

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



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Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

FROM: *JLS for*
Harriet Tregoning, Director

DATE: February 16, 2007

SUBJECT: Case No. ZC-06-02: **Final Report** for Consolidated Planned Unit Development and Related Map Amendment for 4136 Georgia Avenue, N.W., filed by Pillsbury, Winthrop, Shaw & Pittman LLC for Petworth Holdings L.L.C.

BACKGROUND

Petworth Holdings L.L.C. has applied for a Consolidated Planned Unit Development (PUD) and related Map Amendment to rezone the site from the C-2-A to the C-3-A Zone District to accommodate a 57-unit apartment building with 4,884 square feet of ground floor retail. This application was set down by the Commission on April 20, 2006.

OFFICE OF PLANNING RECOMMENDATION

The Office of Planning has reviewed the application, including the requested increase in FAR and proposed amenity package. However, the Office of Planning believes that the amenities package should be strengthened to be commensurate with the amount of relief requested.

This project will provide new housing and retail space, and contribute to the revitalization that has begun along Georgia Avenue. The proposed development is not inconsistent with the Generalized Land Use Map and Comprehensive Plan objectives for the area, nor is it inconsistent with the draft Comprehensive Plan (2006) or the proposed Georgia Avenue Commercial Overlay District.

The applicant has requested relief from nine zoning requirements and a waiver from the minimum area requirement for a PUD. The Office of Planning believes that these can be granted as proposed, provided the amenities package is commensurate with the relief requested.

ZONING COMMISSION
District of Columbia

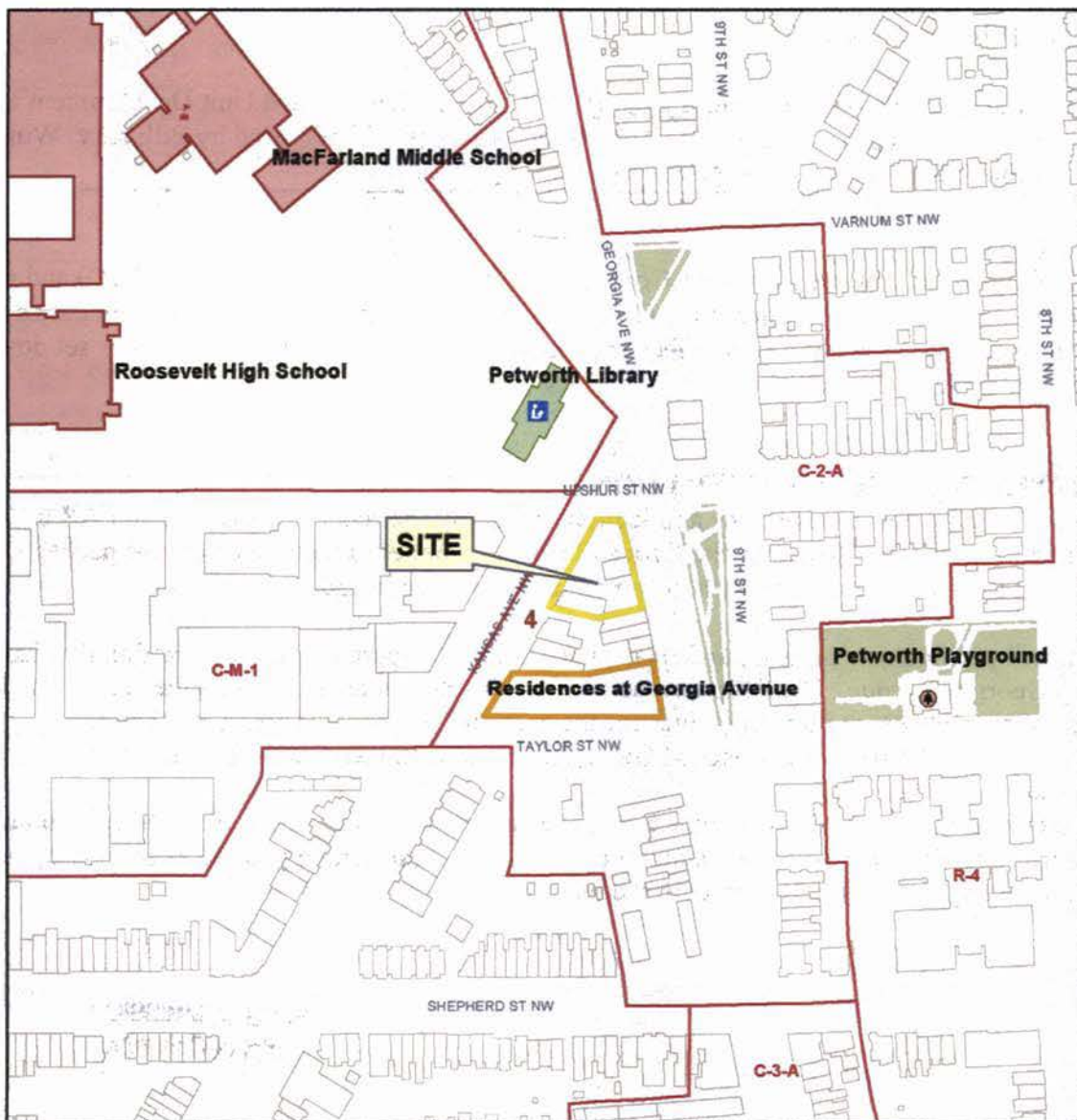
CASE NO. 06-02

EXHIBIT NO. 28

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AREA DESCRIPTION

Square:	2910	Lot:	40	Quadrant:	North West
Area:	13,648 square feet	Zone District:	C-2-A		
Building Restriction Line:	None	Existing Improvements:	Gasoline filling station		
Historic District:	None				



Zoning Vicinity Map

Surrounding Properties:

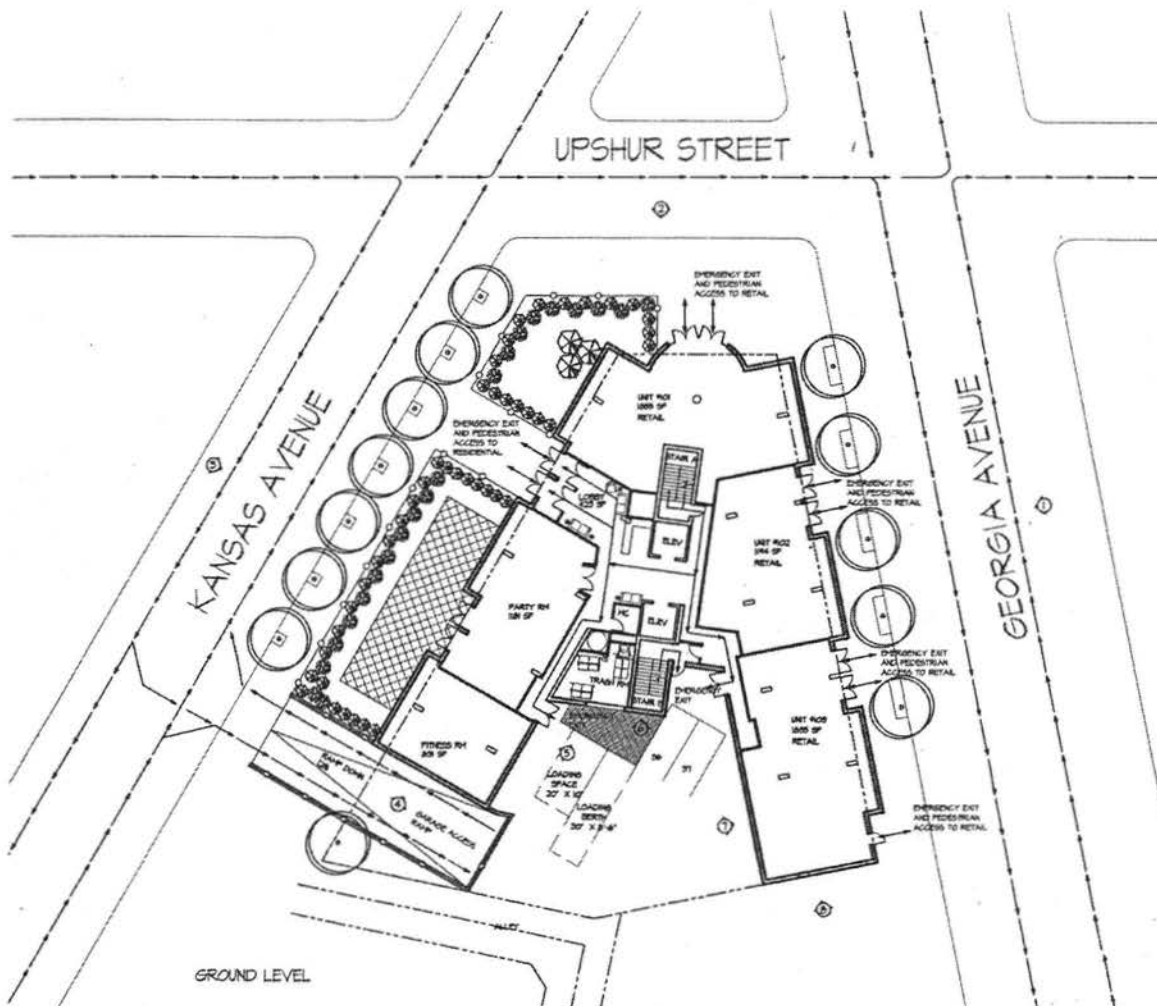
- Northwest:** Across Kansas Avenue and Upshur Street are the Petworth Library, MacFarland Middle School and Roosevelt High School within the R-4 Zone District.
- Northeast:** Across Georgia Avenue and Upshur Street, commercial buildings within the C-2-A Zone District.
- East:** Across Georgia Avenue, a public park and a mixture of churches and commercial buildings within the C-2-A Zone District on the east side of 9th Street, beyond which are residential uses and a playground within the R-4 Zone District.
- South:** Two-story commercial buildings along Kansas Avenue and Georgia Avenue within the C-2-A Zone District housing an internet café, a carry-out restaurant and a commercial storage facility. A PUD for a seven-story mixed-use building, the Residences at Georgia Avenue, was recently approved by the Commission on the north side of Taylor Street within the subject square (ZC Case No. 05-19).
- West:** Across Kansas Avenue are 2 to 4 story buildings housing offices, a self-storage facility and an automobile repair shop within the C-M-1 Zone District.

The subject site has been used for a gasoline station for several decades.

The subject property is four blocks north of the Georgia Avenue-Petworth Metrorail Station on the Green Line.

PROPOSAL

The applicant proposes to construct a seven-story condominium apartment building with 57 dwelling units and three commercial spaces on the ground floor comprising 4,884 square feet. This building, with only one driveway entrance on Kansas Avenue, is proposed to replace an existing gasoline station with five vehicular access points. The applicant has indicated that a bank may locate within the commercial space at the north end of the site, with pedestrian access from Upshur Street. The other two commercial spaces face Georgia Avenue. A community room with an outdoor patio is proposed along the Kansas Avenue frontage, as is the lobby to the residential portion of the building.



Ground Floor Plan

Thirty-five underground parking spaces are to be located within a one-level garage beneath the structure. Access to the garage will be from Kansas Avenue. Two additional parking spaces, the loading berth, the loading space and the delivery/service space will be accessible at the rear of the building (south side) via an easement over a private alley.

The building is designed in the shape of an inverted 'V'. At the apex of the V, located at Upshur Street, will be a tower that will extend above the roof line. Behind this tower will be a green roof. Residential recreation space will be provided within the courtyard behind the building, as well as within the building within a party room, a fitness room and the lobby on the ground floor. Only the western portion of the courtyard will be for recreational use, in the general vicinity of the party and fitness rooms.

The exterior of the building is proposed to be a red brick veneer, accented with stone, painted metal panels, fabric awnings and steel and glass canopies over the pedestrian entrances. A landscaped patio

will be located within the Kansas Avenue public space, between the building lobby and garage entrance. Retail dumpsters will be located on the south side of the property, behind one of the commercial spaces and within close proximity of the loading space and loading berth.

ZONING

The site is currently zoned C-2-A and the applicant proposes a PUD related map amendment to C-3-A to accommodate the proposed PUD. The project is designed to conform to the permitted height and FAR for the requested C-3-A Zone District. Generally, properties fronting along Georgia Avenue are in the C-2-A and the C-3-A zone districts. Properties in the C-3-A Zone District are located less than two blocks to the south. The approved PUD at the southern end of this square (ZC Case. No. 05-19) also has a PUD related map amendment to the C-3-A District.

The following table is a comparison of the C-2-A standards, the C-3-A/PUD standards, and the proposed development:

Table 1

	C-2-A	C-3-A/PUD	Proposal
Area	N/A	15,000 sq. ft.	13,648 sq. ft. ¹
Height	50 ft.	90 ft.	75 ft.
FAR	Retail – 1.5 Residential – 2.5 TOTAL – 2.5	Retail – 3.0 Residential – 4.5 TOTAL – 4.5	Retail – 0.36 Residential – 3.89 TOTAL – 4.25
Lot Occupancy	Residential – 60%	Residential – 75%	Residential – 63%
Side Yard	Minimum 2" per 6' of building height if provided, but no < 6 ft.	Minimum 2" per 6' of building height if provided, but no < 6 ft, or 15 ft.	23 ft.
Rear Yard	15 ft.	2.5" per 1' of vertical distance from mean finished grade at middle of rear of structure to highest point of main roof or parapet wall, but no < 12 ft, or 18.75 ft.	56 ft.
Parking	Retail – 6 Residential – 29 TOTAL – 35	Retail – 6 Residential – 29 TOTAL – 35	Retail – 7 Residential – 30 TOTAL – 37
Loading	1 loading berth @ 55 ft deep 1 loading platform @ 200 SF 1 service/delivery space @ 20 ft	1 loading berth @ 55 ft deep 1 loading platform @ 200 SF 1 service/delivery space @ 20 ft.	1 loading berth @ 47 ft deep ² 1 loading platform @ 206 SF 1 service/delivery @ 20 ft
Residential Recreational Space	20%	15% (7,967 SF)	5.8% (3,092 SF) ²

¹ Waiver requested per § 2401.2

² Relief requested

WAIVER REQUEST

The applicant requests a waiver pursuant to § 2401.2 of the Zoning Regulations in order to permit a C-3-A PUD on a site consisting of less than 15,000 square feet. The Commission is empowered to waive up to 50 percent of the minimum area required for a PUD located outside the Central Employment Area, subject to the following requirements:

- a. The Commission shall find after public hearing that the development is of exceptional merit and in the best interest of the city or country; and
- b. The Commission shall find that least 80 percent (80%) of the gross floor area of the development shall be used exclusively for dwelling units and uses accessory thereto.

The subject property is located outside of the Central Employment Area and approximately 83 percent of the gross floor area of the development is for dwelling units and uses accessory thereto. In addition, the Office of Planning finds the development of exceptional merit. It is well designed, improves the streetscape character and provides for a mixed use building with ground floor retail along a major transportation corridor.

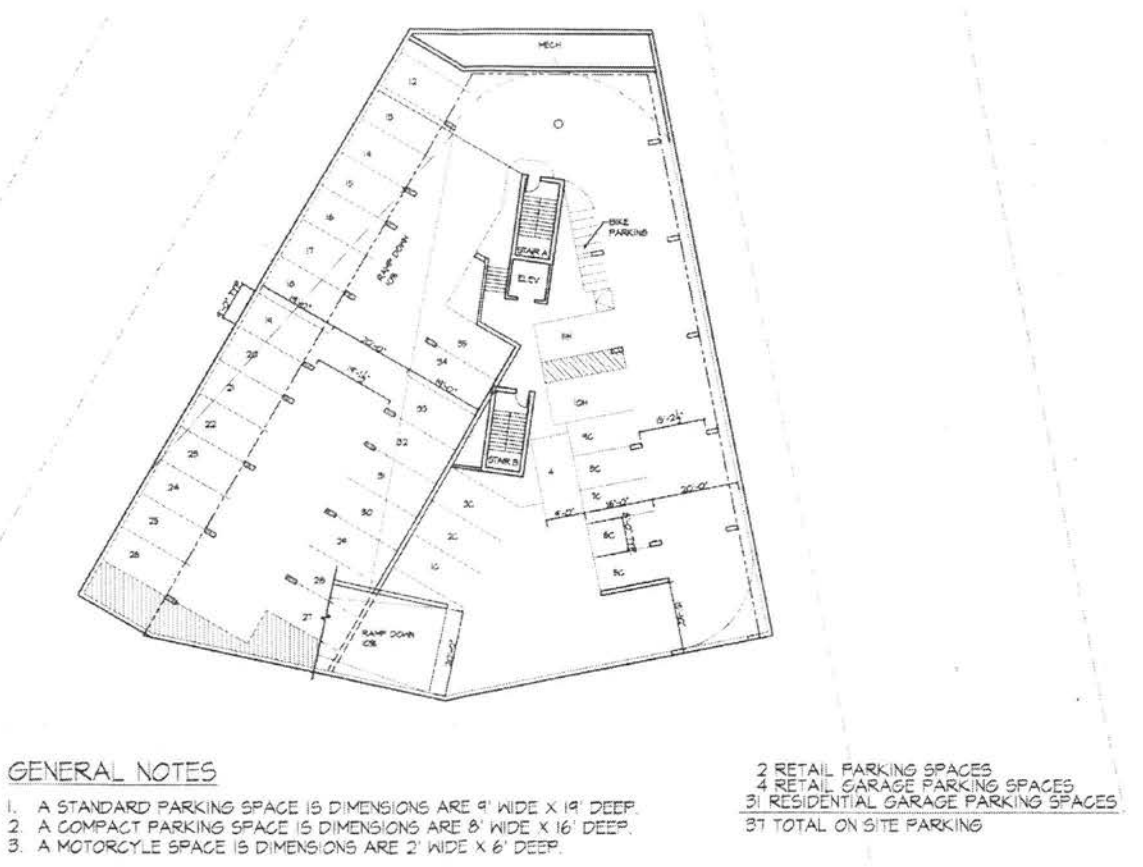
FLEXIBILITY

The following relief is required from the Zoning Regulations:

Parking

The application requests flexibility related to three sections of Chapter 21, Parking, for the lower level of the parking garage.

1. § 2115.4: This section requires compact parking spaces to be in contiguous groups of no less than five spaces. Layout of the site is proposed to permit one group of three within the garage and one group of two on the south side of the building. The application indicates that the need for this relief results from the triangular shape of the lot and the applicant's attempt to utilize the parking area in the most efficient manner possible.
2. § 2117.6: This section requires a minimum aisle width of 20 feet for an aisle serving 90 degree compact parking spaces. Due to the location of columns within the garage the application requests to reduce the aisle width to 15 feet, 2.5 inches. The location of the reduced aisle width is at the end of the lower level of the garage, within an area that serves compact spaces only, reducing the impact this request will have on traffic within the garage.
3. § 2117.8(a): This section requires that the vertical transition of the driveway entrance to the underground garage to begin at the property line. Due to the width of the lot and its triangular shape the applicant requests that the vertical transition begin just behind the sidewalk. It will have no impact on pedestrian traffic as it will be located behind the sidewalk.



1. A STANDARD PARKING SPACE IS DIMENSIONS ARE 9' WIDE X 19' DEEP.
2. A COMPACT PARKING SPACE IS DIMENSIONS ARE 8' WIDE X 16' DEEP.
3. A MOTORCYCLE SPACE IS DIMENSIONS ARE 2' WIDE X 6' DEEP.

- 2 RETAIL PARKING SPACES
4 RETAIL GARAGE PARKING SPACES
31 RESIDENTIAL GARAGE PARKING SPACES
37 TOTAL ON SITE PARKING

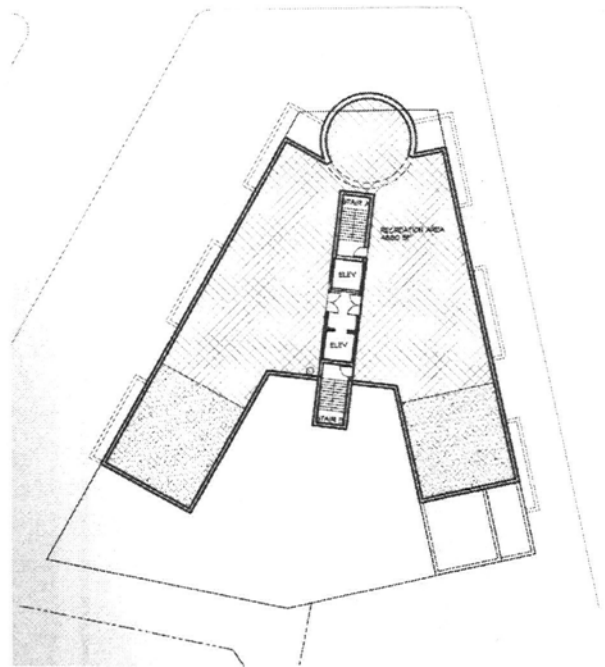
Lower Level of Parking Garage

DDOT, in their memo dated July 11, 2006 to the Office of Zoning, concluded that it had no objections to the project.

Roof Structures

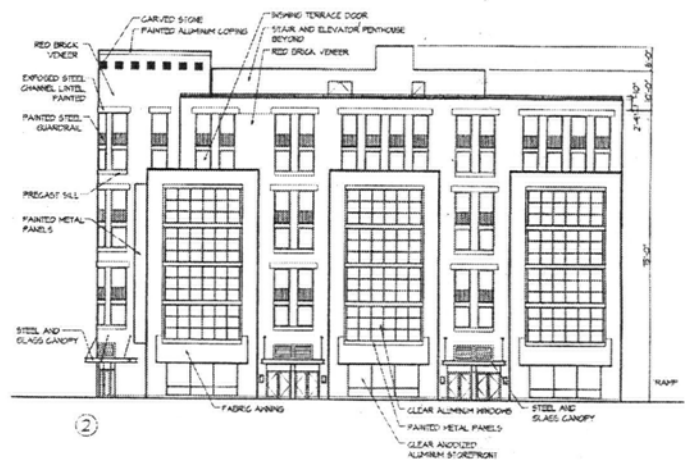
The application requests flexibility related to two sections of Chapter 4, Height, Area and Density Regulations, for the roof.

1. § 400.7(b): This section requires that roof structures be set back a distance equal to their height. The proposed roof structure at the south end of the building, at a maximum height of 16 feet, provides no setback for a stair enclosure from the edge of the building. However, due to the inverted V shape of the building, this roof structure will be centrally located within the property, minimizing its visibility from the surrounding streets. In addition, shifting the location of this roof structure to provide the required setback will push it toward the proposed tower at the north end of the building, detracting from the prominence of the tower as an architectural feature. It will also adversely affect the layout of the building by shifting the location of a stairwell and an elevator shaft. As the roof structure will be located between the wings of the building along the back wall of the structure, it will be minimally visible to the public.



Roof Plan

2. § 411.5: This section requires that the enclosing walls of a roof structure be of equal height. The application proposes that only the portion of the roof structure accommodating the elevator overrun be at a height of 16 feet, as shown on the drawing to the right. This is so as not to detract from the tower at the north end of the building and to minimize the appearance of the roof structure from the street.



Kansas Avenue Elevation

Court Width

§ 776.5: Two courts are proposed. One is required to be 27 feet, 1 inch in width and the other 24 feet, one inch in width. The application proposes that these courts be 17 feet, 5 inches and 14 feet, 5 inches, respectively. Reduced court widths are the result of the location of the stairwell described above being located on the south side of the building and within the center of the inverted V shape of the building, creating two courts out of what would otherwise be one. The intrusion of the stairwell into what would otherwise be one larger court is minimal considering the size of the courtyard. Therefore, the relief to

permit the two smaller courtyards as will not adversely affect light and air to the windows within the those courts.

Loading

The application requests flexibility related to two sections of Chapter 22, Off-Street Loading Facility Requirements.

1. § 2201.1: This section requires that a loading berth be 55 feet in length. The application proposes one 47 feet long, 8 less than the minimum required.
2. § 2204.2: This section requires that all service/delivery spaces be directly accessible from a street or alley. Access to the service/delivery space is proposed to from across the loading space.

DDOT has reviewed this request and has no objections, as stated in their memo of July 11, 2006. The applicant has indicated that the subject building will experience one to two moves per month. Should a 55-foot long truck be used, DDOT would be willing to coordinate with the movers and post "No Parking" signs as necessary. Therefore, the Office of Planning recommends that the Commission grant the relief as requested from Sections 2201 and 2204.

Residential Recreation Space

The application requests flexibility related to Section 773, Residential Recreation Space. The subject application has a residential recreation space requirement of 15 percent and initially proposed residential recreation space of 15.9 percent. The Commission has since voted to eliminate the provision requiring this space. However, because the order in that case has not yet been published, the requirement is technically still applicable. The application initially included a rooftop recreation area that has since been replaced with a green roof. As the subject property is located across Georgia Avenue from a passive park, across Kansas Avenue and Upshur Street from active playing fields at MacFarland Middle School and Roosevelt High School, and approximately one block from the Petworth Recreation Center, the Office of Planning recommends that the Commission grant the relief as requested from Section 773.

PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is "*designed to encourage high quality developments that provide public benefits.*" In order to maximize the use of the site consistent with the zoning regulations and be compatible with the surrounding community, the applicant is requesting that the proposal be reviewed as a consolidated PUD. This will allow the utilization of the flexibility stated in Section 2400.2.

"The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience."

The applicant has requested a related change in zoning of the property to gain additional twenty-five (25) feet in height and 23,875 square feet in floor area over that permitted by-right. The increase in FAR is 70 percent over that permitted as a matter of right within the C-2-A District. Public benefits

proposed by the applicant are discussed below. However, while the Office of Planning supports the development of this site, it cannot conclude that the application offers a commendable number of quality benefits to offset the relief requested.

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.

Georgia Avenue has begun to experience revitalization of new commercial and residential projects. The development of the subject site will contribute to the general improvement of the area and will compliment the proposed Residences at Georgia Avenue building at Georgia Avenue and Taylor Street by providing a building on the north end of the square that will be similar in use and building height.

PUBLIC BENEFITS AND AMENITIES

The Office of Planning is concerned that the benefits proposed by the applicant are weak in balance within the increased density and zoning relief requested. The subject property is located within close proximity to many public facilities, including schools, a playground and recreation center, a library and public parks that may be able to benefit from a fuller amenity package.

Section 2403.9 outlines *“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:*

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;*
- (b) Site planning, and efficient and economical land utilization;*
- (c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;*
- (f) Housing and affordable housing;*
- (h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*
- (i) Uses of special value to the neighborhood or the District of Columbia as a whole;*

The Office of Planning is generally supportive of the architecture and design of the proposed building. The applicant did respond to comments from the Office of Planning regarding the color of the brick and refined the relationship of the proposed building to the existing building adjacent and to the south on Georgia Avenue.

Affordable Housing

The application proposes 19.2 percent of the bonus density to be provided as affordable housing, in excess of the 15 percent typically suggested by the Office of Planning. Since the set down of this application regulations for inclusionary housing have been approved by the Commission. When finally

adopted, it would require that 8 percent of the residential floor area be devoted to affordable housing for projects that are located within the C-3-A Zone District. The subject application proposes 9.1 percent of the residential floor area be devoted to affordable housing, in excess of the proposed minimum requirement.

Four affordable dwelling units are proposed, spread throughout the building. No more than one will be located on each floor, with two of the units facing Kansas Avenue and two facing Georgia Avenue. The four affordable units include one deluxe two-bedroom, the largest unit available in the building, a standard two-bedroom and two one-bedroom units. This mix reflects only the larger units that will be built. None of the studios or junior one-bedrooms, which account for 37 percent of the units and are the smallest units proposed for the building, are proposed as affordable units. The Office of Planning views this as an amenity.

Revenue for the District

The addition of 57 dwelling units and three commercial spaces will contribute to taxes collected by the District, either in the form of income, sales, use or employment taxes. As this benefit is the provision of the building, the Office of Planning views this as a minor benefit.

First Source Employment Program

The applicant has agreed to enter into an agreement to participate in the Department of Employment Services First Source Employment Program to promote and encourage the hiring of District of Columbia residents. The Office of Planning views this as a benefit.

Local Business Opportunity Program

The applicant has agreed to enter into a Memorandum of Understanding with the Local Business Opportunity Commission to use their resources to utilize LSDBE's in the development of the project. The Office of Planning views this as a benefit.

\$100,000 Contribution

The applicant has proffered a monetary contribution to the Petworth Library and the Petworth Recreation Center. However, the Office of Planning is not in receipt of the specifics of this contribution, such as how much money will go to what programs, or if the Department of Parks and Recreation and the DC Public Library is willing to accept this contribution. OP understands that this amenity was suggested by the ANC, but requires more details to ensure that it can be enforced. Assuming those details can be provided, the Office of Planning views this as an amenity.

LEED Point Opportunities

The applicant has proffered that the proposed building is designed to meet 19 LEED point opportunities for new construction. Although the applicant has not proffered to register the building with LEED, the building will contain many green aspects, including:

1. Provide covered storage facilities for bicycles for 15 percent or more of buildings occupants.

Section 2119 of the Zoning Regulations requires bicycle storage space equal to five percent of the automobile parking spaces required, or two for a parking requirement of 35. The applicant proffers to

provide a bicycle storage room with a capacity for 15 percent of a 57-unit building, or nine bicycle storage spaces. This proffer will provide seven more bicycle spaces than required.

2. Size parking capacity to not exceed minimum local zoning requirement and provide infrastructure and support programs to facilitate shared vehicle usage.

The applicant will achieve this by offering to sell the two surplus parking spaces on-site to either Flexcar or Zipcar. The Office of Planning encourages the applicant to provide these at no cost for a minimum of ten years, which could then count as an increased amenity.

3. Implement a storm water management plan that results in a 25 percent decrease in the volume of storm water runoff from the 2 year 24-hour design storm.
4. Provide a green roof for at least 50 percent of the roof area.

The applicant will achieve this through the provision of a green roof on 50 percent of the roof and the provision of landscape plantings at-grade.

5. Minimize light trespass from building and site.

The applicant will achieve this by designing the building to conform to LEED criteria. The Office of Planning has requested more detail.

6. Reduce potable water consumption for irrigation by 50 percent from a calculated mid-summer baseline.
7. No potable water use for irrigation.

Use plant species that do not require irrigation and capture and recycle rain water and waste water. The Office of Planning has asked for more detail, including plant specifications.

The application also proffers to use low emitting adhesives and sealants, and low emitting paints and coatings. It is also entitled to points for redeveloping a site that was previously all hardscape, located within a quarter mile of public transportation and redeveloping a contaminated site. The site is served by four Metrobus on Georgia Avenue and the site is contaminated from years as use as a gasoline station. The Georgia Avenue - Petworth Metrorail station is located 1,600 feet away, in excess of a quarter mile.

Although all of the above items have been proffered by the applicant, the application itself does not document how each of these items will be provided. The application package does not include a landscape plan specifying the sizes and species of proposed plantings, necessary to document the need for irrigation. It also does not specify the location of the Flexcar or Zipcar parking spaces, although the Office of Planning favors locating them within the two outdoor spaces at the rear of the building for ease of access by the community.

COMPREHENSIVE PLAN

The proposed development is consistent with the Comprehensive Plan including the following major themes of the Plan:

- Section 102 - Stabilizing and Improving District Neighborhoods
- Section 110 – Promoting Enhanced Public Safety

The proposed development will replace a gasoline station with 57 residences and commercial space that will contribute to serving the day-to-day needs of the neighborhood. The residential use will bring more people into the community, promoting a healthier Georgia Avenue and could help improve public safety in the neighborhood, as it will provide more “eyes on the street.” In combination with the approved PUD at Taylor Street, this proposed project will have a positive effect on stabilizing the Upshur Neighborhood Area.

The proposed development meets many of the goals and objectives of the Comprehensive Plan as outlined in the Housing, Urban Design, and Land Use Elements.

The application is consistent with Chapter 3, Housing Element, of the Comprehensive Plan. The general objectives for housing are “...to stimulate production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed at desired locations.” (§ 302.1) Four of the proposed dwelling units will be affordable, with the rest to be sold at market rate.

Chapter 7, Urban Design Element, outlines objectives and policies in support the Urban Design goal to “... promote the protection, enhancement, and enjoyment of the natural environments and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient.” (Section 701)

708 Buildings

708.2 (a) Design residential, commercial, and all other buildings to complement or enhance the physical character of the District; and

(b) Design buildings to include the use of appropriate arrangements of building materials, height, scale, massing, and buffering to complement the immediate region.

709 Streetscape

709.2 (a) Develop a unifying system of well-designed streets, sidewalks, parks, and pedestrian ways;

(j) Encourage the planting and maintenance of street trees as the single most important streetscape element along commercial and residential streets to provide shade, design continuity, spatial relief, and a juxtaposition of the natural and built environments.

710 Areas Of Strong Architectural Character

710.2 (d) Encourage new development within areas of strong architectural character to contribute to the physical identity and character of those areas;

(e) Encourage building massing and scale of new development to be sensitive to established patterns;

712.1 The areas in need of new and improved character objective are to encourage new development or renovation and rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity.

712.2 The policies established in support of the areas in need of new and improved character objective are as follows:

- (a) Encourage well-designed developments in areas that are vacant, underused, or deteriorated. These developments should have strong physical identities;*
- (b) Encourage in-fill development of attractive design quality in deteriorated areas to stabilize the physical fabric and to encourage renovation and redevelopment;*

Specifically, the application is consistent with the Ward 4 Plan:

Section 1508 outlines objectives for Urban Design including:

- (a) Provide for the housing needs of low and moderate-income households, improve the District's low-rent housing programs, encourage home ownership and reduce the overall cost of housing among low-moderate-income households in the ward.*
- (c) Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.*

COMPREHESIVE PLAN GENERALIZED LAND USE MAP

The Generalized Land Use recommends the subject site for a mixture of uses, moderate density residential and low density commercial. The mixed-use category also includes existing commercial areas and areas proposed for significant land use changes. The proposed C-3-A zoning is more equivalent to medium density residential uses. The zoning pattern along the Georgia Avenue corridor is predominantly C-2-A and C-3-A. An area of C-3-A zoning is a block and a half away from the subject property. Almost the entire corridor, starting at Howard University and continuing all the way to the District line, has a rhythm of moderate density zoning (predominantly C-2-A) punctuated by medium density zoning in the few areas of C-3-A. This pattern, in combination with the existing Comprehensive Plan language regarding housing and economic development in Ward 4 along Georgia Avenue (discussed below), led the Office of Planning to conclude that the C-3-A zone is not inconsistent with the Comprehensive Plan.

Generalized Land Use Map: Mixed Use: *A combination of land use categories are depicted in areas where a variety of uses (Moderate Density Residential and Low Density Commercial) are to be encouraged. Mixed use areas include existing commercial areas and areas proposed for significant land use changes.*

Moderate density residential land use category- *“Row houses and garden apartments are the predominant uses; may also include low density housing.”*

Low density commercial land use category: *“Shopping and service areas that are generally low in scale, character and activity and that provide a limited range of retail goods and services are the predominant uses.”*

***draft* COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL (2006)**

The proposed development is consistent with the draft Comprehensive Plan, including the following major planning and development issues:

- 2207.1(b) *Appropriate sites for infill housing have been identified along Georgia Avenue, ... Development on these sites must be in keeping with the scale of the community, provide ample green space, address parking and traffic issues, upgrade infrastructure where needed, and serve a variety of incomes.*
- 2207.1(c) *Neighborhood serving commercial facilities need to be upgraded and expanded throughout the Planning Area.*
- 2207.1(j) *The Georgia Avenue corridor remains a source of great interest, concern and hope. In March 2005, the entire 5.6 mile corridor was designated as one of six “Great Streets” in the city to be targeted for reinvestment.*

***draft* Future Land Use Map (2006):** Mixed Land Use: The general density and intensity of development with a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other, the map may indicate the dominant use by showing it at a slightly higher density.

Medium Density Residential: Defines 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. This designation may also apply to taller residential buildings surrounded by large areas of permanent open space.

Moderate Density Commercial: Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are generally larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.

***draft* Generalized Policy Map (2006):** Main Street Mixed Use Corridors: Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood to multiple neighborhoods. Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and

housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.

GEORGIA AVENUE-PETWORTH METRO STATION AREA CORRIDOR PLAN

The Office of Planning recently undertook a revitalization strategy for the Georgia Avenue corridor that resulted in the Georgia Avenue-Petworth Metro Station Area Corridor Plan. This plan is a supplement to the Comprehensive Plan and was adopted by the City Council in July 2006.

The revitalization strategy is a framework to guide growth and development and preserve and enhance the quality of life in the neighborhoods along the corridor. The site is within the Upshur Neighborhood Area and is identified as an under-utilized property that provides an opportunity for redevelopment. The Plan recognizes that the Georgia Avenue Corridor is mostly zoned C-2-A with a few areas of C-3-A zone. Since the adoption of the Comprehensive Plan and Zoning Regulations it has been difficult to get enough critical mass of residential to have a viable amount of retail use. The Corridor has an abundance of vacant retail space and what exists is largely redundant and substandard. The Plan therefore focuses on enhancing the area by increasing the allowed densities in the vicinity of the Metrorail stations and discouraging retail in the areas that are in between the Metrorail stations.

As seen in the *Comprehensive Plan and Public Policies* section of this report, the language provides further guidance that supplements the Generalized Land Use Plan Map. Further, the strategy for redevelopment encourages the inclusion of affordable units. An affordable component is included as a part of the PUD application, consistent with the recently approved Inclusionary Zoning requirements.

Georgia Avenue is one of the eight streets identified in the Districts Great Streets Initiative. These streets have been identified as arterials that have great opportunities for commerce, vitality and city living. The District Government is providing financial resources to revitalize these areas. Along Georgia Avenue investments have been made in many new residential projects to bring new residents and shoppers to the neighborhoods.

The Office of Planning therefore finds that the proposed development at a FAR of 4.25 and a mixture of residential and retail uses is not inconsistent with the Comprehensive Plan.

***proposed* GEORGIA AVENUE COMMERCIAL OVERLAY DISTRICT**

The subject property is located within the boundaries of the proposed Georgia Avenue Commercial Overlay District, set down by the Commission in December 2006 (Z.C. Case No. 06-48). This overlay seeks to encourage additional residential and improved commercial uses along Georgia Avenue. The subject application will contribute to accomplishing this goal.

The subject application is also in conformance with the design requirements of the overlay. The minimum floor height for the commercial spaces is 15 feet, in excess of the minimum required 14 feet, each retail space has direct access from the public sidewalk. The two Flexcar or Zipcar spaces are located behind the building, and more than 50 percent of the surface area of the ground level of the building is devoted to display windows or entrances to the building.

***proposed* DISTRICT OF COLUMBIA PEDESTRIAN MASTER PLAN**

DDOT is currently preparing the first Pedestrian Master Plan, scheduled for completion in October 2007. Within the project description is a desire to remove *significant barriers to walking*. The proposed project will replace an existing gasoline station with five vehicular entrances that cross the public sidewalk (two on Georgia Avenue, two on Kansas Avenue and one on Upshur Street) with a development that has only one vehicular entrance from Kansas Avenue. This will significantly remove barriers to pedestrians in and around this site.

AGENCY REFERRALS AND COMMENTS

DDOT, in a memo dated July 11, 2006, had no objections to the project.

COMMUNITY COMMENTS

ANC 4C was scheduled to vote on the application at their regularly scheduled meeting of February 13, 2007.

RECOMMENDATION

The Office of Planning has reviewed the application, including the requested increase in FAR and proposed amenity package, and supports the proposal for a new mixed-use building providing space for residential and commercial uses. This project will provide new housing and retail space, and contribute to the continued revitalization of Georgia Avenue. The proposed development is not inconsistent with the Generalized Land Use Map and Comprehensive Plan objectives for the area, nor is it inconsistent with the draft Comprehensive Plan (2006) or the proposed Georgia Avenue Commercial Overlay District. The proposed PUD and related map amendment are not inconsistent with the elements of the Comprehensive Plan. The Office of Planning notes that in addition to the ten requests for waivers, variances and special exception relief, the flexibility includes a 70 percent increase in FAR, a 25-foot increase in building height and a 3 percent increase in lot occupancy. The Office of Planning concludes this to be substantial flexibility and believes that the amenity package could be strengthened by the applicant committing to allow Flexcar or Zipcar to use the two exterior parking spaces free of charge for a minimum of ten years, and by considering other ways to strengthen the amenity package. In addition, the applicant must document how all of the proffered amenities will be provided.

The applicant must submit information on specifically how the \$100,000 monetary contribution is to be spent and for specifically what purpose or purposes. A landscape plan is necessary to document how the green elements proffered will be achieved. A new roof plan is needed showing the green roof.

The applicant has requested relief from nine zoning requirements and a waiver from the minimum area requirement for a PUD. The Office of Planning believes that these can be granted as proposed, provided the amenities package is revised to be commensurate with the relief requested, and the additional density gained through the PUD process.