a development team. The University of the District of Columbia continues to express interest in using the former school site as a community college campus.*
 - *Figure 3 shows the most recent site plan for the two parcels north and east of South Dakota at Riggs Road. These projects are on hold, pending financing.*



Figure 3: Proposed Development North and East of Reconfigured Intersection at South Dakota Avenue and Riggs Road

VIII. AGENCY COMMENTS

The applicant and OP have had extensive discussions with DDOT and DDOE. These are continuing. The applicant has also had informal discussions with the head of the DC Public Libraries. However, no formal agency comments had been received from these or other agencies as of June 15, 2009.

IX. PUBLIC COMMENTS

ANC 5B will be formally considering the application on June 24, 2009.

Councilman Thomas has filed a letter with the Office of Zoning in support of the application.

X. RECOMMENDATION

The proposed PUD has the capability of transforming the area around the Fort Totten Metro Station into a model mixed-use transit oriented development. It has the possibility of filling major retail needs of existing residents, and contributing to the cultural life of the District and Region.

OP recommends the Commission approve this application, as revised through June 12, 2009, with the following conditions:

By the public hearing, the applicant shall:

- provide additional information and analysis concerning the relief requested from § 400.7's requirement for a 1:1 setback for roof structures;
- submit revised designs for the Galloway Street façade of Building A, and additional renderings of the service alley garage façade of Building A;
- submit a LEED NC checklist;
- submit floor plans showing where each of the covenanted affordable housing units would be located;
- provide information on plans for covenanted affordable housing in the Preliminary PUD;
- provide an estimate of the dollar value of the public benefits and amenities proffers;

Prior to proposed action the applicant shall:

- analyze the implications of leasing residential living space and residential parking spaces independently;
- resolve with DDOT the use restrictions on the proposed parking lane to be constructed on the applicant's property adjacent to the South Dakota Avenue R-O-W;
- continue discussions with DDOT and FEMS concerning the acceptability of proposed road and service alley layouts.
- The applicant shall reduce the number of parking spaces in the Consolidated PUD by not fewer than 75 spaces, based on the June 12, 2009 filing;

Prior to final action, the applicant shall:

- continue discussions with DDOE regarding the mitigation of DDOE-designated wetlands on the site, and provide the Commission with a status update prior to its final decision on the application;
- have secured written DDOT approval of a Transportation Demand Management Plan;

By Second Stage submittal, the applicant shall

- provide revised plans that reduce the overall PUD parking by 244 spaces from the number shown in the June 12, 2009 filing;

JLS // S Cochran, project manager

**APPENDIX A:
APPLICANT'S DESCRIPTION OF PROPOSED AFFORDABLE HOUSING
DETAILS CURRENT TO JUNE 11, 2009**

**Zoning Commission Case No. 06-10
Application of The Morris & Gwendolyn Cafritz Foundation**

Affordable Housing Commitment Standards

Development Standards

- Total Square Footage: Applicant shall commit to reserve not fewer than 171 dwelling units in Building A of the Applicant's Planned Unit Development (PUD) for units affordable to households within the Target Income Range.
- Unit Types: The mixture of affordable unit types shall be comparable to the mixture of market rate unit types. The proportion of affordable studios, 1-bedrooms, and 2-bedrooms may not exceed the proportional mix of market rate studios, 1-bedrooms and 2-bedrooms.
- The Applicant currently plans the following mixture of unit types within Building A: 1 three-bedroom, 139 two-bedrooms, 322 one-bedrooms, 67 studios.
- Unit Sizes: Gross square footage of affordable units will be comparable to that of market rate units.
- Unit Distribution: Affordable units shall be reasonably distributed vertically and horizontally throughout Building A except for the upper two floors of the building or overlooking Fort Totten Park to the south. Affordable units shall not constitute a majority of units on any floor, building or phase of the project. Nor shall any floor, building or phase of the development contain 100% of the affordable units.
- The Applicant plans a distribution within Building A, as follows:
First Floor - 48 Units (8 two-bedrooms, 40 one-bedrooms);
Second Floor - 56 Units (11 two-bedrooms, 39 one-bedroom, 6 studios);
Third Floor - 67 Units (20 two-bedrooms, 41 one-bedroom, 6 studios);
- Of these 171 Affordable units, the following distribution within Building A is proposed for Senior Units:
- @ 60% AMI-**
First Floor - 38 Units (6 two-bedrooms, 32 one-bedrooms);
Second Floor - 40 Units (9 two-bedrooms, 31 one-bedroom);

@ 80% AMI-

First Floor - 10 Units (2 two-bedrooms, 8 one-bedrooms);

Second Floor - 10 Units (2 two-bedrooms, 8 one-bedroom);

Construction: External design and materials of affordable units shall be indistinguishable from market rate units. Internally, appliances and finishes shall be comparable, but may be of different quality.

Household Standards

Target Income Range: Eligible households are defined as those households that meet the following criteria:

- 117 units (78 of which will be Seniors Units) will serve household income not exceeding 60% of the Area Median Income for the Washington, D.C. Metropolitan Statistical Area and adjusted for family size (see below for summary of current income limits)
- 54 units (20 of which will be Seniors Units) will serve household income not exceeding 80% of the Area Median Income for the Washington, D.C. Metropolitan Statistical Area and adjusted for family size (see below for summary of current income limits)
- Senior Units will be reserved for those households whose head of household is aged 62 years or older as of the date of Occupant Selection

Initial Housing Cost: Shall be determined based on the following assumptions, as may be adjusted by future income limits.

- Monthly housing payment shall equal to 30% of the Income Limits by family size and unit type.

Unit Type	Household Size	2009 Income Limit (80%)
Studio	1 Person Household	\$57,510
1-Bedroom	2 Person Household	\$65,730
2-Bedroom	3 Person Household	\$73,940
3-Bedroom	4 Person Household	\$82,160
Unit Type	Household Size	2009 Income Limit (60%)
Studio	1 Person Household	\$43,140
1-Bedroom	2 Person Household	\$49,320
2-Bedroom	3 Person Household	\$55,440
3-Bedroom	4 Person Household	\$61,620

- Rental assumptions include:
 - Housing payment includes rent and a utility allowance.

Occupant Selection: The existing qualified tenants at Riggs Plaza will have first option to

transfer to the new building. Additional units will be based on a lottery system for all qualified families to be selected as the Initial Unit Renters. Applicant will provide notice of the lottery through advertisements in local newspapers and other vehicles reasonable to ensure broad exposure to potentially eligible renters. The Initial Unit Renters shall be determined six months prior to the projected completion of the Affordable Units.

**Affordability Control
Period:**

The affordability control period for units reserved for relocating Riggs Plaza tenants (60 Seniors households and 39 Non-Seniors households) shall be for a time period of twenty years from the issuance of the first Certificate of Occupancy for the residential unit or the duration of the qualifying tenancy, whichever is longer.

The affordability control period for the remaining 72 dwelling units (18 Seniors units not exceeding 60% AMI, 20 Seniors units at 80% AMI, and 34 non-Seniors units not exceeding 80% AMI) shall be for a time period of twenty years from the issuance of the first Certificate of Occupancy.

Enforcement:

The District government shall retain all rights to enforce the provisions of the affordability covenants, according to the provisions of this document or such enforcement mechanisms as the District government may deem appropriate. The District government shall have the right to recapture any enforcement costs.

Procedural Changes:

The substance of any of the above clauses that are included in deed restriction terms may not be modified without consent of both the unit owner(s) and the District government. Administrative, monitoring and enforcement mechanisms not included in deed restrictions may be modified at the sole discretion of the District government.

APPENDIX B: APPLICANT'S CONSOLIDATION OF CHANGES MADE TO PUD DOCUMENTS IN JUNE 12, 2009 FILING

Ft. Totten – PUD SUBMISSION BOOKLET DOCUMENT CHANGE 6/12/09 (compared to 4/21/09)

Page Number – Title

- *Description of Change*

1 – Cover Page

- Revision Date, Portion of cover illustration relating to Bldg. A outline

2 – Table of Contents

- Bldg. A Landscape-related documents shifted to “Second Stage” heading

FIRST STAGE Submission Documents:

3 – Aerial & Site Location

- Unchanged

4 – Illustrative Site Plan

- Updated Building A profile

5 & 6 – Existing Zoning

- Unchanged

7 – Plan Identifying 1st & 2nd Stage PUD

- Updated Building A profile

8 – Development Data

- Update Bldg. A information

C-9 – Existing site Tabulations / Street & Alley Closings

- Unchanged

C-10 – Proposed Site Tabulations / Street Dedications

- Unchanged

C-11/C13 – Existing Conditions Plans

- Removed Proposed Build. A Outline

C-14/C17 – Existing Conditions Plans

- Unchanged

C-18 – Vehicular Circulation

- Revised: Build. A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas, Drop Off area, Loading Entrances
- Removed Note on Street Parking and added note concerning Left Turn signs at Service Alley exit

C-19 – Vehicular Circulation

- Revised: Build. A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas at Ingraham
- Removed Note on Street Parking and added note concerning Left Turn signs at Service Alley exit

20 – Pedestrian Circulation

- Updated Building A profile; adjusted location of “Totten Place” to align with entry

C-21/C-22 – Overall Landscape Plan

- Updated Building A profile
- Remove Landscaping from Building A to be shown on Landscape Architect's Sheets

- Revised planters and Landscaping along Ingram Street
- C-23/C-24 – Overall Grading Plan
 - Updated Building A profile
 - Make minor Grading Revisions for Building A
- C-25 – Site & Utility Plan
 - Revised: Build. A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas at Ingraham
 - No utility Changes
- C-26 – Site & Utility Plan
 - Unchanged
- C-27 – Stormwater Management Plan
 - Revised Building A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas, Drop Off area, Loading Entrances
 - added Green Roof Areas
- C-28/C-29 – Stormwater Management Details / Sediment & Erosion Control Plan
 - Unchanged
- 30 – Site Sections
 - Adjusted Building A profile to show Mechanical Overruns
- 31 – Building Heights
 - Adjusted Building A profile; Updated Building A Heights
- C-32 / C-33 – Building Dimensions & Setbacks
 - Revised Building A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas, Drop Off area, Loading Entrances
 - Revised Dimensions (Bldg. A only)
- 34 – Buildings B, C, & D Street Level Plan
 - Revised Bldg. A profile
 - Modified Bldg. B corner at Ingraham & S. Dakota
- 35 – Buildings B, C, & D Typical Upper Level Plan
 - Revised Bldg. A profile
 - Modified Bldg. B corner at Ingraham & S. Dakota
- 36 – Buildings B, C, & D Garage Level Plan
 - Unchanged
- 37 – Ft. Totten Overlay Information
 - Unchanged
- C-56 – Detailed Grading Plan
 - Revised Building A outline, Courtyards, Parking along Ingram Street, Entrances, Sidewalk, Planter Areas, Drop Off area, Loading Entrances
 - Minor Grading Revisions for Building A

SECOND STAGE / CONSOLIDATED Submission Documents:

- A2.01 – Retail Level 1 – Supermarket / Parking
 - Revised: Configuration of garage along Galloway.
- A2.02 – Retail – Arts Space / Parking
 - Revised: Configuration of garage along Galloway
 - Addition of ANC Office and Medical Suite
- A2.03 – Residential First Floor
 - Revised: Configuration of residential drop-off/entry along Galloway, Configuration of daycare at garage and alley, Configuration at corner of Galloway & South Dakota
 - Change in number and profile of bays along Galloway
 - Identified amenity spaces

- Differentiated between current and new residents, market-rate, choice, affordable artist/workforce, and affordable senior units.

A2.04 / A2.06, - Residential Second, Third, Fourth Floor

- Revised: Configuration along Galloway
- Identified amenity spaces
- Differentiated between current and new residents, market-rate, choice, affordable artist/workforce, and affordable senior units.

A2.07 – Residential Fifth Floor

- Added 2 roof terraces overlooking courtyards

A2.08 – Roof Plan

- Added cooling tower and enclosure

A2.09 – Dimension Plan

- NEW SHEET: Made drawing a separate sheet, and added dimensions.

A2.10 – Building Sections

- Garage no longer extends beneath drop-off along Galloway
- Indicated materials on courtyard walls
- Covered truck ramp by garage.

A2.11 – Building Sections

- Indicated materials on courtyard walls

A2.12 – Building Elevations

- Revised Galloway Elevation to match new massing
- Revised Alley Elevation to screen portions of garage
- Revised and added material and colors.

A2.13 – Building Elevations

- Revised North Elevation Ingraham to simplify elevation, modified residential entry and retail elevation right of entry
- Revised East Elevation – South Dakota Avenue, deleted the tower on Galloway
- Revised and added materials and colors.

A2.14 / A2.19 – Building Elevations & Perspective Renderings

- Updated with latest rendered elevations to reflect materials location changes

A.22 / A.26 – Building A Landscape Plans & Information

- NEW SHEETS: Added to replace & supplement former sheets 54, 55 and 56 in 4/21/09 submission