

## REPORT TO THE ZONING COMMISSION

**CASE NO. 07-02  
1444 IRVING STREET, N.W.**

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**FEBRUARY 4, 2008**

- I. Introduction
- II. Nature of applications
  - A. Consolidated review of planned unit development
  - B. Map amendment from R-5-B to C-3-A (portion of site only; remainder already zoned C-3-A)
- III. Site location
  - A. 1444 Irving Street, N.W.
  - B. South side of Irving Street between 14<sup>th</sup> and 15<sup>th</sup> Streets, N.W.
  - C. Columbia Heights area
- IV. Site description
  - A. Rectangular shaped property (Square 1672, Lot 726)
  - B. Contains approximately 25,415 square feet of land area
  - C. Existing conditions:
    - 1. One story brick building on east side of site currently vacant
    - 2. 5 metal trailers located on the west side of site serving as a shelter operated by La Casa for the District Government
  - D. Part of Parcel 26 in the 14<sup>th</sup> Street Urban Renewal Area

V. Description of the surrounding area

A. Remainder of the subject square:

1. To the east:

- a. Highland Park mixed use project (part of Parcel 26 in the 14<sup>th</sup> Street Urban Renewal Area)
  - (1) 7 story building, 85 feet
  - (2) 229 residential units, 22,000 square feet of retail
  - (3) Under construction
- b. Entrance to Columbia Heights Metrorail station at the southwest corner of the intersection of 14<sup>th</sup> and Irving Streets

2. To the south:

- a. 20 foot public alley
- b. Medical clinic
- c. Carlisle Court apartments
- d. Additional four story apartments along Columbia Road
- e. Calvary Methodist Episcopal Church

3. To the west:

- a. Four story apartment building at 1450 Irving Street
- b. Other three and four story apartment buildings along Irving Street, Columbia Road and 15th Street
- c. Capital City Public Charter School
- d. Latin American Youth Center

B. To the north:

- 1. Irving Street, with Hiatt Street running north to Park Road
- 2. Site of DCUSA retail complex

- a. 500,000 square feet of retail and entertainment uses
- b. West side of 14<sup>th</sup> Street between Irving Street and Park Road
- c. Under construction

3. Former site of DC public school building on the east side of Hiatt Place, now vacant and under renovation
4. DC public school campus including Bell Multicultural Senior High School and Lincoln Middle School on the north side of Irving Street between 15<sup>th</sup>/16<sup>th</sup> Streets and Hiatt Place
5. Tivoli Theater development, including a new supermarket, at the northeast corner of 14th Street and Park Road

C. To the east:

1. Entrance to Columbia Heights Metrorail station at the northeast corner of 14<sup>th</sup> and Irving Streets
2. The Kenyon Square project (approximately 150 apartments and 21,000 square feet of retail) on the east side of 14<sup>th</sup> Street between Irving and Kenyon Streets (Parcel 15 in the 14<sup>th</sup> Street Urban Renewal Area)
3. Row structures used for single family and multifamily occupancy along Irving and Kenyon Streets east of 14<sup>th</sup> Street

D. To the south:

1. Mixed use, residential and commercial buildings along 14<sup>th</sup> Street
2. Row structures used for single family and multifamily occupancy along east-west streets

E. To the west:

1. Apartments along 16<sup>th</sup> Street
2. Commercial corridor along Columbia Road west of 16<sup>th</sup> Street

## VI. Zoning

A. Existing zoning:

1. R-5-B (approximately 14,800 square feet on the western and southern

portions of the site)

- a) General residential district permitting single family, two family and multi-family dwellings, as well as a broad range of institutional uses (e.g., clinic, hospital, museum) as a matter-of-right
- b) Maximum height: 50 feet
- c) Maximum FAR: 1.8
- d) Maximum percentage of lot occupancy: 60%
- e) Minimum required rear yard – 4 inches per foot of height at the rear, minimum of 15 feet
- f) Side yard – not required
- g) Minimum required parking for apartment house use: 1 space for each 2 dwelling units
- h) PUD guidelines
  - (1) Height: 60 feet
  - (2) FAR: 3.0
  - (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

2. C-3-A (approximately 10,600 square feet on the eastern portion of the site)

- a) General commercial district, permitting a broad range of retail, service and office uses, hotels, residential uses (single and multi-family) and many institutional uses
- b) Maximum height: 65 feet
- c) Maximum FAR: 4.0, of which no more than 2.5 may be for other than residential purposes

- d) Side yards: not required
- e) Minimum rear yard: 2 ½ inches per foot of height, not less than 12 feet
- f) Off-street parking:
  - (1) For residential use: 1 space for each 2 dwelling units
  - (2) For college or institution of higher learning, business trade, or other school and accessory uses located on the campus: 2 spaces for each 3 teachers, plus either 1 for each 10 classroom seats or 1 for each 12 stadium seats or 1 for each 10 auditorium seats, whichever is greater
- g) PUD guidelines
  - (1) Height: 90 feet
  - (2) FAR: 4.5, of which no more than 3.0 may be for commercial uses
  - (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: C-3-A for the entire site (see description, above)

C. Zoning of the area

- 1. C-3-A and C-2-B zoning along the 14<sup>th</sup> Street corridor
- 2. R-5-D zoning along the 16<sup>th</sup> Street corridor and along Columbia Road between 13<sup>th</sup> and 14<sup>th</sup> Streets
- 3. R-5-B zoning between 14<sup>th</sup> and 16<sup>th</sup> Street corridors
- 4. R-4 zoning east of 14<sup>th</sup> Street

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VII. Description of the proposed project

A. Mixed residential development:

1. Approximately 69 residential condominium units to be developed by Donatelli Development
2. 104 occupant community based residential facility (CBRF) to be built by the District
3. To be connected to and combined with the Highland Park development on a single record lot

B. Height:

1. Apartment house: maximum of 81', 8"
2. CBRF: maximum of 82', 4"

C. Floor area ratio:

1. Overall 4.5, total of 114,368 sf gross floor area
2. Apartment house: 80,703 sf of gross floor area
3. CBRF: 33,665 sf of gross floor area

D. Parking:

1. Apartment house: 84 spaces in underground garage
2. CBRF: none

E. Comparison to matter-of-right and PUD standards for proposed zoning

1. Uses: apartments and CBRF both permitted as a matter-of-right
2. Height:
  - a) Matter-of-right: 65 feet
  - b) PUD guideline: 90 feet
  - c) Proposed: maximum of approximately 82 feet

3. FAR:

- a) Matter-of-right: maximum of 4.0
- b) PUD: maximum of 4.5
- c) Proposed: 4.5 (approximately 114,368 square feet of gross floor area)

VIII. Compliance with PUD evaluation standards of §2403

- A. Impact of project shall be favorable, capable of being mitigated or acceptable (§2403.3)
  - 1. Appropriate residential infill development in an area characterized by new medium and high-density residential and commercial along 14<sup>th</sup> Street, as well as renovation and rehabilitation of existing moderate and medium density residential uses on the east-west streets
  - 2. Additional height and density are appropriate in context of buildings to the east and north and approximately 300 feet from the entrance to the Metrorail station
  - 3. Traffic will have no unacceptable impact on levels of service at build-out, per analysis by O.R. George & Associates
- 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. Housing (69 units)
2. Community based residential facility – 104 units for persons of low and very low income
3. Affordable housing (20% of square footage devoted to apartment units at 80% of AMI)
4. Architecture and urban design, including special paving and planting materials
5. First Source employment opportunities

balanced against

E. Development Incentives

1. 19 foot increase in height over matter-of-right under C-3-A
2. Approximately 12,700 square feet more gross floor area than permitted as a matter-of-right under C-3-A but foregoing entire commercial component

F. Areas of flexibility from C-3-A or PUD standards:

1. Rear yard
  - a) Required: 2 1/2 inches per foot of height at the rear, but not less than 12 feet (17 feet required)
  - b) Provided: 13 feet
2. Courts
  - a) Required: minimum width of court of 4 inches per foot of height but not less than 15 feet
  - b) Provided: courts on east and west sides at multiple levels, some not meeting the required width for the height

3. Parking

a) Required:

- (1) Apartment house: 1 for each 2 dwelling units (35 spaces for 69 units)
- (2) CBRF: 1 for each 10 persons housed (10 spaces for 104 persons)

b) Provided:

- (1) Apartment house: 84
- (2) CBRF: 0

c) Total number of spaces provided exceeds the total minimum required for both uses

4. Loading facilities

a) Required:

- (1) Apartment house with 50 or more units: 1 berth @ 55 feet deep and 1 service/delivery loading space @ 20 feet deep
- (2) CBRF (all other uses): 1 berth @ 30 feet deep and 1 service/delivery loading space @ 20 feet deep

b) Provided: 1 berth @ 30 feet deep and 1 service/delivery loading space

5. Roof structure relief

- a) Required: single enclosure, walls of equal height, setback 1:1 from exterior walls
- b) Provided: multiple enclosures, walls of differing heights and not meeting the 1:1 setbacks in all places

IX. Consistency with the Comprehensive Plan - The District Elements - The Comprehensive Plan Amendment Act of 2006 (D.C. Law 16-300, March 8, 2007)

A. 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) "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) "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. 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)

B. 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. Includes subject property in a Multi-Neighborhood Center, described as follows:

"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." (¶223.17)

3. The Future Land Use Map – includes property in mixed use medium density residential/moderate density commercial category
  - a) Medium density residential described as follows:

"This designation is used to defined neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use." (§2.4.2, ¶224.8)
  - b) Moderate density commercial described as follows:

"This designation is used to define 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 with this designation 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 larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A, C-2-B, and C-3-A, although other districts may apply." (¶224.12)
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

C. 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-2.1.11: 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)

D. 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-1.1.4 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)

E. 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-1.1.4 Mixed Use Development

"Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations." (¶503.5)

d) Policy H-1.1.5 Housing Quality

"Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. (¶503.6)

e) Policy H-1.2.5 Workforce Housing

"In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of teachers, firefighters, police officers, nurses, city workers, and others in the public service professions with wages insufficient to afford market-rate housing in the city. 10 DCMR (¶504.12)

3. Diversity of Housing Type

a) Single Room Occupancy Units

- (1) "Allow the development of single room occupancy (SRO) housing in appropriate zone districts." (¶505.11)
- (2) "Encourage the provision of homeless services through neighborhood-based supportive housing and single room occupancy (SRO) units, rather than through institution-like facilities and large-scale emergency shelters." (¶516.14)

F. Environmental Protection element

1. Policies and Actions – Protecting Natural Green Areas

Policy E-1.1.1 Street Tree Planting and Maintenance

"Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods." (¶603.4)

2. Policies and Actions – Promoting Environmental Sustainability

a) Policy E-3.1.2 Using Landscaping and Green Roofs to Reduce Runoff

"Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces." (¶613.3)

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)

G. Urban Design element

1. Overall goal:

"Enhance the beauty and livability of the city by protecting its historic design legacy, reinforcing the identity of its neighborhoods, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and security of streets and public spaces." (¶901.1)

2. 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-2.2.4: Transitions in Building Intensity

"Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood." (¶910.10)

c) 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)

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)

H. Mid-City Area element

1. Policies and Actions

- a) "Stimulate high-quality transit-oriented development around the Columbia Heights ... Metrorail station areas, as well as along the Georgia Avenue corridor and the North Capitol Street/ Florida Avenue business district. Opportunities for new mixed income housing, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map." (¶2008.3)
- b) "Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community ... Infill development should be compatible in scale and character with adjacent uses." (¶2008.4)

2. Conserving and Enhancing Community Resources

"Maintain the cultural diversity of the Mid-City by encouraging housing and business opportunities for all residents, sustaining a strong network of social services for immigrant groups, and retaining affordable housing within the Planning Area." (¶2009.1)

3. 14<sup>th</sup> Street Corridor/Columbia Heights

- a) "Develop the Columbia Heights Metro Station area as a thriving mixed use community center, anchored by mixed income housing, community-serving retail, offices, civic uses, and public plazas. Strive to retain the neighborhood's extraordinary cultural diversity as development takes place, and place a priority on development and services that meet the needs of local residents." (¶2012.7)
- b) "Improve the streets, sidewalks, and public rights-of-way in the 14th/Park vicinity to improve pedestrian safety and create a more attractive public environment." (¶2012.8)

X. Compatibility with the area

- A. Uses: permitted under proposed zoning
- B. Zoning generally compatible with areas to the north northeast, east and southeast

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