

**REPORT TO THE ZONING COMMISSION**

**CASE NO 06-30  
POLLIN MEMORIAL COMMUNITY - PARKSIDE**

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**JULY 23, 2007**

- I Introduction
- II Nature of application
  - A Consolidated review of planned unit development
  - B Map amendment from unzoned to R-5 A
- III Site location
  - A Southwest side of Hayes Street and the northeast side of Barnes Street NE
  - B Kenilworth Parkside neighborhood
- IV Site description
  - A Two parts
    - 1 Rectangular shaped property bounded by Anacostia Avenue and Hayes Grant and Barnes Streets
      - a) Approximately 585 feet in the northeast southwest direction and approximately 130 feet in the northwest southeast direction
      - b) Square 5041, Lot 804
    - 2 Irregularly shaped property (more or less triangular) bounded by Anacostia Avenue Hayes Street and Kenilworth Park (part of Parcels 170/27 and 170/28)
  - B Contains a total of approximately 246,100 square feet of land area

**C Existing condition**

- 1 Rectangular portion improved with four three story apartment buildings (total of 42 units) known as the Parkside Addition originally constructed in 1959
- 2 Triangular portion
  - a) Predominantly vacant and unimproved
  - b) Portion closest to Anacostia Avenue primarily cleared and includes swimming pool and poolhouse
  - c) Portion closest to Kenilworth Park is more wooded

**D Abutting streets**

- 1 Hayes Street – 74 feet wide
- 2 Grant Street – 55 feet wide
- 3 Barnes Street – 55 feet wide
- 4 Anacostia Avenue – 74 feet wide

**V Description of the surrounding area (see excerpt from Existing Land Use Map following)**

**A General area Parkside area**

- 1 Low and moderate density rowhouses and apartment buildings
- 2 Kenilworth Park
- 3 Vacant land
- 4 Pepco Benning Road facility

**B To the northeast across Hayes Street Mayfair Mansions public housing project**

**C To the southeast across Barnes Street**

- 1 Cesar Chavez Charter School
- 2 Rowhouses (part of original Parkside redevelopment) facing Barnes Street and Burnham Grant Cassell and Roosevelt Places



# Existing Land Use

## Map Tile 12

### Existing Land Use

	Low Density Residential
	Low-Medium Density Residential
	Medium Density Residential
	High Density Residential
	Commercial
	Transport, Communication, Utilities
	Industrial
	Mixed Use
	Institutional
	Federal Public
	Local Public
	Public, Quasi-Public, Institutional
	Parks and Open Spaces
	Parking
	Roads; Alleys; Median
	Transportation Right of Way
	UnDetermined
	Water
	Vacant

- 3 Vacant land part of the site for the larger Parkside PUD
- 4 Kenilworth Avenue/Anacostia Freeway
- 5 Minnesota Avenue Metrorail station (approximately 1,400 feet from the subject property)
- D To the southwest
  - 1 WASA pumping station (underground)
  - 2 Thomas Elementary School
  - 3 Pepco Benning Road facility
- E To the northwest
  - 1 Kenilworth Park
  - 2 Site of proposed First Tee golf course

## VI Zoning

- A Existing zoning
  - 1 Unzoned for District owned parkland under Federal jurisdiction
  - 2 Remainder R-5-A
    - a) General residential district
      - (1) Single family, two family and multi-family dwellings, as well as a broad range of institutional uses (e g , clinic, hospital, museum) permitted as a matter-of-right
      - (2) New residential development of rowhouses and/or garden apartments requires BZA approval
    - b) Maximum height 40 feet
    - c) Maximum FAR 0.9
    - d) Maximum percentage of lot occupancy 40%
    - e) Minimum required rear yard – 20 feet

- f) Side yard – not required
  - g) Minimum required parking 1 space for each dwelling unit
  - h) PUD guidelines
    - (1) Height 60 feet
    - (2) FAR 1.0
    - (3) Yards and courts as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
    - (4) Parking and loading as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
- B Proposed zoning R-5-A for the entire site
- C History – R-5-A since 1958
- D Zoning of the area
  - 1 Predominantly R-5-A for residential areas
  - 2 C-2-B along Kenilworth Avenue
  - 3 C-M-1 and M for the Pepco facility
- E Future zoning of the area PUD approved for Parkside redevelopment
  - 1 Preliminary approval granted in Z C Case No 05-28, Order dated September 11, 2006, effective April 13, 2007
  - 2 Included change of zoning from R-5-A and C-2-B to C-3-A and CR
  - 3 Approval for 1,500-2,000 dwellings, 500,000-750,000 square feet of office space, 30,000-50,000 square feet of retail, with approximately 2,400 parking spaces
  - 4 Overall density of approximately 4.44 FAR

VII Description of the proposed project

- A Low rise residential development with 125 units in 104 buildings
  - 1 91 single family rowhouses
  - 2 5 flats
  - 3 8 3-unit apartment buildings
- B Mixed-income project
  - 1 42 units of rental public housing units (to replace 11 the units in the Parkside Addition)
  - 2 83 units of ownership housing at various income levels up to 100% of the Area Median Income (AMI)
- C Height
  - 1 Rowhouses 3 stories, approximately 29 feet (measured from lowest finished floor to ceiling of top story)
  - 2 Flats 2 stories, approximately 19 feet (measured from lowest finished floor to ceiling of top story)
  - 3 Apartment houses 3 stories, approximately 29 feet (measured from lowest finished floor to ceiling of top story)
- D Floor area ratio 0.8 (193,688 square feet of gross floor area)
- E Overall lot occupancy 31%
- F Parking 125 spaces (1 per unit) in garages or on parking pads at the rear (additional visitor and overflow parking available on streets in front of houses)
- G Comparison to matter-of-right and PUD standards for R-5-B
  - 1 Uses residential permitted as a matter-of-right (rowhouses and garden apartments require BZA approval)
  - 2 Height
    - a) Matter-of-right 40 feet
    - b) PUD guideline 60 feet

- c) Proposed less than 30 feet
- 3 FAR
  - a) Matter-of-right 0.9
  - b) PUD guideline 1.0
  - c) Proposed 0.8
- 4 Proposed total gross floor area of 193,688 square feet is 27,802 square feet less than the maximum permitted matter-of-right GFA

VIII Compliance with PUD evaluation standards of §2403

- A Impact of project shall be favorable, capable of being mitigated or acceptable (§2403.3)
  - 1 Project is new residential construction in a residential area
  - 2 Traffic will have no unacceptable impact on levels of service at build-out, per report by Wells and Associates
  - 3 Proposed height is acceptable and not significantly different from what could be built as matter-of-right
  - 4 All environmental requirements have been met to safely build on the site
- B Project is not inconsistent with the Comprehensive Plan (§2403.4) see section IX, below
- C Commission shall “judge, balance, and reconcile the relative value of project amenities and public benefits offered, the degree of development incentives requested and any potential adverse effects” (§2403.8)
- D Public benefits and project amenities
  - 1 New residential development of more than 193,000 square feet
  - 2 Affordable housing
    - a) All of housing will be affordable to households making no more than 100% of AMI (in both rental and ownership units)



- b) 42 units (33% of the total) reserved for households earning up to 30% of AMI
  - c) 19 units (15% of the total) reserved for households earning up to 40% of AMI
  - d) 20 units (16% of the total) reserved for households earning up to 65% of AMI
  - e) 20 units (16% of the total) reserved for households earning up to 75% of AMI
  - f) 24 units (19% of the total) reserved for households earning up to 100% of AMI
- 3 Sustainable design features
    - a) Energy efficient designs
    - b) Storm water management techniques
  - 4 Urban design and open space features
  - 5 Community benefits employment and training programs through First Source Agreement with DOES and Memorandum of Understanding with DSLBD,

balanced,against

E Development incentives

- 1 No increase in height over proposed matter-of-right (10 feet less than the height permitted as a matter-of-right under the R-5-A zoning)
- 2 No increase in density (approximately 28,000 square feet less than matter-of-right under R-5-A zoning)

F Areas of flexibility from R-5-A or PUD standards

- 1 Lot occupancy
  - a) Maximum allowed 40%
  - b) Provided overall 31%

- c) Certain lots exceed 40% (up to a maximum of 83%, mostly concentrated in the rectangular portion of the site)

2 Rear Yard

- a) Minimum required 20 feet
- b) Provided as low as 6 feet, 2 inches (clear of second story decks)
- c) Depth of rectangular block constrains space provided at the rear, off-set overall by common open space and larger setbacks on other lots

3 Open courts

- a) Minimum required 10 feet
- b) Provided on five lots, as little as 0
- c) All open courts occur at end of rows of lots which are orthogonal but where Hayes Street is not perpendicular to cross streets

4 Street frontage/front yards

- a) Required 14 feet
- b) Provided (for two lots) 0
- c) Alternative (under §2516) provide a front yard equivalent to rear yard
- d) When filed, §410 would have allowed groups of buildings to be considered a single building
- e) §410 repealed in the interim
- f) Both lots face side of rowhouse to the northeast, with a total separation of more than 28 feet (20 foot front yard plus 8 foot side yard)

IX Consistency with the Comprehensive Plan

A The District Elements

- 1 The District of Columbia Comprehensive Plan Act of 1984 (D C Law 5-76, March 9, 1984)
- 2 The District of Columbia Comprehensive Plan Act of 1984 Land Use Element Amendment Act of 1984 (D C Law 5-187, February 15, 1985)
- 3 The Comprehensive Plan Amendments Act of 1989 (D C Law 8-129, January 5, 1990)
- 4 The Comprehensive Plan Amendments Act of 1994 (D C Law 10-193, October 19, 1994)
- 5 Comprehensive Plan Land Use Maps Approval Resolution of 1996 (Resolution 11-313, May 7, 1996)
- 6 The Comprehensive Plan Amendments Acts of 1998 (D C Law 12-275, April 27, 1999)
- 7 The Comprehensive Plan Amendment Act of 2006 (D C Law 16-300, effective March 8, 2007)

B 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 " (§2 3, ¶217 4)

- d) "Much of the growth that is forecast during the next 20 years is expected to occur on large sites that are currently isolated from the rest of the city. Rather than letting these sites develop as gated or self-contained communities, they should become part of the city's urban fabric through the continuation of street patterns, open space corridors and compatible development patterns where they meet existing neighborhoods " (§2 3, ¶217 5)
- e) "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)
- f) "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) "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)

3 Connecting the city

"Washington's wide avenues are a lasting legacy of the 1791 L'Enfant Plan and are still one of the city's most distinctive features. The "great streets" of the city should be reinforced as an element of Washington's design through transportation, streetscape, and economic development programs " (§2 3, ¶220 3)

4 Building green and healthy communities

- a) "As the nation's capital, the District should be a role model for environmental sustainability. Building construction and renovation should minimize the use of non-renewable resources, promote energy and water conservation, and reduce harmful effects on the natural environment " (§2 3, ¶221 3)
- b) "Planning decisions should improve the health of District residents by reducing exposure to hazardous materials, improving the quality of surface and groundwater, and encouraging land use patterns and land uses that reduce air pollution and facilitate pedestrian and bicycle travel " (§2 3, ¶221 4)

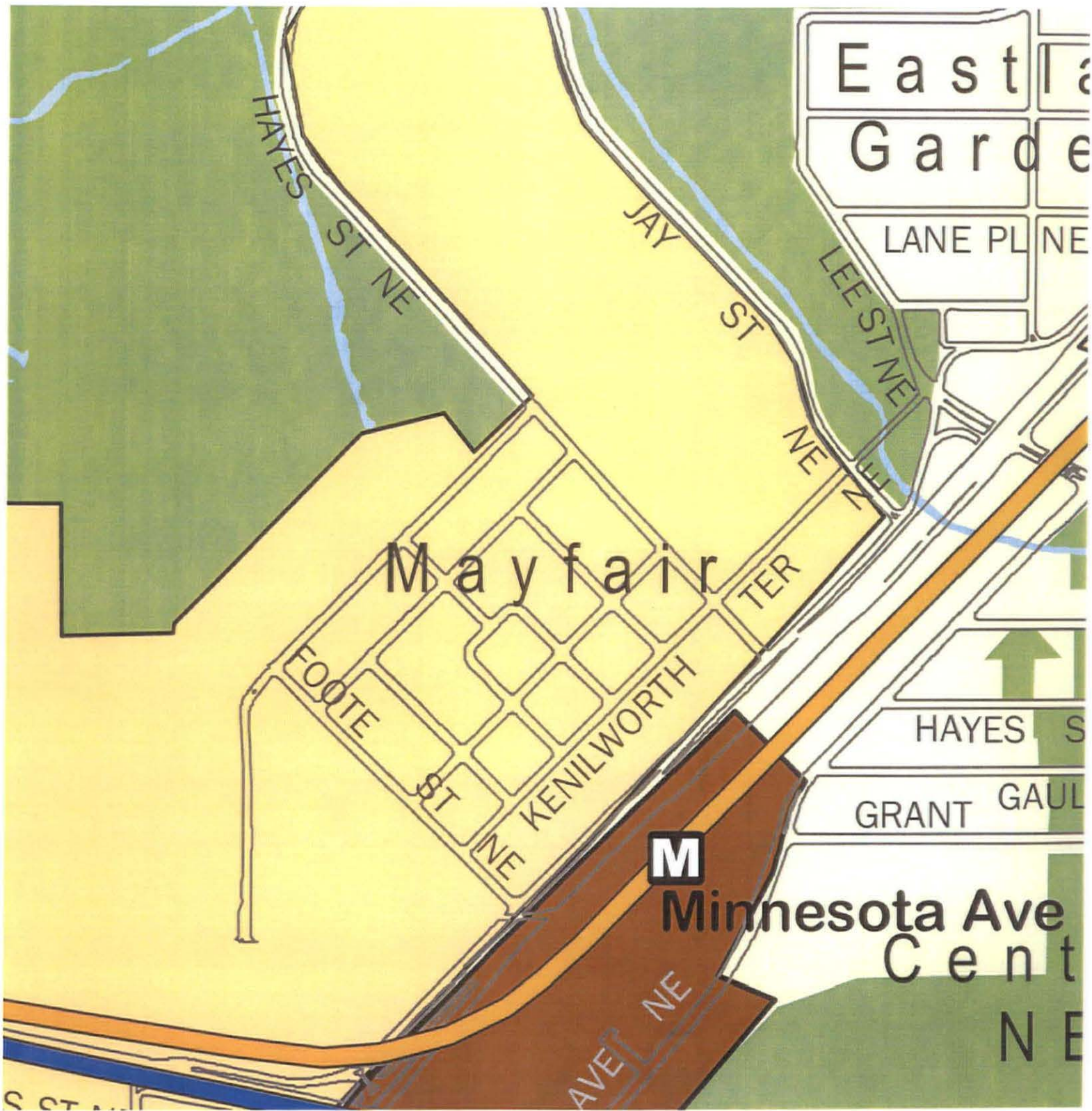
C Framework element – the Land Use Maps

1 The Generalized Policy Map purpose "is to categorize how different parts of the District may change between 2005 and 2025" (§2 4, ¶223)

2 Subject property included in two categories (see excerpt, following)

- a) Primarily in Neighborhood Enhancement Area, described as follows

"Neighborhood Enhancement Areas are neighborhoods with substantial amounts of vacant residentially zoned land. They are primarily residential in character. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible small-scale infill development, including new single family homes, townhomes, and other density housing types. Land uses that reflect the historical mixture and diversity of each community should be encouraged " (¶223 6)





# LEG D

This map identifies the following four different types of areas:  
Neighborhood Conservation Areas, Neighborhood Enhancement  
Areas, Land Use Change Areas, and Commercial/ Mixed Use Areas.



## Neighborhood Conservation Areas

Areas with very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density are not expected but some new development and reuse opportunities are anticipated.

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.



## Neighborhood Enhancement Areas

Neighborhoods with substantial amounts of vacant residentially zoned land. They are primarily residential in character. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible small-scale infill development including new single family homes, town homes, and other density types of housing. Land uses that reflect the historical mixture and diversity of each community should be encouraged.

The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development "fits in" and responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected as development takes place. Publicly-owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable.



## Land Use Change Areas



## Land Use Change Areas (Federal)

Areas where change to a different land use is anticipated. The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and to promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. The Comprehensive Plan's Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area. Land Use Change Areas include:

Anacostia Metro	Howard University Town Center	Rhode Island Avenue Metro
Armed Forces Retirement Home-East	McMillan Sand Filtration Site	South Capitol Corridor
Armed Forces Retirement Home-West	New Southeast	Southwest Waterfront
Brookland Metro	New York Avenue / Bladensburg Triangle	St Elizabeths Campus
Buzzard Point	NOMA/ New York Avenue Metro	Upper Bladensburg
Camp Simms	Old Convention Center / Hotel Site	Water Reed Hospital
DC Village	Poplar Point	Waterside Mall
Fort Lincoln New Town	Reservation 13 / Hill East	
Fort Totten Metro	RFK Stadium and Environs	

As Land Use Change Areas are redeveloped, the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods. Programs to avoid and mitigate any undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary.

Federal lands where a change of land use or ownership is possible by 2025 are shown with a striped pattern. In some cases a specific mix of expected uses is shown on the Future Land Use Map. In others, the Future Land Use Map depicts these sites as "Federal," indicating that although the District expects a change it does not yet have a basis for projecting specific land uses. The District has no jurisdiction over Federal lands. This information is provided to advise District residents that changes may occur and that the District intends to plan proactively for new uses in the event the lands are transferred.

## Commercial/ Mixed Use Areas

These areas correspond to the city's business districts, many of which form the heart of its neighborhoods. Five categories are used, defining the physical and economic character of each area along with generalized long-range conservation and development objectives. The commercial areas defined are: "Main Street Mixed Use Corridors," "Neighborhood Commercial Centers," "Multi-Neighborhood Commercial Centers," "Regional Commercial Centers," and the "Central Employment Area."



## 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 (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). 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.



## Neighborhood Commercial Centers



## Enhanced/New Neighborhood Centers

Neighborhood Commercial Centers meet the day-to-day needs of residents and workers in the adjacent neighborhoods. Their service area is usually less than one mile. Typical uses include convenience stores, sundries, small food markets, supermarkets, branch banks, restaurants, and basic services such as dry cleaners, hair cutting, and child care. Office space for small businesses, such as local real estate and insurance offices, doctors and dentists, and similar uses, also may be found in such locations. New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses.



## Multi-Neighborhood Centers



## Enhanced/New Multi-Neighborhood Centers

Multi-neighborhood centers contain many of the same activities as neighborhood centers but in greater depth and variety. Their service area is typically one to three miles. These centers are generally found at major intersections and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include office space for small businesses, although their primary function remains retail trade. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Transit improvements to these centers are also desirable.



## Regional Centers

Regional centers have the largest range of commercial functions outside the Central Employment Area and are likely to have major department stores, many specialty shops, concentrations of restaurants, movies and other leisure or entertainment facilities. They typically draw patrons from across the city, as well as patrons from nearby suburban areas. A large office component is also associated with regional centers. As with Multi-Neighborhood Centers, infill development at Regional Centers should provide new retail, entertainment, service uses, additional housing, and employment opportunities where feasible. These centers are generally located along major arterials and are served by transit, and typically generate significant demand for parking. Heights and densities in regional centers should be appropriate to the scale and function of development in adjoining communities, and should be further guided by policies in the Land Use Element and the Area Elements.



## Central Employment Area

The Central Employment Area is the business and retail heart of the District and the metropolitan area. It has the widest variety of commercial uses, including but not limited to major government and corporate offices, retail, cultural, and entertainment uses, and hotels, restaurants, and other hospitality uses. The Central Employment Area draws patrons, workers, and visitors from across the region. The Comprehensive Plan's Land Use and Economic Development Elements, and the Central Washington Area Element and Anacostia Waterfront Element provide additional guidance, policies and actions related to the Central Employment Area.

## Other Map Elements

This map also identifies parks and open space, federal lands, Downtown Washington, and major institutional land uses. The fact that these areas are not designated as Conservation, Enhancement, or Change does not mean they are exempt from the policies of the Comprehensive Plan or will remain static.



## Federal Lands



## Central Washington

Because of its unique characteristics, Central Washington is shown as a feature on the map rather than with the categories above. Detailed policies for this area are included in the Central Washington Area Element.



## Institutional Uses

Includes colleges and universities, large private schools, hospitals, religious organizations, and similar institutions.



## Parks - Federal and District-owned



## Water Bodies



## Metro Stations

"The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development "fits-in" and responds to the existing character, natural features, and existing/planned infrastructure capacity New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected as development takes place Publicly-owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable " (§223 7)

"The main difference between Neighborhood Enhancement and Neighborhood Conservation Areas is the large amount of vacant land that exists in the Enhancement Areas Neighborhood Enhancement Areas often contain many acres of undeveloped lots, whereas Neighborhood Conservation Areas appear to be "built out " As infill development takes place on undeveloped lots, special care must be taken to avoid displacement nearby Existing housing should be enhanced through rehabilitation assistance New development in these areas should improve the real estate market, reduce crime and blight, and attract complementary new uses and services that better serve the needs of existing and future residents " (§223 8)

- b) Portion of site northwest of Anacostia Avenue along Hayes Street included in "Parks"

3 The Future Land Use Map (see excerpt, following) – includes property in two categories

- a) Southeast of Anacostia Avenue – medium density residential category, described as follows

"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)





# Comprehensive Plan Future Land Use

## Map 8

	Low Density Residential
	Moderate Density Residential
	Medium Density Residential
	High Density Residential
	Low Density Commercial
	Moderate Density Commercial
	Medium Density Commercial
	High Density Commercial
	Production, Distribution, and Repair
	Federal
	Local Public Facilities
	Institutional
	Parks, Recreation, and Open Space
	Mixed Land Use
	WATER

- b) Northeast of Anacostia Avenue - moderate density residential category, described as follows  
  
"This designation is used to define the District's row house neighborhoods, as well as its low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some of the older inner city neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all). The R-3, R-4, R-5-A Zone districts are generally consistent with the Moderate Density Residential category, the R-5-B district and other zones may also apply in some locations." 224.7
- 4 Maps are intended to provide generalized guides for development and conservation decisions (§2.4.2, ¶224.24)
  - a) Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards
  - b) By definition Map is to be interpreted broadly
  - c) Future Land Use Map is generalized depiction of intended uses in the 20 year horizon
  - d) Densities within any given area are across-the-board, individual buildings may be higher or lower
  - e) Density bonuses through PUDs may result in heights that exceed typical ranges
  - f) 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

D 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 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 " (§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 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 and housing for seniors and others with mobility impairments
  - (3) A preference for attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking,

- (4) Provision of well-designed, well-programmed, and well-maintained public open spaces,
  - (5) A "stepping down" of densities with distance away from each station, protecting lower density uses in the vicinity,
  - (6) Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city, and
  - (7) A high level of pedestrian and bicycle connectivity between the stations and the neighborhoods around them (§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) "The reach of transit-oriented development around any given station or along a high volume transit corridor should vary depending on neighborhood context While 1/4 to 1/2 mile is generally used across the country to define the walkable radius around each station, and therefore the area in which higher densities may accommodate growth without increased traffic congestion, applying a uniform radius is not appropriate in the District The established character and scale of the neighborhood surrounding the station should be considered, as should factors such as topography, demographics, and the station's capacity to support new transit riders Many stations abut historic or stable low density neighborhoods Similarly, many of the city's priority transit corridors transition to single family homes or row houses just one-half block to less off the street itself " (§306 7)
- f) Policy LU-1 3 5 Edge Conditions Around Transit Stations
- "Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods For stations that are located within or close to low density areas, building heights should "step down" as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards " (§306 14)

3 Creating and Maintaining Successful Neighborhoods

a) Policy LU-2 1 1 Variety of Neighborhood Types

"Maintain a variety of neighborhood types in the District, ranging from low-density, single family neighborhoods to high-density, multi-family mixed use neighborhoods. The positive elements that create the identity and character of each neighborhood should be preserved and enhanced in the future " (§309 6)

b) Policy LU-2 1 3 Conserving, Enhancing and Revitalizing Neighborhoods

"Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment " (§309 8)

c) Policy LU-2 1 8 Zoning of Low and Moderate Density Neighborhoods

"Discourage the zoning of areas currently developed with single family homes, duplexes, and rowhouses (e g , R-1 through R-4) for multi-family apartments (e g , R-5) where such action would likely result in the demolition of housing in good condition and its replacement with structures that are potentially out of character with the existing neighborhood " (§309 12)

d) Policy LU-2 1 11 Residential Parking Requirements

"Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow " (§309 15)

4 Maintaining community standards

a) Policy LU-2 2 3 Restoration or Removal of Vacant and Abandoned Buildings

"Reduce the number of vacant and abandoned buildings in the city through renovation, rehabilitation, and where necessary, demolition Implement programs that encourage the owners of such buildings to sell or renovate them, and apply liens, fines, and other penalties for non-compliant properties " (§310 4)

b) Policy LU-2 2 4 Neighborhood Beautification

"Encourage projects which improve the visual quality of the District's neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements " (§310 5)

E Transportation element

1 Overall goal

"Create a safe, sustainable efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors, supports local and regional economic prosperity, and enhances the quality of life for District residents " (§401 1)

2 Policies and Actions – Linking Land Use and Transportation

a) "Coordinating transportation and land use decisions is critical to making the best use of infrastructure and finite land resources as these gains occur The balance between housing and jobs plays a clear role in travel patterns In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping People spend less time traveling and overall quality of life may be improved The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes Travel times are reduced and there is better use of public transportation investments " (403 1)



- b) "Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place " (§403 2)
- c) "Closer coordination between transportation and land use planning can result in better congestion management, more efficient use of transit and parking, and transportation infrastructure that is sensitive and complementary to its surrounding context " (§403 4)
- d) "Assessing and measuring the transportation impacts of land use decisions is also an important part of integrated land use and transportation planning New development generates new trips be they auto trips, transit trips, or pedestrian and bicycle trips Major land use changes such as the development of large housing complexes or office buildings must be evaluated for their impacts on existing and planned transportation infrastructure to ensure that the network can function adequately when the projects are completed " (§403 5)
- e) Policy T-1 1 3 Context-Sensitive Transportation  
"Design transportation infrastructure to support current land uses as well as land use goals for compact, accessible neighborhoods Make the design and scale of transportation facilities compatible with planned land uses " (§403 9)
- f) Policy T-1 1 4 Transit-Oriented development  
"Support transit oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points " (§403 10)

F Housing element

1 Overall goal

"Develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia " (§501 1)



2 Homes for an Inclusive City - Expanding Housing Supply

- a) "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)
- b) Policy H-1.1.1 Private Sector Support  
  
"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." (§503.2)
- c) Policy H-1.1.2 Production Incentives  
  
"Provide suitable regulatory, tax, and financing incentives to meet housing production goals. These incentives should continue to include zoning regulations that permit greater building area for commercial projects that include housing than for commercial projects that do not include housing." (§503.3)
- d) Policy H-1.1.3 Balanced Growth  
  
"Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing." (§503.4)

3 Ensuring Housing Affordability

a) Policy H-1 2 1 Affordable Housing Production as a Civic Priority

"Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city " (§ 504 8)

b) Policy H-1 2 3 Mixed Income Housing

"Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing " (§504 10)

c) Policy H-1 2 7 Density Bonuses for Affordable Housing

"Provide zoning incentives to developers proposing to build low- and moderate-income housing Affordable housing shall be considered a public benefit for the purposes of granting density bonuses when new development is proposed Density bonuses should be granted in historic districts only when the effect of such increased density does not significantly undermine the character of the neighborhood " (§504 14)

G Environmental Protection element

1 Policies and Actions – Protecting Rivers, Wetlands and Riparian Areas

a) Policy E-1 2 1 River Conservation

"Improve environmental conditions along the Anacostia River and other waterbodies, including shorelines, wetlands, islands, tributaries, and the rivers themselves Particular attention should be given to eliminating toxic sediments, improving river edges to restore vegetation and reduce erosion, enhancing wetlands and wildlife habitat, creating new wetlands, and reducing litter " (§604 6)

b) Policy E-1 2 2 Waterfront Habitat Restoration

"Undertake a range of environmental initiatives along the Anacostia River to eliminate combined sewer overflows, reduce urban runoff, restore wetlands and tributary streams, increase oxygen levels in the water, remediate toxins in the riverbed, clean and redevelop contaminated brownfield sites, and enhance natural habitat "

c) Policy E-1 2 3 Retention of Environmentally Sensitive Areas as Open Space

"Retain environmentally fragile areas such as wetlands and riparian areas along the Anacostia and Potomac Rivers as open space or parkland In areas under federal jurisdiction such as Rock Creek Park, work with the National Park Service to conserve and carefully manage such areas, and to implement an effective "no net loss" policy " (§604 7)

d) Policy E-1 2 4 Identification, Protection, and Restoration of Wetlands

"Identify and protect wetlands and riparian habitat on private and public land Require official surveys when development is proposed in areas where wetlands are believed to be present to ensure that wetlands are preserved Undertake wetlands restoration, enhancement, and creation projects to mitigate the impacts of stormwater runoff and improve plant and animal habitat " (§604 8)

2 Policies and Actions – Conserving Soils and Reducing Erosion

- a) "Soils in the District of Columbia affect the suitability of land for buildings, roads and infrastructure, community gardening, and tree planting Even in a built out city like Washington, soil and underlying geologic characteristics must be considered when designing foundations, basements, and other structures Good soil management also involves the control of erosion resulting from natural forces like rain and wind Erosion can undermine foundations, destabilize hillsides, and lead to sedimentation of streams Measures to reduce erosion are particularly important during construction, when soil is disturbed and exposed to the elements " (§605 1)

b) Policy E-1 3 1 Preventing Erosion

"Ensure that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions Support the use of retaining walls and other "best management practices" that reduce erosion hazards " (§605 2)

c) Policy E-1 3 3 Reducing Sedimentation

"Prevent sedimentation of rivers and streams by implementing comprehensive stormwater management measures, including regular maintenance of storm drains and catch basins and the use of sedimentation ponds where appropriate " (§605 4)

3 Policies and Actions – Promoting Environmental Sustainability

a) Policy E-3 1 1 Low Impact Development

"Low Impact Development (LID) refers to a variety of construction and design techniques that conserve the natural hydrology of development or redevelopment sites It includes small-scale practices that allow water to infiltrate, evaporate, or transpire on-site rather than flowing off and entering local storm drains and waterways " (§613 1)

b) Policy E-3 2 1 Support for Green Building

"Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities " (§614 2)

c) Policy E-3 4 Reducing the Environmental Impacts of Development

Policy E-3 4 1 Mitigating Development Impacts

"Take measures to ensure that future development mitigates impacts on the natural environment and results in environmental improvements wherever feasible Construction practices which result in unstable soil and hillside conditions or which degrade natural resources without mitigation shall be prohibited " (§616 3)

H Urban design element

1 Designing for Successful Neighborhoods

a) Policy UD-2 2 1 Neighborhood Character and Identity

"Strengthen the defining visual qualities of Washington's neighborhoods This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context " (§910 6)

b) Policy UD-2 2 5 Creating Attractive Facades

"Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street " (910 12)

c) Policy UD-2 2 6 Maintaining Façade Lines

"Generally maintain the established façade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings Avoid violating this pattern by placing new construction in front of the historic façade line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations Where existing façades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm " (§910 13)

d) Policy UD-2 2 7 Infill Development

"Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs " (§910 14)

e) Policy UD-2 2 8 Large Site Development

"Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades " (§910 15)

f) Policy UD-2 2 9 Protection of Neighborhood Open Space

"Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas " (§910 16)

I Far Northeast and Southeast area element

1 Guiding Growth and Neighborhood Conservation

a) Policy FNS-1 1 1 Conservation of Low Density Neighborhoods

"Recognize the value and importance of Far Northeast and Southeast's stable single family neighborhoods to the character of the local community and to the entire District of Columbia Ensure that the Comprehensive Plan and zoning designations for these neighborhoods reflect and protect the existing low density land use pattern while allowing for infill development that is compatible with neighborhood character " (§1808 2)

b) Policy FNS-1 1 2 Development of New Housing

"Encourage new housing for area residents on vacant lots and around Metro stations within the community, and on underutilized commercial sites along the area's major avenues " (§1808 3)

2 Conserving and Enhancing Community Resources

a) Policy FNS-1 2 1 Watts Branch and Pope Branch

"Conserve and improve Watts Branch and Pope Branch as safe, healthy natural resource areas " (§1809 1)

b) Policy FNS-1 2 2 Connecting To the River

"Link the neighborhoods of Far Northeast and Southeast to the Anacostia River through trail, path, transit, and road improvements " (§1809 2)

3 Kenilworth Parkside

a) Policy FNS-2 6 2 Kenilworth Parkside Transit Oriented Development

"Support mixed-use residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood Take advantage of this area's proximity to the Minnesota Avenue Metrorail station and its relative isolation from the low-density single family neighborhoods to the east to accommodate medium to high density housing that is well connected to transit and the adjacent waterfront open space " (§1516 6)

b) Policy FNS-2 6 3 Density Transitions at Parkside

"Provide appropriate height and scale transitions between new higher density development at Kenilworth-Parkside neighborhood and the established moderate density townhomes and apartments in the vicinity Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street, and should step down in intensity moving west toward the river " (§1516 7)

c) Policy FNS-2 6 4 Buffering around Parkside

"Maintain sufficient buffering, screening, and separation between new development at Kenilworth- Parkside and the adjacent Pepco plant and waste transfer station " (§1516 8)

d) Policy FNS-2 6 5 Parkside Access Improvements

"Improve vehicular, pedestrian and bicycle access to the Kenilworth/Parkside area " (§1516 9)

X Conclusions

A Project is not inconsistent with the Comprehensive Plan

B Project is within the applicable height and bulk standards of the Zoning Regulations

C Project has addressed all environmental issues and meets or exceeds all applicable requirements

- D Project provides an appropriate balance between the development proposed, the flexibility requested and the benefits and amenities provided
- E PUD allows the Zoning Commission to condition approval to what is specifically proposed, without allowing more density or uncontrolled development
- F Project should be approved