



## MEMORANDUM

**TO:** District of Columbia Zoning Commission

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

**DATE:** May 12, 2014

**SUBJECT:** **Final Report - ZC 13-17**, Brownstein Commons  
(Square 5933, Lot 45-49 and Square 5934, Lots 17, 18 and 806)

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### **I. APPLICATION and RECOMMENDATION**

Brownstein Commons, LP (Applicant) requests consolidated review of a Planned Unit Development (PUD) and related Map Amendment from the R-5-A zone to the R-5-B zone for the property located between Mississippi Avenue, Trenton Place, 13<sup>th</sup> Street, and 10<sup>th</sup> Place, S.E. (Square 5933, Lot 45-49 and Square 5934, Lots 17, 18 and 806), an approximately 7.46 acre site. The development to be known as “Archer Park” would have a multifamily building with between 190 and 201 apartment units and 74 townhouses.

On February 10, 2014 the Zoning Commission set down the proposal for a public hearing with a number of issues to be addressed including the architecture and the site layout. Subsequently, the Applicant made revisions to the Site Plan which resulted in an increase in the number of townhouses from 71 to 74. The Office of Planning (OP) supports the proposed redevelopment of the former Trenton Terrace property as it is generally consistent with the requirements of the Zoning Regulations and elements of the Comprehensive Plan. The flexibility requested would allow for an improved development over that permitted by-right. At set down, the Commission requested additional information from the Applicant and noted a number of issues requiring clarification or refinement. These are summarized in the OP Analysis in Section XI of this report. Generally, the proposed site plan has not significantly changed since set down. The applicant should also address the following:

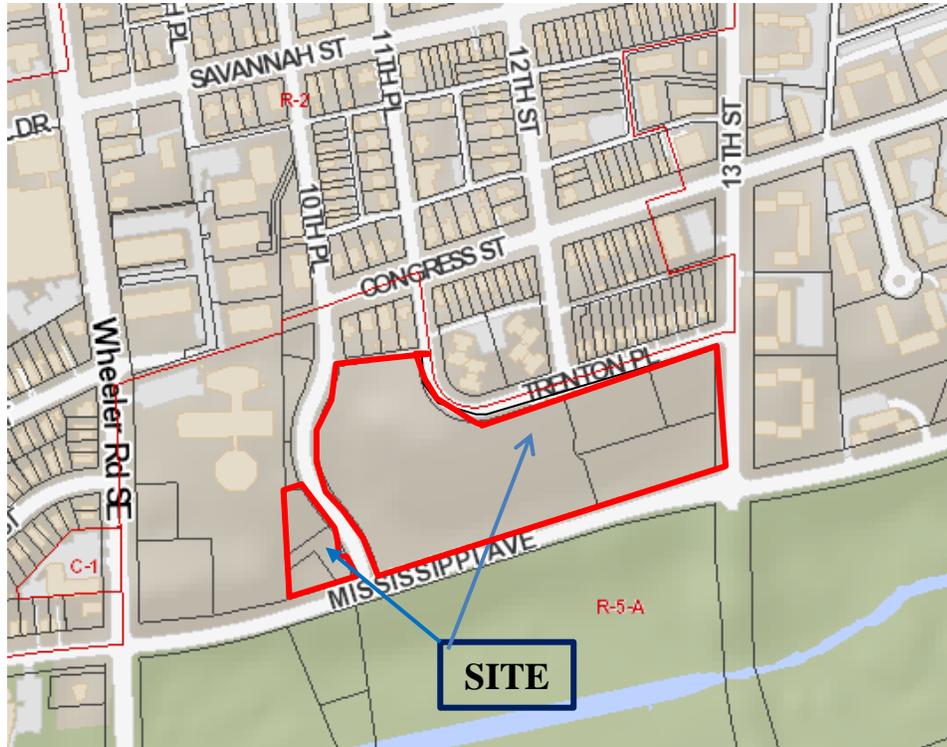
- Provide the LEED certification level and a checklist for the multifamily building; and
- Indicate the number of bicycles spaces in the bicycle room and the location of the 16 outdoor spaces.

### **II. SITE AND SURROUNDING AREA**

The proposed development would be located on an irregularly shaped property within the Congress Heights neighborhood. The site is divided into two parcels for a total of 7.46 acres. The larger parcel is bounded by Trenton Place, SE, 11<sup>th</sup> Place, SE and an alley to the north; 13<sup>th</sup> Street, SE to the east; Mississippi Avenue, SE to the south; and 10<sup>th</sup> Place, SE to the west. The



smaller parcel is bound by 10<sup>th</sup> Place to the east; Mississippi Avenue to the south; McGogney Elementary School to the west; and Eagle Academy Charter School to the north.



The site is currently undeveloped and the topography of the site ranges for steep to gently undulating to flat across the site. The parcels have a change in grade of about forty (40) feet between Trenton Place and Mississippi Avenue. There is also a grade change of about sixteen (16) feet between the eastern and western portions of the site along Mississippi Avenue.

Directly surrounding the property is a community consisting of a mixture of residential unit types, open space and park and intuitional uses. To the east along 13<sup>th</sup> Street is the Park Vista Apartments, a 3-story garden apartment complex in the R-5-A zone; to the north are single-family semi-detached homes, the Richman, 3-story apartment buildings, single-family detached homes, and the Eagle Academy Charter School in the R-2 and R-5-A zone; to the west is the McGogney Elementary School; and to the south is the Oxon Run Park in the R-5-A zone.

### III. SITE HISTORY

The approximately 7.46 acre property was formerly developed with 24 apartment buildings with 215 apartments. Over the years, the condition of the apartments deteriorated which led to them being vacated and later demolished in the summer of 2005. On December 21, 2005 the Applicant filed a PUD application (Zoning Commission No. 05-41) seeking to develop the site with 240 condominium units. Prior to public hearing, the application was withdrawn. On March 21, 2006, the Applicant filed an application with the Board of Zoning Adjustment (BZA) to redevelopment the site with twelve, multifamily buildings with 240 condominium units. The proposal was approved by BZA Order 17507.

The development of the approved project was stymied due to a downturn in the economy which affected the ability of the Applicant to finance the project and the prospective homeowner's ability to obtain financing to purchase the units. The Applicant believes that with improvements in the financial market for both developers and purchasers, in addition to support from the Department of Housing and Community Development (DHCD), the proposed project is viable and would come to fruition.

#### **IV. PROJECT DESCRIPTION**

For purposes of this application, the parcels would be combined and processed as a single application. The redevelopment proposes a 4-story apartment building with between 190 and 205 rental units and 74 townhouse units to house residents with varying incomes and household sizes. The development would utilize the topography of the site for the placement of the buildings which would result in the buildings being strung along the existing street frontages and the preservation of the steeper slopes in the center of the property.

##### ***Multifamily***

The multifamily building would front on the block of Mississippi Avenue between 13<sup>th</sup> Street and 10<sup>th</sup> Place for a length of nearly 787.4 feet. To help reduce the sense of a very long building, the structure would be divided into three portions: two, 4-story structures (55 feet) connected by a central, one-story structure (25-foot at its maximum height) in the center. The expanse of the building would be further reduced by having the architecture on each of the 4-story portions broken up through a series of bays which seems to mirror large rowhouses; through the use of different materials; brick, siding and masonry; and through the use of variety in material colors. Internally, breaking the building up into portions also reduces the length of the corridors.

The building would have between 190 and 205 units with each residential wing having about 95 units consisting of efficiencies, one-bedroom and two-bedroom units. Sixty-five parking spaces and a loading berth would be provided on the rear portion of the first floor to serve the residents of each wing. Direct access from the parking garage to the buildings would be provided through secured elevators and stairs. To the rear of the building, a portion of the parking garage roofs would be covered with a green roof.

The central, one-story portion of the building would provide the main pedestrian access into the building. In addition, it would have the front desk/reception area, the leasing office, a computer/business center and a gym for the residents.

##### ***Row Houses***

The rowhouse portion of the development would have 74, for sale, three-story units with two or three bedrooms with purchasers having the option to add a loft. The front and side façade of these units would be brick with masonry elements while the rear would be siding. Units would have widths of between 16 and 20 feet. Units with widths of 16 feet would have an area of 1,935 square feet while those with 20-foot widths would have an area of 2,101 square feet. The 16-foot wide units with the loft option would have an area of 2,317 square feet while the 20-foot wide units with the loft option would have an area of 2,501 square feet.

Along Trenton Place and 11<sup>th</sup> Place would be 16-foot wide, rear loaded units with access provided by a new 15-foot wide, private alley off 13<sup>th</sup> Street and extending to an existing 15-foot wide public alley on the northernmost portion of the site. Fronting on the east side of 10<sup>th</sup> Street are 12, 16-foot wide rowhouses served by a private alley off 10<sup>th</sup> Place.

West of 10<sup>th</sup> Place there would be six, 20-foot wide units fronting on Mississippi Avenue and five, 16-foot wide units fronting on 10<sup>th</sup> Place. Except for two units, all would have either a rear parking garage or a parking pad. The two units without on-site parking would utilize on-street parking.

***Retaining Walls***

As shown on the Slope Analysis Plans, (Sheet C-02) of the Applicant’s submission, the site has areas of significant steep slopes. In some areas where retaining walls would be needed, the Applicant would incorporate them into the building structure and has added vegetated berms thereby reducing the height of the exposed portion of the walls.

***Connections***

The units would be connected by a system of sidewalks and access points around the development and along all the adjacent streets. The proposal does not propose any on-site recreational facilities, but many public recreational facilities to serve the residents currently exist within the community. The upgraded Oxon Run Park, across from the subject property, has a playground, an amphitheater and a baseball field. The site is approximately six blocks from the Town Hall Educational Arts and Recreation Campus (THEARC) which has a number of programs that cater to residents of all ages. The organizations operating the programs include: The Boys & Girls Clubs of Greater Washington, FBR Branch; Building Bridges Across the River; Children’s Health Project of D.C.; Corcoran Gallery of Art; Covenant House Washington; Levine School of Music; Trinity University; The Washington Ballet; and the Washington Middle School for Girls.

**V. ZONING**

The R-5 district is designed to permit flexibility of design and all types of residential development. The site is currently zoned R-5-A which allows for low height and density while the proposed R-5-B zone allows moderate height and density. The following table is a comparison between the development standards of the R-5-A zone, PUD in the R-5-B zone, and the proposed development:

**Multifamily Building**

	<b>R-5-A Standards</b>	<b>R-5-B PUD Standards</b>	<b>Proposal</b>	<b>Compliance</b>
Area <sup>2</sup>	2 acres	1 ac. minimum (43,560 sq. ft.)	7.45 ac. (324,795 sq. ft.)	Complies
Height	40 ft.	60 ft. maximum	33ft. to 55 ft.	Complies
FAR	0.9	3.0 maximum	1.40	Complies
Lot Occupancy	40%	60% maximum	47.05%	Complies

<sup>2</sup> This is the total site area which includes the multifamily building, the rowhouses and the open space areas.

Lot Width	40 ft.	None	787.3 ft.	Complies
Rear Yard	20 ft.	4 ft./ft. of height of building but not less than 15 ft.	76.28 ft. average	Complies
Side Yard	3 ft./ft. of height of building but not less than 8 ft.	None required but if provided 3 ft./ft. of height of building but not less than 8 ft. = 13.75 ft.	<b>10.84 ft.</b> and 34.07 ft.	<b>Relief Requested</b>
Parking	1 space/2 units = 95 spaces	1 space/2 units = 95 spaces	130 spaces	Complies
Loading:	1 berth @ 55 ft. 1 platform @ 200 ft. 1 service /delivery space @ 20 ft.	1 berth @ 55 ft. 1 platform @ 200 ft. 1 service /delivery space @ 20 ft.	<b>2 berths @ 25 ft.</b> <b>2 platforms @ 200 ft.</b> <b>0 service/delivery space</b>	<b>Relief Requested</b>

Rowhouses<sup>3</sup>

	R-5-A	R-5-B w/PUD	Proposal		Compliance
			WO/Loft	W/Loft	
Area <sup>2</sup>	2 acres	1 ac. minimum (43,560 sq. ft.)	7.45 ac. (324,795 sq. ft.)	7.45 ac. (324,795 sq. ft.)	Complies
Height	40 ft.	60 ft. maximum	27.76 ft. to 37.43 ft.	29.35 ft. to 39.02 ft.	Complies
FAR	0.9	3.0 maximum	0.54 to 1.74	0.55 to 2.07	Complies
Lot Occupancy	40%	60% maximum	18.05% to <b>62.90%</b>	18.05% to <b>62.90%</b>	<b>Relief Requested- 3 lots</b>
Lot Width	40 ft.	None	16 ft. to 43.8 ft.	16 ft. to 43.8 ft.	Complies
Rear Yard	20 ft.	4 ft./ft. of height of building but not less than 15 ft.	<b>11.94 ft.</b> to 51.14 ft.	<b>11.94 ft.</b> to 51.14 ft.	<b>Relief Requested- 4 lots</b>
Side Yard	3 ft./ft. of height of building but not less than 8 ft.	None required but if provided 3 ft./ft. of height of building but not less than 8 ft. = 0 ft. to 9.46 ft.	0 ft. to 21.3 ft.	0 ft. to 21.3 ft.	<b>Relief requested - 6 lots</b>
Parking	1 space/unit = 74	1 space/unit = 74	<b>72</b>	<b>72</b>	<b>Relief Requested</b>

**VI. FLEXIBILITY**

In addition to the PUD related map amendment, the Applicant has also requested flexibility from several zoning requirements:

***Side Yard***

Side yards on 6 of the rowhouses and one side of the multifamily building would not meet the side yard requirement. On the eastern side of the multifamily building, a side yard of 13.75 feet is required and 10.84 feet is proposed on a small portion of the side yard. This reduction is due to the shape and topography of the property.

<sup>3</sup> This table is a summary of the information for the rowhouse units. Sheet D-04, Site Tabulation, in the Applicant's submission provides the details for the individual lots.

On the rowhouse units that have side yards, 8 feet is required and between 6.66 feet and 21.33 feet is proposed. On 6 of the row houses the side yards have been reduced to between 6.66 feet and 7.2 feet. These lots are irregularly shaped and are some of the larger sized lots. The reduction in the side yards would neither negatively affect the light and air into these rowhouses nor would it affect the privacy to adjacent units as the reduction is generally only for a small portion of the side yard.

### ***Lot Occupancy***

Three of the rowhouse lots (72, 73 and 74) would exceed the 60% lot occupancy by 2.90%. These lots are the three smallest lots on the northern portion of the east side of 10<sup>th</sup> Place. The small increase in lot occupancy on these three lots is due to the topography and the shape of the property. The increase in lot occupancy would not negatively affect the adjacent units.

### ***Parking***

Each rowhouse requires one parking space. The Applicant requested flexibility to not provide parking on two of the townhouses, Lots 71 and 72, on the portion of the property west of 10<sup>th</sup> Street due to the shape of the property in that area. The Applicant anticipates that adequate parking on adjacent public streets would be available to serve these units. The reduction in the two on-site parking would not negatively impact traffic or parking availability in the area.

### ***Loading***

Loading is required on the multifamily building and the Applicant proposed two, 25-foot berths and two, 200-foot platforms where a 55-foot berth, two, 200-foot platforms and one, 20-foot service delivery space. The 25 foot berths and associated platforms would be provided so that each portion of the building would have an easily accessible berth. The Applicant also states that the 25-foot berth would satisfy the needs of the residents, as most of the units are one and 2 bedroom units and move-in and move-outs would likely be with the smaller trucks. The larger 55-foot trucks would require larger curb cuts along 10<sup>th</sup> Place and 13<sup>th</sup> Street and also a larger turnaround area on site, both of which could negatively impact traffic and pedestrian movements along 10<sup>th</sup> Place and 13<sup>th</sup> Street. On occasions when a 55-truck is expected, on-street parking can be coordinated with the property manager.

### ***Roof Structures***

The multifamily building would be divided into three portions, and thus would have multiple stair towers and elevator penthouses. The Applicant proposed not to enclose these structures in a single enclosure and the structures would be of varying heights. OP is supportive of the flexibility requested, for multiple structures which are much less than the 18.5 feet allowed. Not providing a single enclosure is a better solution than the requirement which would have a larger structure on the roof which would be very visible from adjacent streets or the adjacent park.

## **VII. PUD EVALUATION**

The proposal would facilitate the redevelopment of a site in the Congress Heights neighborhood that was vacated due to its deterioration over the years and was unsuitable for continued habitation. The PUD process encourages the Applicant to propose a development whose design, architecture, and site planning are complementary to the surrounding community and contribute to the continued revitalization of the area. Through the flexibility of the PUD process, the design

of the project would be able to achieve a development that provides open space, parking on site, pedestrian access, stormwater runoff, and slope stability. Section 2403 further outlines the standards under which the application is evaluated.

*2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to 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.*

The Congress Heights neighborhood is experiencing revitalization through the introduction of a number of new housing, office, retail and mixed use projects in the area, such as the Villages of Parklands, the Townes at Oxon Creek, Wheeler Creek, the Camp Simms residential and commercial development, the federal development at St. Elizabeths West campus and the projected redevelopment of the St. Elizabeths East campus by the District Government. The new residences would be a mixture of affordable and market rate homeownership and rental units which would contribute to the general improvement of the area.

Public amenities are defined in Section 2407.3 as including “one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” Section 2403.9 outlines “Public benefits and project amenities of the proposed PUD may be exhibited and documented in a number of specified categories:

### ***Urban Design and Site Planning***

The design and layout of the development is intended to be sensitive to the natural topography of the property by integrating the slopes into the design of the buildings to lessen site disturbance, and limit exposed retaining walls visible from the streets. The materials used on the façade of the buildings would be similar to the brick used on the older homes and the cementitious siding used on the more recent developments in the neighborhood. While the site planning does not seem to be creating a unified community that allows for interaction between the different portions of the development, both the apartment building and the rowhouses do front onto public streets, helping to integrate the development into the neighborhood, while servicing is generally at the rear of the buildings to minimize streetscape interruptions.

At set down, the Zoning Commission expressed concerns about the architectural quality of the buildings; the Site Plan layout; the long façade of the multifamily building; and the many curb cuts to the units along the east side of 10<sup>th</sup> Place. To address these concerns, the Applicant has revised the townhouse elevation by placing brick on the sides of all the end units, and simplified the façade of the rowhouses by removing the shutters from the windows and thus having a more consistent window pattern. Although these changes are improvements, overall the facades as shown on P-06, P-07, and A-17 to A-13 of the April 30<sup>th</sup>, 2014 submission (Exhibit 21) and page A-17 of the May 5, 2014 submission (Exhibit 12b) still seem somewhat bland. OP supports the redesigned units along 10<sup>th</sup> Place and the curb cuts have been reduced to one with the introduction of a rear alley to provide vehicular access to a rear garage.

The façades of the multifamily building have been revised and reflect an improvement over that originally proposed (See A-13 and A-14 of the May 5, 2014 submission, Exhibit 12b). The

building continues to be separated into two with clearly articulated one-story connector portion which serves as the main entrance into the building and has the building amenities such as rental office, business center and a gym. The height of this portion of the building has been increased to add windows and a light well to increase light into that area. The two, 4-story portions have been broken up into five sections each which protrude and recede and with corner embellishments, alternate brick colors, and secondary entrances to reduce the horizontal scale of the building along Mississippi Avenue. The design has been simplified with fewer material shifts and greater cohesion. Similarly, on the rear elevation color and embellishments have been used to give depth and variety to the façade, while brick has replaced some of the previously proposed siding.

### ***Access***

The subject property has vehicular connections to all the adjacent public streets and alley. Additionally, each building is connected to the streets via existing sidewalks. The Department of Transportation (DDOT) has recommended that as an amenity, the Applicant should construct sidewalks in identified areas where there are breaks in the continuity of the sidewalk in the vicinity of the site. Easy access to transit is provided by a number of Metrobus routes along Mississippi Avenue, 10<sup>th</sup> Place and 13<sup>th</sup> Street, and the Congress heights Metro Station is a 5 to 10 minute walk northeast of the site. The locations are shown on page 9, Existing Transit Services of the Traffic Impact Study<sup>4</sup>.

### ***Parking, Loading and Transportation Demand Management***

Parking to serve the multifamily building would be provided in a garage on the first floor of the building and would consist of 130 spaces where 95 spaces are required. Most of the rowhouse units would have one internal parking space with a few units having parking pads to the rear of the unit. Two units would have no on-site parking and would be dependent on-street parking.

The Transportation Impact Study states that there would be 16-short term bicycle spaces around the perimeter of the site. The Applicant should identify the locations for these bicycle spaces and indicate if they would provide, install and maintain these facilities. The Transportation Demand Management (TDM) measures proposed would be the bicycle spaces.

Both the Zoning Commission and OP expressed concerns regarding the double doors on both sides of the multifamily building and requested that there be a single garage door to accommodate both parking and loading. The Applicant states that due to the height of the garage door that would be required to accommodate trucks, it was determined that combining the loading and parking entrance would create a more prominent appearance from the adjacent street. The visual impact of two entrances would be minimized by having the parking garage doors recessed 3 feet, in addition to being 37 feet from the sidewalk. The loading dock would be 40 feet from the sidewalk and the loading structure and the loading dock door would be of a similar color (Sheet A-15).

OP agrees that having a combined entrance/exit for cars and the loading dock would create a larger garage door. OP is supportive of having the parking garage door recessed, and the loading dock door painted with a color similar to that of the surrounding brick structure.

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<sup>4</sup> April 30, 2014, Supplemental Pre-Hearing Statement of the Applicant, Exhibit B.

### ***Landscaping and Streetscape Design***

The prior development and demolition on the site left the property devoid of large trees. With the proposed development, the Applicant would introduce new plantings on-site within the open space areas and would also supplement the existing street trees around the entire site (Sheets L-01 to L-07). Ornamentals, evergreens, shrubbery and planter beds are provided on individual lots and at the entrances to the multifamily building.

The topography of the central open space area makes extensive plantings difficult. Therefore, the area would be planted with mainly grass, shrubs and trees that would allow for natural regeneration and would require minimal maintenance. The topography prevents recreational and it would be fenced to limit access to the space. Maintenance of the area has not been determined at this time but would be assigned to either the multifamily management company or the townhome homeowners association. This should be clarified by the Applicant.

### ***Local Business Opportunities and First Source Agreements***

New employment opportunities would be generated from the redevelopment of the site and the Applicant states that they would enter into a Certified Business Enterprises (CBE) agreement with the District of Columbia Local Business Opportunity Commission and execute a First Source Employment Agreement with Department of Employment Services (DOES). To further expand employment opportunities for local residents, the Applicant has proffered to:

- Assist in establishing a registered apprenticeship program;
- Assist non-CBE certified businesses to obtain certification;
- Assist in providing training and apprenticeship opportunities during construction;
- Provide opportunities for property maintenance, janitorial, clerical and administrative positions; and
- Provide summer employment for 16-22 year olds residents.

The Applicant in their March 5, 2014 submission states that the CBE and First Source agreements would only be applicable to the multifamily building. The Applicant needs to provide an explanation as to why they would not be applicable to the townhouse portion of the development. The Applicant has also requested that the signed agreements be submitted to the Zoning Administrator prior to the issuance of the building permit for the multifamily building and copied to the Zoning Commission.

### ***Housing***

The proposed development would provide a total of 264 residential units, 74 homeownership units and between 190 to 205 rental units with a variety of unit sizes to meet the housing needs of a variety of households. The unit mix for the multifamily building would be as follows:

- 12%-13% (up to 27 units) - efficiency units
- 52% - 67% (up to 137 units) - 1-bedroom
- 7% (up to 14 units) - 1-bedroom with den
- 15% to 28% (up to 57 units) - 2-bedrooms; and
- 1 unit - 3-bedroom unit

The multifamily building would be dedicated as follows:

- 5% or 10 units at up to 50% of AMI
- 90% or 170 units at up to 60% of AMI
- 5% or 10 units at up to 80% of AMI

The units (20) at 50% and 80% of AMI would be provided in perpetuity while the units (170) at 60% of AMI would be for a period of 40 years and would include 10 units assigned to the Community of Hope (COH) to provide permanent supportive housing for their clients.

Within the 74 rowhouse portion of the development, the breakdown would be as follows:

- 5% or 4 units at up to 50% of AMI
- 5% or 4 units at up to 80% of AMI
- 90% or 66 units at market rate.

OP is very supportive of the mix of unit types and numbers and levels of affordability proposed. However, the Applicant should indicate on the plans requirements location and spacing of the affordable IZ units.

### ***Lighting***

The Applicant has provided a Lighting Plan (Sheet L-06) which shows motion sensor lights on the rear of each rowhouse unit and wall mounted lights on the rear of the multifamily building. Free standing globe lights would be provided on the property along Mississippi Avenue and in the vicinity of each string of rowhouses. The lighting on and around the buildings would be located so as not to spill-over onto adjacent properties and at the same time provide security to the units and the public spaces.

### ***Green Elements***

The proposal would incorporate sustainable features into the development. The plans show two micro-bioretention areas approximately northeast and northwest of the multifamily building and a bioswale area along the private alley integrated into the open space and landscaped areas. Due to the site's topography and its proximity to the Oxon Run Park, stormwater management would be important to prevent runoff onto adjacent properties. The multifamily building would have a Green Area Ratio (GAR) score of 0.416 (Sheet L-08), where a score of 0.409 is required.

A portion of the parking garage would have green roofs which would transition into the open space area to the rear of the building. In conversations with the Applicant, they suggested making the area open to residents as an outdoor space. OP is supportive of outdoor space for the residents but is concerned that it may affect the privacy of the residents whose windows abut the space (Page P-04 and P-04a of Exhibit 21A1).

The rowhouses would be designed to meet Energy Star standards. The Applicant states that the multifamily building would be designed to achieve at least LEED certification and is exploring achieving a higher level of certification. However, at the time of this report, the Applicant has not provided any additional information on the level of certification or a checklist. OP has advised that this should be provided, along with an explanation for the relatively low level of certification.

***Use of Special Value***

The proposed development would be of special value to the community as it would serve to continue the revitalization of the neighborhood and provide new homeownership opportunities as well as contribute to the improvement of the community at large. Bringing this large property back into productive use would contribute to the stability of the area. Additionally, the mix of unit types and sizes as well as the level of affordability would help to provide housing opportunities for many persons within the Ward 7 and Ward 8 communities.

OP recognizes that the Applicant has other housing developments within the area and has worked with the community and provided significant investments assistance with improvements to the adjacent Oxon Run Park and further along Mississippi Avenue, THEARC. These facilities would serve the residents of the proposed development, but should not be credited for these public amenities that were provided between 2007 and 2011.

***Public Amenities and Project Amenities***

Benefits and amenities evaluation is based on an assessment of the additional development gained through the application process. In this instance, the map amendment from R-5-A to PUD/R-5-B would allow the site to be developed at a slightly higher density and height.

The proposed development would include affordable housing, social services and employment and training opportunities for the residents and other community members. The table below is OP’s categorization of the proposed items.

<b>Applicant’s Amenities/Benefits</b>	<b>Required</b>	<b>Mitigation</b>	<b>Public Benefit</b>	<b>Project Amenity</b>
New Housing			<b>X</b>	<b>X</b>
Affordable Housing	<b>X</b>		<b>X</b>	<b>X</b>
Social Services			<b>X</b>	<b>X</b>
Employment and Training Opportunities	<b>X</b>		<b>X</b>	<b>X</b>

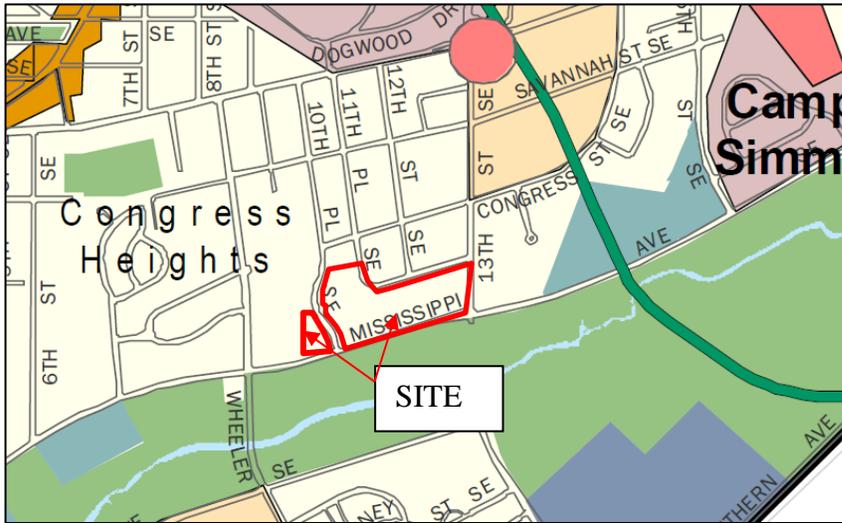
**VIII. COMPREHENSIVE PLAN**

The Future Land Use Map recommends the subject site for moderate density residential development.



**Future Land Use Map**

The Generalized Policy Map identifies the site as a Neighborhood Conservation Area. The guiding philosophy in Neighborhood Conservation Areas is: *“to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. 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. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map.”* 223.5



Generalized Policy Map

The proposed R-5-B zoning and PUD is not inconsistent with these designations. The proposed development meets or furthers many of the policies of the Comprehensive Plan as outlined below.

#### **Land Use**

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

The proposed development would replace a former rental housing community that became unfit for habitation and therefore had to be demolished. The redevelopment of the site will help in stabilizing the overall community by providing a variety of unit types, sizes and affordability and would be a significant contribution to the District’s housing stock.

#### **Housing**

**H-1.1: Expanding Housing Supply** *Expanding the housing supply is a key part of the District’s vision to create successful neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city’s fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments of the community. The*

*first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs. 503.1*

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

***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. 504.6*

The requested zoning and PUD would allow the proposed development to provide homeownership and rental opportunities for a variety of household sizes and incomes. Further, ten low-income, homeless or underserved residents would be afforded housing and counseling on-site as well as health and other social service assistance off-site.

### ***Environmental Protection***

***E-1.1.3: Landscaping*** *Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.*

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

***E-3.2.1: Support for Green Building*** *Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.*

The proposal includes landscaping and public open spaces along each street frontage as well as around the buildings. The development would include sustainable features such as bioretention and bioswale areas, and green roofs. The Applicant has also submitted that they would incorporate standards to provide a sustainable development and that the multifamily building would achieve an unspecified LEED certification.

The proposal would be sensitive to the topography of the site which varies from steep slopes to gently undulating areas. The buildings generally would be placed outside of the area with the steepest slope and many of the slopes have been integrated into the building's design to minimize extensive grading of the site.

**Far Southeast Southwest Element**

The property is within the Far Southeast Southwest Area Element and the relevant Policy references in the Comprehensive Plan are as follows”

***FSS-1.1.4: Infill Housing Development*** Support infill housing development on vacant sites within the Far Southeast/Southwest, especially in Historic Anacostia, and in the Hillsdale, Fort Stanton, Bellevue, Congress Heights and Washington Highlands neighborhoods. 1808.5  
***FSS-1.1.12: Increasing Home Ownership*** Address the low rate of home ownership in the Far Southeast/Southwest by providing more owner-occupied housing in new construction, encouraging the construction of single family homes, and by supporting the conversion of rental apartments to owner-occupied housing, with an emphasis on units that are affordable to current tenants. 1808.13

The proposal would lead to the redevelopment of a long vacant site in the Congress Heights neighborhood. The new development would include a variety of household sizes and incomes and affordability with a significant number of homeownership units.

**IX. AGENCY REFERRALS**

The application was referred to various agencies for review but to date response has only been provided from the District Department of Transportation under separate cover.

**X. COMMUNITY OUTREACH**

The Applicant made presentations to ANC-8E and was given positive feedback regarding elements of the development such as the design, facade and unit types. Suggestions for improvements were also given. The Applicant submits that they will meet with the ANC on May 7, 2014 prior to the public hearing.

**XI. SUMMARY OF ZONING COMMISSION AND OP REQUESTS FOR ADDITIONAL INFORMATION**

The following summarizes Zoning Commission and OP requests for additional information relating to the Applicant’s set down submission.

<b>Zoning Commission and OP Comments</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
Provide the name of the multi-family building along 13 <sup>th</sup> Street, SE that is to the east and north of site.	To the east and northeast of the property along 13 <sup>th</sup> Street is the Park Vista Apartments, a 3-story garden apartment complex in the R-5-A zone	Provided
The number of years that the COH will be on the site and would they also manages the	The COH will have 10 units at 60% of AMI for 40 years to provide permanent supportive housing for	OP is supportive of these units to house an underserved population.

<b>Zoning Commission and OP Comments</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
units?	their clients. Similar to all other units in the building, the COH units would be served by the building management and would have access to all the facilities of the building. COH could have meetings with their clients in the community room on the building but other services such as health screenings would be provided off-site.	
Why are there 2 sets of garage doors on the side of the multifamily building? Seems to take up an excessive amount of space on these elevations.	The Applicant states that due to the height of the garage door that would be needed to accommodate trucks, it was determined that combining the loading and parking entrance would create a more prominent appearance. The visual impact of two entrances would be minimized by having the parking garage doors recessed 3 feet, in addition to being 37 feet from the sidewalk. The loading dock would be 40 feet from the sidewalk and the loading structure and the loading dock door would be of a similar color (Sheet A-15).	OP agrees that having a combined entrance/exit for cars and the loading dock would create a larger garage door. In addition, having a combined parking/loading garage would be more feasible if they were below grade. OP is supportive of having the garage door recessed and having the loading dock door match the color of the surrounding brick structure.
What is happening in the green area between the multifamily building and the rowhouses? How will it be treated and who will be responsible for maintenance?	The area would be planted with mainly grass, shrubs and trees that would allow for natural regeneration and require minimal maintenance. Maintenance of the area has not been determined at this time but would be assigned to either the multifamily management company or the townhome homeowners association.	OP is supportive of this treatment of the green area. A resolution of the responsible party for its maintenance should be provided.
The front loaded rowhouses along 10 <sup>th</sup> Place should be further analyzed.	The front loaded townhouses on the east side of 10 <sup>th</sup> Place have been redesigned and are now rear loaded. The multiple curb cuts have been replaced with one curb cut to a private alley to serve 12 units. The units on the upper portion of 10 <sup>th</sup> Place would be accessed from the main alley that serves the units along	OP is supportive of the redesign to reduce the curb cuts and improve the residential streetscape along 10 <sup>th</sup> Place.

<b>Zoning Commission and OP Comments</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
	Trenton Place/11 <sup>th</sup> Place.	
The site plan is uninspired and should be reconsidered.	Revised the site plan and architectural were provided.	Architectural changes were made to the buildings and the number of curb cuts along 10 <sup>th</sup> Place was reduced. However, in general, the site plan remains the same.
Improve the rear elevation of the multifamily building as it is very monochromatic.	Revised architectural plans which respond to the Commission's concerns are provided.	Similar to the front elevation, the "wings" of the multifamily building have been broken up into five sections which protrude and recede; have alternating brick colors to give the impression of being separate buildings; and the use of different colors and embellishments give additional depth and variety to the façade.
Show the decks on the elevations	The revised elevations show the units with decks. Site Tabulation, Sheet D-04 notes the units on which decks would not be provided.	Provided.
Further articulation to break up the length of the multifamily building.	Revised elevations of the multifamily building are provided on Sheets P-02 to P-03a.	The building has been visually broken up into five sections, which protrude and recede with alternate brick colors and secondary entrances to help reduce the scale of the building along Mississippi Avenue.
Provide details of the one story lobby entrance.	Sheet A-16a shows the details of the revised lobby entrance	The lobby entrance has been redesigned. The increase in height and the change in color that contrast with the adjacent

<b>Zoning Commission and OP Comments</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
		wings make the entrance more pronounced. It would also have larger windows and a skylight at would allow more natural light into the space.
Provide signed CBE and First Source Agreement	The Applicant states that the CBE and First Source agreements would only be applicable to the multifamily building. The Applicant requested that the signed agreements be submitted to the Zoning Administrator prior to the issuance of the building permit for the multifamily building and copied to the Zoning Commission.	The Applicant should provide an explanation of why the agreements have not been executed, and why the CBE and First Source agreements assistance would not be applicable to the townhouse portion of the development.
Continue to work with ANC 8E	The Applicant has continued dialogue with representatives of ANC-8E and will meet with the ANC on May 7, 2014 prior to the public hearing.	To date OP is not aware of a final ANC position. .
Provide additional information on the Green Community Standards the level of LEED certification and the checklist.	The rowhouses would be designed to meet Energy Star standards and the multifamily building would be designed to achieve at least LEED certification and is exploring achieving a higher level of certification.	The Applicant has not provided any additional information on the level of LEED certification or a checklist and should provide additional explanation of the relatively low LEED level.
The Applicant should provide additional articulation on the sides of the rowhouse units which front on adjacent roadways.	The elevations were revised and the sides would now be brick with articulation.	The addition of brick on the side elevations is an improvement, additional articulation and refinement would be beneficial.
The Applicant should provide information regarding bicycle parking and TDM measures;	There would be a bicycle room in the garage and 16-short term bicycle spaces around the perimeter of the site which would be their TDM measures.	The Applicant should indicate how many bicycles can be accommodated in the bicycle room, identify the locations of the bicycle spaces and indicate if they

<b>Zoning Commission and OP Comments</b>	<b>Applicant Response</b>	<b>OP Analysis</b>
		would provide, install and maintain these facilities.
Provide an elevation of the retaining walls to the rear of the multifamily building	An elevation was provided on Sheet P-04a.	The retaining wall would vary between 6 and 9 feet. However, the full height would not be visible as it would form part of the structure for the parking garage. Where the wall is exposed above ground it would be planted with a berm, leaving only a few feet exposed.

JLS/mbr