

REPORT TO THE ZONING COMMISSION

**CASE NO. 05-23A
ECKINGTON ONE**

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- I. Introduction
- II. Nature of application
 - A. Modification of an approved planned unit development
 - B. Map amendment to consider C-3-A as an alternative to C-3-C
- III. Comparison between approved PUD and proposed modification
 - A. Statistical comparison

	Approved Project	Proposed Project	Changes
Uses	Residential, retail	Residential, retail	None
Overall maximum height	110 feet at the east end of the project	69 feet to top of highest point of Building 200	Reduction of more than 40 feet
Other heights	7 and 9 stories on the north side of Harry Thomas Way Townhouses and piggyback townhomes on the north side of Q Street extended	5 stories for all buildings	Some increased; most decreased
Overall density	4.01 (755,035 sf of GFA)	3.3 FAR (592,610 sf of GFA)	Decrease of 162,425 sf
Number of units	625 – 675	558-642	Decrease of about 50 units

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 EXHIBIT NO.25

Density by use	Residential: 3.94 FAR Retail: 0.08 FAR	Residential: 3.3 FAR Retail: 0.01 FAR	Decrease of 148,341 sf of GFA Decrease of 14,084 sf of GFA
Lot occupancy	47.43%	63%	Increase of 15.57%
Minimum number of residential parking spaces	1.2 – 1.3 spaces per unit (875 spaces)	0.8 spaces per unit (450 – 515 spaces)	Decrease of 350 – 400 spaces

B. Amenities and benefits

1. All items previously offered continued
2. Additional \$20,000 contribution to Edgewood Civic Association

IV. Rezoning

A. Previous zoning: M

1. Maximum height as a matter-of-right: 90 feet
2. Maximum FAR as a matter-of-right: 6.0
3. Residential not permitted

B. Zoning approved as part of PUD: C-3-C

C. Alternate zoning: C-3-A

D. Comparison between C-3-C and C-3-A

1. Uses: no change
2. Height:
 - a) Matter-of-right decreases by 25 feet (90 to 65)
 - b) PUD decreases by 40 feet (130 to 90)

3. Floor Area Ratio
 - a) Matter-of-right decreases by 2.5 overall (6.5 to 4.0)
 - b) PUD decreases by 3.5 overall (8.0 to 4.5)
4. Proposed project as modified would conform with either category
5. Area of flexibility from underlying zoning: side yard on the north side of buildings 100 and 200
 - a) No side yard required
 - b) If provided, minimum of 2 inches per foot of height, but not less than 6 feet
 - c) Based on height, minimum required is 10-11 feet
 - d) Provided: approximately 5 feet
 - e) Rationale:
 - (1) Provide additional light and air to north facing units
 - (2) Windows added to provide architectural appeal to north façade
 - (3) Allows for larger interior courtyard which have more facing windows

V. Consistency with the Comprehensive Plan

- A. Original application was judged against the 1998 Plan
- B. District adopted new local elements in 2006 (Comprehensive Plan Amendment Act of 2006, D.C. Law 16-300, effective March 8, 2007)
- C. Framework element – guiding principles
 1. Managing growth and change
 - a) "Change in the District is both inevitable and desirable. The key is to manage change in ways that protect the positive aspects of life in the city and reduce negatives such as poverty, crime, and homelessness." (§2.3, ¶217.1)

- b) "Diversity also means maintaining and enhancing the District's mix of housing types. Housing should be developed for households of different sizes, including growing families as well as singles and couples." (§2.3, ¶217.3)
- c) "The District needs both residential and non-residential growth to survive. Non-residential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income." (§2.3, ¶217.4)
- d) "Redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs." (§2.3, ¶217.6)
- e) "Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality." (§2.3, ¶217.7)

2. Creating successful neighborhoods

- a) "The residential character of neighborhoods must be protected, maintained and improved. Many District neighborhoods possess social, economic, historic, and physical qualities that make them unique and desirable places in which to live. These qualities can lead to development and redevelopment pressures that threaten the very qualities that make the neighborhoods attractive. These pressures must be controlled through zoning and other means to ensure that neighborhood character is preserved and enhanced." (§2.3, ¶218.1)
- b) "Many neighborhoods include commercial and institutional uses that contribute to their character. Neighborhood businesses, retail districts, schools, park and recreational facilities, houses of worship, and other public facilities all make our communities more livable. These uses provide strong centers that reinforce neighborhood identity and provided destinations and services for residents. That too must be protected and stabilized." (§2.3, ¶218.2)

- c) "The preservation of existing affordable housing and the production of new affordable housing both are essential to avoid deepening of racial and economic divides in the city. Affordable renter- and owner-occupied housing production and preservation is central to the idea of growing more inclusively." (§2.3, ¶218.3)

D. Framework element – the Land Use Maps

1. The Generalized Policy Map purpose "is to categorize how different parts of the District may change between 2005 and 2025" (§2.4, ¶223) (see excerpt, following)
2. Includes subject property in Land Use Change Area designated as part of the NoMA/New York Avenue Area
3. The Future Land Use Map – includes property in mixed-use medium density residential/production distribution and repair categories

a) Medium density residential:

"This designation is used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. The R-5-B and R-5-C Zone districts are generally consistent with the Medium Density designation, although other zones may apply." ¶224.8

b) Production Distribution and Repair

"The Production, Distribution, and Repair (PDR) category is used to define areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals. A variety of Zone districts apply within PDR areas, recognizing the different intensities of use and impacts generated by various PDR activities. The corresponding Zone districts are generally CM-1, CM-2, CM-3, and M, although other districts may apply. The present density and height limits set by these districts are expected to remain for the foreseeable future." ¶224.15

4. Maps are intended to provide generalized guides for development and conservation decisions (§2.4.2, ¶224.24)

- a) Future Land Use Map is generalized depiction of intended uses in the 20 year horizon
- b) Zoning is guided by the Future Land Use, Map, interpreted in conjunction with the text of the Plan, including citywide elements, area elements and approved small area plans

E. Land Use element

1. Overall goal:

"Ensure the efficient use of land resources to meet long-term neighborhood, city-wide, and regional needs; to help foster other District goals, to protect the health, safety, and welfare of District residents and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries." (¶302.1)

2. "Encourage new central city mixed use neighborhoods combining high-density residential, office, retail, cultural, and open space uses in the following areas:

...

- (2) North of Massachusetts Avenue (NoMA)" ¶304.10

3. Policies and Actions – Transit-Oriented and Corridor Development

- a) "Fully capitalizing on the investment made in Metrorail requires better use of land around transit stations and along transit corridors. While many of the District's 40 Metrorail stations epitomize the concept of a "transit village," with pedestrian-oriented commercial and residential development of varying scales, others do not. Some stations continue to be surrounded by large surface parking lots and auto-oriented commercial uses." (¶306.2)
- b) "Much of the city's planning during the last five years has focused on making better use of transit station areas. ... One objective of these initiatives has been to strengthen transit stations as neighborhood centers and attract new investment to struggling business districts. Another important objective has to been to accommodate the growth of the city in a way that minimizes the number and length of auto trips generated, and to reduce household expense on transportation by providing options for "car-free" (or one car) living." (¶306.3)
- c) Principles in the management of land around Metrorail stations:
 - (1) A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;
 - (2) A preference for diverse housing types, including both market-rate and affordable units;
 - (3) A preference for attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; and
 - (4) Provision of well-designed, well-programmed, and well-maintained public open spaces. (¶306.4)

d) "Station area development policies must respond to the unique needs of each community and the unique setting of each station."
(¶306.5)

e) "To avoid adverse effects on low and moderate density neighborhoods, most transit-oriented development should be accommodated on commercially zoned land." (¶306.8)

f) Policies

Policy LU-1.3.2 Development Around Metrorail Stations

"Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas."
(¶306.11)

VI. Conclusions

- A. Project is not inconsistent with the Comprehensive Plan
- B. Modification is a reduction in height and density over original approved project but still consistent with overall city objectives and policies
- C. Project would be consistent with rezoning to C-3-A or C-3-C
- D. Under either zone category, at 65 feet and 3.3 FAR, project is a step-down of height and density from New York Avenue north into the Eckington neighborhood
- E. Substantial public benefits which accrue to the District from the project, especially in the area of housing and affordable housing, far outweigh the development incentives received by the project
- F. PUD allows the Zoning Commission to condition approval to what is specifically proposed, without allowing more density or uncontrolled development
- G. Project should be approved