

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



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ZONING COMMISSION
District of Columbia

CASE NO. 08-15

EXHIBIT NO. 104

Memorandum

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director *JS*

DATE: February 9, 2009

SUBJECT: Final Report - ZC #08-15 (Friendship Shopping Center, 3336 Wisconsin Avenue, NW Consolidated PUD and Related Map Amendment Square 1920, Lot 831; Square 1920-N, Lots 1 and 2)

I. APPLICATION

The applicant, Friendship-Macomb SC, proposes a consolidated Planned Unit Development (PUD) for the redevelopment of the Friendship Heights Shopping Center site at 3336 Wisconsin Avenue, NW with a mixed use development consisting of retail, office and residential uses. To accommodate this development, the applicant is also requesting an accompanying zoning map amendment for a portion of the property from the MW/C-1 and R-5-A to the C-2-A district; the remaining portion would remain in the R-5-A district.

Since the submission of the application, the plan has been revised based on comments and feedback from the Office of Planning (OP), the District Department of Transportation (DDOT) and the community. The revised Site Plan shows the entrance to the loading area from Idaho Avenue, NW being relocated so as to provide a larger open space area and buffer between the loading area and the adjacent single-family detached residences. Secondly, the façade and architectural details of the mixed use buildings have been changed.

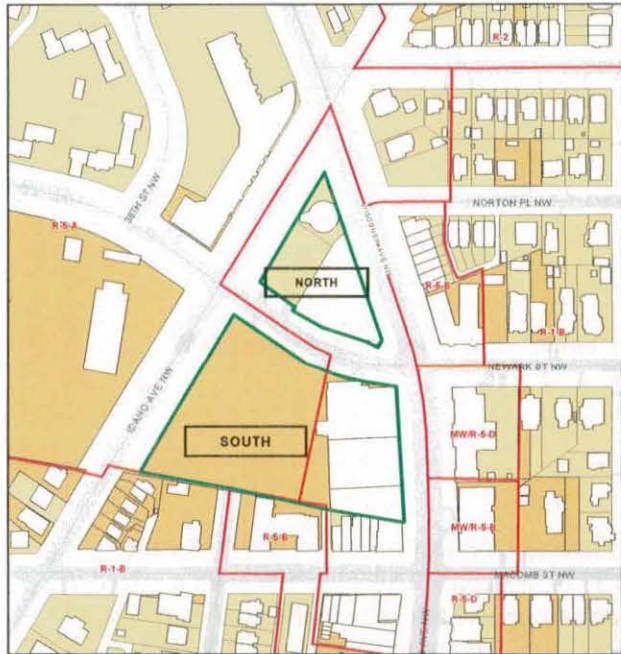
II. RECOMMENDATION

The redevelopment of the property would provide improved neighborhood serving retail and office uses in addition to a state-of-the-art supermarket that would provide a greater range of goods and services. The project would be at a scale which is compatible with its location and surrounding development. The applicant has integrated recommendations from the Office of Planning (OP), the District Department of Transportation (DDOT), and the community on ways to improve the project in the design, architecture, and traffic. OP concludes that the redevelopment proposal for the site would be of benefit to the District and to the neighborhood. The proposal is not inconsistent with the 2006 Comprehensive Plan Future Land Use and Generalized Policy maps, and furthers many important policies for the Far North West Area. **OP therefore recommends that the proposal be approved.**

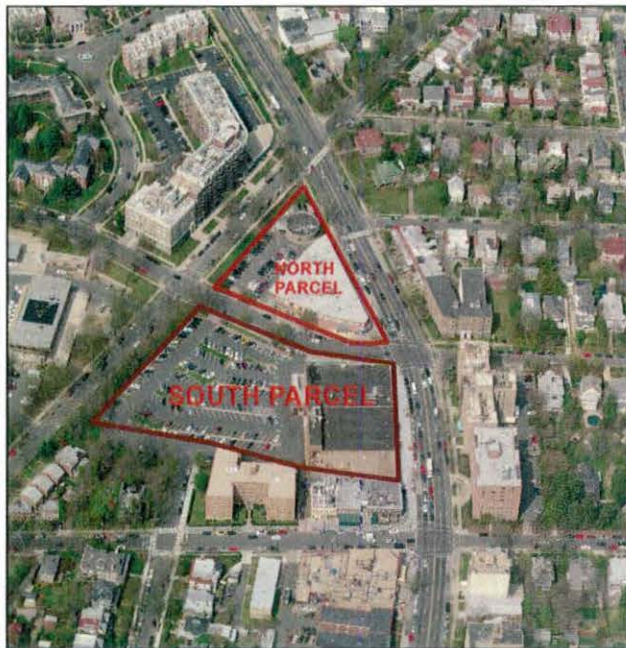
III. SITE AND SURROUNDING AREA

The subject property, located on Square 1920, Lot 831 and Square 1920-N, Lots 1 and 2, has a total land area of approximately 178,236 square feet. The site is bounded by Idaho Street to the west, Wisconsin Avenue to the east, and Macomb Street to the south, and is divided by Newark Street in an east to west direction.

As shown on the map below, the subject property has been divided into the "North Parcel" and the "South Parcel". Currently, the South Parcel is developed with a Giant supermarket, other vacant retail space and a surface parking lot. The North Parcel is developed with a two-story building that houses the Giant pharmacy on the first floor and offices on the second floor, a second building that houses a bank, and a surface parking lot.



Site Location



Aerial Photograph

The site's topography slopes downward from the northeast along Wisconsin Avenue towards Idaho Avenue to the southwest. The North parcel is zoned MW/C-1 and the South Parcel is zoned MW/C-1 and R-5-A.

The site is located in the Cleveland Park neighborhood of Ward 3 and is adjacent to the McLean Gardens neighborhood. To the east of the site are a mixture of single-family detached homes, rowhouses, up to 9 story apartment buildings, and a vacant building that formerly housed the Northwest Health Care Center in the R-5-A, R-5-B, MW/R-5-D and MW/R-5-B districts. Directly to the south are single-family detached homes, a 6-story apartment building and 2-3-story retail buildings in the R-1-B, R-5-B, and MW/C-1 districts. To the west of the site is the Second District Police Station in the R-5-A district, an office building and an apartment building with ground floor retail uses in the C-2-B district. To the north-east are 5-8 story residential buildings with some ground floor retail along Wisconsin Avenue and Idaho Avenue.

IV. PROPOSAL

The applicant proposes to demolish all of the existing buildings and redevelop the site as a mixed use neighborhood center. The North Parcel would be redeveloped with a 5-story building with ground floor retail uses and 124 apartments in the upper 4 floors. The retail uses would wrap the building along Wisconsin Avenue and Idaho Avenue. The Newark Street frontage would feature a triangular public open space, while at the second level of the building which fronts on Newark Street would be a roof garden for use by residents only.

The South Parcel would house a two-story building with the new Giant supermarket surrounded by retail uses fronting on Wisconsin Avenue and Newark Street. On the second floor of the building would be office/flex space fronting on Wisconsin Avenue and 14 loft-style apartments would front on Newark Street.

The main pedestrian entrance to the supermarket would be off Newark Street near the entrance to Wisconsin Avenue, while vehicular entrance would be off Newark Street near its intersection with Idaho Avenue, and from 38th Street at the rear of the property. At the intersection of Newark Street and Idaho Avenue would be eight townhouse units that would be accessed from Idaho Avenue.

Use	North Parcel	South Parcel	Total
Residential	156,800 sq. ft.(124 units)	38,796 sq. ft. (30 units)	195,596 sq. ft.
Commercial (Retail and Office)	30,799 sq. ft.	159,224 sq. ft.	190,023 sq. ft.
Parking	124 spaces	412 spaces	536 spaces

Parking spaces for the proposed uses would be provided below grade on both Parcels with provisions made for some short-term, on-street parking along Newark Street. The below grade parking on the North Parcel would only accommodate the parking for the residential use. The below grade parking on the South Parcel would be for the supermarket, the other retail uses on the parcel, the 14 loft-style apartment units and the retail space on the North Parcel. The 8 rowhouse units would each have two internal spaces.

V. ZONING

The North Parcel is zoned Macomb-Wisconsin Neighborhood Commercial Overlay (MW)/C-1 and the South Parcel is zoned MW/C-1 and R-5-A. Concurrent with the requested PUD, the applicant has requested a map amendment to rezone the MW/C-1 and portions of the R-5-A to C-2-A with the remainder retained in the R-5-A district.

As part of the PUD the MW/C-1 and R-5-A would be rezoned to the C-2-A district. The Zoning Regulations allow map amendment requests to change the zoning of a property as part of the planned unit development review (Section 2406.2). This regulation does not specify that overlay zones are precluded from the zoning map amendment process. In the past, the Zoning Commission has considered requested changes to a neighborhood commercial overlay district through a PUD related map amendment such as in Zoning Commission Order 05-37.

Neighborhood commercial districts are established to “. . . *preserve and enhance neighborhood shopping areas, by providing the scale of development and range of uses that are appropriate for neighborhood shopping and services.*” Specifically, the Macomb–Wisconsin Neighborhood Commercial Overlay District in Section 1308 states:

- 1308.1 *The Macomb-Wisconsin Neighborhood Commercial (MW) Overlay District applies to the neighborhood commercial area near and extending from the intersection of Macomb Street and Wisconsin Avenue, N.W., comprising those lots zoned C-1 in Squares 1920 and 1920N.*
- 1308.2 *In addition to the purposes in § 1300, the purpose of the MW Overlay District is to provide for public review of large developments as to their proposed uses, vehicular access, and the scale and massing of proposed buildings so as to ensure compatibility with and enhancement of the primary neighborhood retail function of the commercial area and to advance the other purposes of this overlay district.*

The C-1 district is a neighbor shopping district that is designed to provide convenient retail and personal services that have minimum impact on the surrounding residential development, and to only permit low-bulk development. Community facilities, housing, and mixed uses establishments are also permitted.

The R-5 Districts are designed to permit flexibility of design by permitting in a single district, all types of urban residential development if they conform to the height, density, and area requirements.

The proposed C-2-A district is designed to provide facilities for shopping and business needs, housing, and mixed uses located in low and medium density residential areas with access to main highways or rapid transit stops, and shall include office employment centers, shopping centers, and medium-bulk mixed use centers.

The existing zoning would permit a total of approximately 178,200 square feet of development on the site and the proposal is for approximately 354,800 square feet of building space. Section 2405.2 allows the FAR to be calculated based on the aggregate of the project to a maximum 3.0 FAR. The overall FAR of the project is 1.99 which is below the maximum FAR allowed under the C-2-A/PUD.

The following table outlines a comparison of the existing MW/C-1 and R-5-A districts to the proposed C-2-A/PUD standards, and the development proposal for the project:

Requirement	Existing R-5-A and MW/C-1	R-5-A and C-2-A/PUD	Proposal
Gross Floor Area	178,236 sf. / 172,887 sf.	483,932 sf. / 305,696 sf. (PUD)	354,820 sf. (total) 190,022 sf. (commercial)
FAR	1.0	1.0 / 3.0	1.99
Lot Occupancy	n/a	n/a	69% (residential)
Height	40 ft. / 3 stories	40 ft. / 65 ft.	37 ft / 61 ft.
Parking	<u>Retail:</u> In excess of 3,000 sf., 1 per 300 sf. GFA and CFA <u>Multi-Family Dwelling:</u> 1 per 2 dwelling units <u>One-Family Dwelling:</u> 1 space per dwelling unit	<u>North Parcel:</u> 30,799 sf. retail = 93 spaces 124 units = 62 spaces Total: = 155 spaces <u>South Parcel</u> 105,685 sf. retail = 342 spaces 14 units = 7 spaces Total = 349 total spaces <u>Townhouse Parcel:</u> 8 townhouses = 8 spaces Total = 8 spaces <u>Total: 512 spaces</u>	<u>North Parcel:</u> 124 spaces <u>South Parcel:</u> 396 spaces <u>Townhouse Parcel:</u> 16 spaces <u>Total: 536 spaces</u>
Loading	<u>Non-Residential</u> 2 berth @ 30 ft. deep 2 berth @ 55 ft. deep 2 platforms @ 100 sf. 2 platforms @ 200 sf. 2 space @ 20 ft. deep <u>Residential</u> 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 space @ 20 ft.	<u>Non-Residential</u> 2 berth @ 30 ft. deep 2 berth @ 55 ft. deep 2 platforms @ 100 sf. 2 platforms @ 200 sf. 2 space @ 20 ft. deep <u>Residential</u> 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 space @ 20 ft.	<u>South Parcel</u> 2 berth @ 55 ft. deep 3 berths @ 30 ft. deep 3 platforms @ 100 sf. 2 platforms @ 200 sf. <u>North Parcel:</u> 2 berths @ 30 ft. deep 2 platforms @ 100 sf. 1 platform @ 200 sf.

VI. FLEXIBILITY

The applicant has requested flexibility for those areas in which they do not meet the zoning requirements.

Lot Occupancy

The overall lot occupancy for the consolidated PUD is 69% for the residential use. Under the requested C-2-A/PUD the maximum FAR is 60%. Under the Inclusionary Zoning (IZ) regulations of Section 2604.2 (not yet enacted), a lot occupancy of up to 75% would be allowed if affordable units are provided in the development. However, because the regulations are not yet effective the applicant has requested the flexibility to increase the lot occupancy based on their provision of affordable units.

Parking

The applicant has requested the flexibility to reduce the number of required retail spaces from 435 to 389, a reduction of 46 spaces. Flexibility is also requested to provide the required retail spaces for the North Parcel off-site on the South Parcel. The total number of parking spaces provided for the entire development, 536, exceeds the 512 spaces required for the project.

OP supports the reduction in parking as the proposal would also institute measures to reduce vehicular trips to the site. The proposed development would be a neighborhood center to which many users would be able to walk or bicycle. To encourage patrons to be less vehicular dependent the development would improve the sidewalk around development thus making it safe and convenient for pedestrians and bicyclist. Bicycle racks would be provided at convenient locations adjacent to the retail and open space areas as well as in the garages. The development is located along a main thoroughfare and patrons can utilize the new Bus Route 30 which has improved service and increased ridership. To further reduce the need for car ownership the applicant has committed to providing three parking spaces for a ride share program (e.g. Zip Cars) which would be available to residents of the development as well as from the surrounding area. The overall impact of parking, traffic and the parking management program is further analyzed in DDOT's report submitted under separate cover.

Loading

On the South Parcel the loading area is accessed from Idaho Avenue. The portion of the lot adjacent to Idaho Avenue is in the R-5-A district. In order to access the loading dock in the proposed C-2-A district, the driveway would have to cross over the residential portion of the lot. The applicant has therefore requested flexibility to access the commercial use by traversing the R-5-A portion of the site. As discusses below, the applicant would implement measures to alleviate negative impacts to the residential use if the flexibility is granted.

The loading area for the supermarket and the other retail uses would be accessed off Idaho Avenue. The loading area would have five loading berths and two service delivery areas. An additional 55-foot berth over the four required would be provided as most of the supermarket's deliveries would be via large trucks. The elevation of the loading area and the loading dock would be lowered below the existing grade and gated to provide a visual and noise buffer from adjacent residential use. An acoustic wall, the change in elevation, and an extensive landscaped area would minimize spillover noise to adjacent residential use. The area is large enough that all turn around and storage of trailers would take place on-site and idling of trucks is also prohibited.

A second loading dock, 30-foot berth, to serve the smaller retail uses and the flex space would also be accommodated at the rear of the building via a 20-foot wide alley off Macomb Street. This location allows the trucks to dock close to the uses they would serve. This second loading dock would remove the need to use the larger loading area off Idaho Avenue which would necessitate traversing the supermarket area and result in some truck drivers unloading from Wisconsin Avenue or Newark Street instead, which is strongly discouraged.

The regulations require that loading facilities to serve the residential and retail uses on the North Parcel should be a 55-foot berth. Changes in the transportation and trucking industry now allow goods to be distributed from a central location in smaller trucks and residential moves are more likely to be local than cross-country and based on the size of the units, furniture can be accommodated in smaller trucks. The proposed retail uses would be small and it is envisioned that deliveries would be made by smaller trucks thereby diminishing the reliance on large trucks. The

applicant has therefore proposed to replace the required 55-foot berth with two, 30-foot berths which would also serve service deliveries. A 55-foot truck serving the site would be infrequent and therefore not necessary. In those instance when it is necessary for a large truck to serve the site it would be accommodated by the truck management coordinator through a permit from DDOT to load/unload from the curb for an assigned period of time.

Instead of providing separate loading facilities for the residential and retail uses the proposed loading facilities would serve both uses. To help mitigate the impact of loading, trash disposal and move in/move out operations the applicant has provided a Truck Management Plan (October 24, 2008 submission, Exhibit E). The applicant would have a designated loading dock coordinator for each parcel who would be responsible to scheduling deliveries, trash removal and residential move in/move out as well as a restrict theses activities between 10:00 pm and 6:00 am (the ANC has recommended that loading activities be restricted to between 9:00 am and 7:00 am). The applicant has stated that to ensure compliance with theses measures, they along with DDOT would monitor the operations of the loading docks and make adjustments where necessary. Tenants would also be responsible for ensuring that their deliveries and moving vans not unload form adjacent street.

Roof Structure

As shown on Sheet A110, Roof Plan, the structures on top the supermarket building would not meet the requirement of Section 411 that all roof structures should be within one enclosure and setback a distance equal to the height of the exterior walls. The separation of the structures is required because of functional or aesthetic reasons. The South Parcel would have two sets of HVAC equipment and elevator cores that are not within a single enclosure. The HVAC equipment has been placed closer to the Wisconsin Avenue and Newark Street frontages so that they are distanced from adjacent residential buildings along Macomb Street to minimize visual or noise impacts. The elevator for the supermarket has been placed at the rear of the building and does not provide any setbacks. Elevator would be at this location for functional reasons as it would be a service elevator and not appropriate to be place in an area that serves customers.

The applicant has also proposed the some of the flats on the second floor have pop-up roof structures containing stairways to private roof terraces. These multiple structures would not be setback from the exterior walls. The structures would not be visible from adjacent roadways.

Similarly, relief is being sought for roof structures on the North Parcel for structures that are not setback from the exterior wall, and for multiple enclosures of unequal heights. Roof structures include the elevator core, stairs and HVAC equipment each within its own enclosure. The proposed deviations would not impact the light and air of adjacent buildings and multiple enclosures are more appropriate than one huge enclosure on each roof.

PURPOSE AND STANDARDS FOR PLANNED UNIT DEVELOPMENT

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. A PUD is “*designed to encourage high quality developments that provide public benefits.*” Pursuant to Section 2402.3, the applicant has elected to file a consolidated PUD. In order to maximize the use of the site consistent with the zoning regulations and to utilize opportunities for additional FAR, the applicant is requesting that the proposal be reviewed as a consolidated PUD. This would 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.”

Section 2403 further outlines the standards under which the application is evaluated.

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.

Land Use and Urban Design

Consistent with the recommendation of the Comprehensive Plan the proposal would develop the site with a mixed used development consisting of residential, retail and commercial uses. The centerpiece of the proposed redevelopment would be a state-of-the-art supermarket. Retail use would wrap the ground floor of both buildings to give an active pedestrian experience. Adequate parking and loading to service the site would be provided.

Since the setdown meeting, the applicant has made significant design changes particularly on the North Parcel where the design has moved away from giving a false impression that the development represents multiple separate buildings of different styles. Instead, the design now would present a more unified building, but expresses variation and hierarchy in height, materials, setbacks, window types, and projections to break up what would otherwise appear as a monolithic, horizontal block. The Wisconsin Avenue elevation would be symmetrical, with a center pavilion of blond brick, flanked by end pavilions with red brick. The elevations within each of the three pavilions would be further broken down into façade components that provide variety and scale, while changes in façade plane, slight setbacks for portions of upper floors, and projecting bays and balconies provide depth and shadow. Breaking the facade into three pavilion elements would help to break the horizontal emphasis of the building into more vertical proportions, which would be further strengthened by the use of vertically-oriented windows, doors, piers, and projections. As the building wraps around on Newark Street and Idaho Avenue, the same pattern is proposed but with a stronger cornice line established at the third level to visually step the building down in height. Variety would be provided in the design of the storefronts through the guidelines for storefronts and signage (January 30, 2009 submission, Exhibit D). OP believes that the pedestrian/retail experience would be further enhanced and animated if the building incorporated some projecting storefront windows rather than all flat storefronts.

On the South Parcel, the Newark Street elevation has been revised to visually integrate the garage entrance tower into the rest of this row. OP recommends that further consideration should be given to the design and appearance of the 14 feet high mechanical screen walls on the roof, as these elements would be quite visible.

The development would include a variety of public spaces and plazas integrated throughout the development. Theses special areas would be on the north side of Newark Street, at the intersection of Newark Street and Wisconsin Avenue, and at the intersection of Idaho and Wisconsin Avenues. Each area would be enhanced with different elements that could include a water feature, benches, planters, tables and chairs, and trees to create vibrant community spaces. The applicant states that is their intention to construct a planter with seating at the intersection of Wisconsin and Idaho Avenues and would work with representatives of the Office of Planning and DDOT to refine the design.

Housing

The proposal would create approximately 146 units in a variety of unit types: 124 apartment units (one- and two-bedrooms) on the North Parcel and 14 loft-style apartments and 8 townhouses on the South Parcel. As part of the overall development, the applicant is proposing 13,148 square feet (8%) of the housing to be dedicated to affordable housing. 50% of the units would be set aside as low-income housing (below 50% of AMI) and 50% would be for moderate-income housing (below 80% of AMI). The plans show that there would be 5 affordable units located in each building.

Retail

The provision of new retail space would improve the urban fabric and increase pedestrian activity to create a livelier and more inviting streetscape experience for residents and visitors. The new retail would be neighborhood

serving and most significantly, the state-of-the art supermarket would be of great benefit to the surrounding neighborhood as it would provide a wider range of goods and services. The applicant states that the stores would vary in size but are expected to generally be of similar size to the existing retail spaces. Additionally, improved and expanded retail and office space would provide more variety in uses.

Transportation and Traffic

The proposal exceeds the parking requirements for the residential use, but does not meet the retail parking. However, both OP and DDOT feels the 536 spaces provided on the site would be more than sufficient to serve the proposed uses and would discourage residents, patrons or visitors to the site from parking on neighborhood streets. The development would encourage and facilitate pedestrians use through the provision of bicycle racks along the sidewalks near the retail areas and public gathering spaces as well as in the garages. Three car-share parking spaces would be provided on-site to reduce the reliance on car ownership and automobile use.

The applicant has met with the community and DDOT on many occasions to address the traffic and parking issues that they envision may occur and mitigation measures that would be implemented concurrent with the development of the site. Subsequent to development, the traffic would be monitored and if unforeseen problems occur than remedial action would be taken.

The applicant has provided a truck management plan that would manage trucks coming to and from the site. Both parcels would have a designated coordinator for loading who would be responsible for informing commercial tenants as to the hours of delivery and recommended truck circulation routes to and from the site. Trucks accessing the supermarket loading area from Idaho Street would be monitored and trucks leaving the site would be directed away from the residential area through the design of the exit that directs trucks to only go in a northern direction along Idaho Street. Sufficient loading areas would be provided for off-street loading and would be monitored to prevent traffic or pedestrian conflicts.

The community has requested that the applicant allow residents to use the retail parking lot for overnight parking. The applicant has stated that they are willing to consider such a request provided that an agreement regarding the hours of use and who would be allowed to park can be reached. OP has requested that the applicant have more detail discussion with the community with the aim of reaching an agreement prior to the public hearing.

Environmental

The developer proposes to include a number of environmentally sensitive elements consistent with the applicant's emphasis on sustainable design for their supermarkets, and construction to LEED Silver certification standards. The applicant has stated that they would include sustainable elements such as rain gardens, the use of permeable pavers, green roof and tree box filters. The applicant has submitted a checklist for the LEED Pilot Project and shows the elements and points that would be incorporated into the development.

The operators of the proposed supermarket are committed to the sustainable design and construction of its new grocery stores. The proposed supermarket would feature sustainable features such as heat island reduction through use of high albedo roofing material, water efficient fixtures and landscaping, low-e insulated glass, ultra-efficient refrigeration and HVAC units, heat recovery for space and domestic water heating, high tech and efficient lighting fixtures, and daylight harvesting (primarily through skylights). Lighting would be controlled and equipped with photoelectric sensors that adjust to daylight and occupancy.

The applicant is also proposing LEED for Homes Mid-Rise Pilot Project for the North Parcel at the Silver certification standards.

Subsurface Water

The applicant undertook a preliminary geotechnical investigation that indicates that groundwater exists across the site at levels ranging from 9 to 19 feet below existing grades. The lower garage levels of the proposed structures would be approximately 20 feet below existing grades. To prevent flooding of the garage, a sub-drainage system below the floor slabs and around the perimeters of the foundations would be required. The applicant states that this is standard practice in the metro DC area and should have no negative effects on existing structures. Further assessment of the issue would be performed at time of Building Permit when a full and final geotechnical investigation would be undertaken.

Noise

The loading dock area would generate noise from vehicles accessing the loading area during unloading activities. In order to mitigate the noise on the adjacent residences the applicant would provide a 15-foot high acoustic wall which could be extended to 20 feet if deemed necessary. The top of the wall would be heavily landscaped with a dense berm and a barrier of evergreen trees to provide additional noise reduction would also serve as a visual barrier.

The loading area is large enough to enable trucks to access the loading berths with a minimum amount of maneuvering and would therefore minimize the safety alarm noise on the trucks. All truck loading activity would take place within the loading dock which would be enclosed in the building. A solid door system at the loading dock entrance as well as sound absorption interior finishes would reduce noise during loading activities.

The applicant has stated that at this time they are uncertain of the types of HVAC equipment that would be used and its associated noise decibel. In line with philosophy of having a state-of-the-art supermarket with many environmentally sensitive materials along with the aim to be Silver LEED certified it is envisioned that the decibel level of noise from these equipment would be minimized. In addition, the equipment would be located away from the residential area in a 14 feet high enclosure.

All these measures combined would help to minimize the impact of noise on the surrounding community.

First Source Agreement

The applicant has committed to participation in a First Source Agreement with the District of Columbia Department of Employment Services and should provide a signed agreement prior to the Commission's vote on the Final Order.

Local Business Opportunities

The applicant has not indicated that they would be participating in the Certified Business Enterprise (CBE) program offered by the Department of Small and Local Business Development to engage the District's small and local businesses in the proposed development. OP strongly encourages participation in this program, especially for projects that are requiring PUD approval.

Construction Management Plan

The applicant has provided a Development and Construction Management Plan the outlines ways in which adverse impacts would be mitigated during construction. It provides ways in which the community can contact the developer regarding any construction issues, ways in the site would be managed, and area in which trucks queuing would occur and the routes trucks would travel to and from the site.

Existing Retailers

The applicant has stated that they are not in a position at this time to give details regarding the tenant relocation within the project. They state that substantive discussion of this issue cannot take place until the final design and parameters of the PUD have been approved at which time they intend to engage its tenants in a meaningful discussion regarding opportunities to be included in the redevelopment site.

Macomb–Wisconsin Neighborhood Commercial Overlay District

As part of the proposed PUD related rezoning the Macomb–Wisconsin Neighborhood Commercial Overlay district would not be applicable to the PUD. However, the PUD would be consistent with the aim of the Overlay. The applicant and the ANC has come to an agreement that no more than twenty percent (20%) of the ground level floor area of the PUD shall be devoted to banks, loan offices or other financial institutions, and commercial tax preparation establishments. They have also agreed that the amount of restaurants, prepared food shops, and fast food establishments that would be allowed would be a percentage of the linear street frontage of the PUD site as measured along the commercially-zoned portions of the PUD site. However, the applicant has offered that the percentage be 25% consistent with the requirement of Section 1302.5(a) while the ANC has recommended that the uses be limited to 20% of the linear frontage.

Public Benefits and Amenities

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 as including “*one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors*”.

The proposed redevelopment targets an under-utilized neighborhood center that is located along a major mixed-use corridor. The amenity package evaluation is partially based on an assessment of the additional development gained through the application process. The proposal requests a PUD related amendment to the C-2-A district to permit a 1.99 FAR and a height of up to 61 feet OP estimates the following density and height increases would be achieved through this PUD:

	Existing Zoning	Proposal	Difference
Total square footage	178,236 sq.ft.	345,820 sq.ft.	167,584 sq.ft.
Non-residential square footage	178,236 sq.ft.	180,022 sq.ft.	1,786 sq.ft.
Height	40 ft. max.	37 to 61 feet	up to about 21 ft.

The applicant proposes the following as amenities and benefits:

Amenities

1. The applicant proposes to set aside 13,148 square feet of space for affordable units. As shown on the plans this would translate into 5 units in each building. The proposal would have 50% of the units to be sold to families with incomes below 50% of Area Median Income (AMI) for the Washington DC Metropolitan Statistical Area and 50% would be sold to families with income below 80% of AMI.
2. An environmentally sustainable development which incorporates green building practices set by the National Association of Home Builders, as well as green building materials and practices in the development and construction of the development.
3. Participation in a First Source Agreement with the District of Columbia Department of Employment Services. The applicant should provide a signed agreement prior to the Commission’s vote on the Final Order.

Benefits

1. A revitalized shopping center with a state-of-the-art supermarket.

New Residential Developments in an R-5 District and Multiple Buildings on a Single Lot

The applicant requests approval of a proposal for 8 townhouses as required by Section 353 for new residential development in an R-5-A district. The townhouses would be constructed on the same record lot as the supermarket resulting in multiple structures on a single lot, so is subject to the requirements of Section 2516.

353 NEW RESIDENTIAL DEVELOPMENTS (R-5-A)

- 353.1** *In R-5-A Districts, all new residential developments, except those comprising all one-family detached and semi-detached dwellings, shall be reviewed by the Board of Zoning Adjustment as special exceptions under § 3104 in accordance with the standards and requirements in this section.*

The proposed residences would be eight attached units.

- 353.2** *The Board shall refer the application to the D.C. Board of Education for comment and recommendation as to the adequacy of existing and planned area schools to accommodate the numbers of students that can be expected to reside in the project.*

The District of Columbia Public Schools have the capacity to accommodate children from the project. Additionally, there are many private schools in the area.

- 353.3** *The Board shall refer the application to the D.C. Departments of Transportation and Housing and Community Development for comment and recommendation as to the adequacy of public streets, recreation, and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects.*

DDOT's assessment and review of the project in relation to parking and traffic will be provided under separate cover.

- 353.4** *The Board shall refer the application to the D.C. Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the future residents of the project and the surrounding neighborhood.*

The proposed area for the townhouses would be graded as part of the overall development and they would be located so as not to negatively impact the light and air of adjacent residences. Each unit would have two parking spaces to the rear of each unit. As part of the overall landscaping plan for the site the units would be landscaped with a mixture of trees, shrubs and ground cover in front of each unit.

- 353.5** *In addition to other filing requirements, the developer shall submit to the Board with the application, four (4) site plans and two (2) sets of typical floor plans and elevations, grading plans (existing and final), landscaping plans, and plans for all new rights-of-way and easements.*

The applicant submitted all plans as part of the overall PUD submission.

2516 EXCEPTIONS TO BUILDING LOT CONTROL (Residence Districts)

The proposal is build the townhouses on the same underlying South Parcel record lot. The applicant is therefore requesting to build multiple buildings on a single lot. Section 2516.1 states: ***"If approved by the Board of Zoning Adjustment as a special exception under § 3104, two (2) or more principal buildings or structures may be erected on a single subdivided lot, subject to the provisions of this section."***

2516.2 ***This section applies to construction on a lot that is located in, or within twenty-five feet (25 ft.) of a Residence District.***

The subject property is currently within a residence district and the proposed map amendment would retain the property in a residence strict.

2516.3 ***In addition to other filing requirements, the applicant shall submit to the Board, with the new application, four (4) site plans for all new rights-of-way and easements, and existing and preliminary landscaping and grading plans with approximate building footprints; provided:***
(a) The applicant shall also submit, either with the original application or at a later time, final landscaping and grading plans and two (2) sets of typical floor plans and elevations; and
(b) If the applicant elects to submit the plans referenced in § 2516.3(a) at a later date, the Board's original approval shall be conditional, subject to a later public hearing and final decision on the project as a whole.

The applicant has provided the required site plans showing the existing and proposed right-of-ways, landscaping, building locations and footprints.

2516.4 ***The number of principal buildings permitted by this section shall not be limited; provided, that the applicant for a permit to build submits satisfactory evidence that all the requirements of this chapter (such as use, height, bulk, open spaces around each building, and limitations on structures on alley lots pursuant to § 2507), and §§ 3202.2 and 3202.3 are met.***

The proposed development would have 2 principal buildings. The proposed townhouses would be consistent with the uses allowed in the R-5-A district and the overall FAR and height are below that allowed under the R-5-A/PUD.

2516.5 ***If a principal building has no street frontage, as determined by dividing the subdivided lot into theoretical building sites for each principal building, the following provisions shall apply:***
(a) The front of the building shall be the side upon which the principal entrance is located;
(b) Open space in front of the entrance shall be required that is equivalent either to the required rear yard in the zone district in which the building is located or to the distance between the building restriction line recorded on the records of the Surveyor of the District of Columbia for the subdivided lot and the public space upon which the subdivided lot fronts, whichever is greater;
(c) A rear yard shall be required; and
(d) If any part of the boundary of a theoretical lot is located in common with the rear lot line of the subdivided lot of which it is a part, the rear yard of the theoretical lot shall be along the boundary of the subdivided lot.

Each building has frontage on a public street.

2516.6 *In providing for net density pursuant to § 2516.11, the Board shall require at least the following:*

- (a) The area of land that forms a covenanted means of ingress or egress shall not be included in the area of any theoretical lot, or in any yard that is required by this title;*

The layout of the proposed development shows that the area of the private streets has not been included in the area of the lots.

- (b) Notwithstanding any other provision of this title, each means of vehicular ingress or egress to any principal building shall be twenty-five feet (25 ft.) in width, but need not be paved for its entire width;*

The proposed townhouses would have access off Idaho Avenue which has a width of over 25 feet. A private driveway provides access to each building.

- (c) If there are not at least two (2) entrances or exits from the means of ingress or egress, a turning area shall be provided with a diameter of not less than sixty feet (60 ft.); and*

N/A

- (d) The requirements of paragraphs (b) and (c) of this subsection may be modified if the Board finds that a lesser width or diameter will be compatible with, and will not be likely to have an adverse effect on, the present character and future development of the neighborhood; provided, that the Board shall give specific consideration to the spacing of buildings and the availability of resident, guest, and service parking.*

N/A

2516.7 *Where not in conflict with the Act to Regulate the Height of Buildings in the District of Columbia, approved June 1, 1910 (36 Stat. 452, as amended; D.C. Official Code §§ 6-601.01 to 6-601.09 (2001) (formerly codified at D.C. Code §§ 5-401 to 5-409 (1994 Repl. & 1999 Supp.))), the height of a building governed by the provisions of this section, in all zone districts, shall be measured from the finished grade at the middle of the front of the building.*

The height limit for the proposed R-5-A/PUD is 60 feet. The proposed townhouses would have heights up to 37 feet.

2516.8 *The proposed development shall comply with the substantive provisions of this title and shall not likely have an adverse effect on the present character and future development of the neighborhood.*

Overall, the proposed townhouses would meet the density, lot occupancy, height, and parking requirements of an R-5-A PUD. The townhouses would provide a transition from the multifamily housing to the north and the single family detached homes on the southern portion of Idaho Avenue.

2516.9 *Before taking final action on an application under this section, the Board shall refer the application to the D.C. Office of Planning for coordination, review, and report, including:*

- (a) The relationship of the proposed development to the overall purpose and intent of the Zoning Regulations, and other planning considerations for the area and the District of*

Columbia as a whole, including the plans, programs, and policies of other departments and agencies of the District government; provided, that the planning considerations that are addressed shall include, but not be limited to:

- (1) Public safety relating to police and fire concerns;*
 - (2) The environment, relating to water supply, water pollution, soil erosion, and solid waste management;*
 - (3) Public education;*
 - (4) Recreation;*
 - (5) Parking, loading, and traffic;*
 - (6) Urban design;*
 - (7) As appropriate, historic preservation and visual impacts on adjacent parkland;*
- (b) Considerations of site planning; the size, location, and bearing capacity of driveways, deliveries to be made to the site; side and rear yards; density and open space; and the location, design, and screening of structures;*
 - (c) Considerations of traffic to be generated and parking spaces to be provided, and their impacts;*
 - (d) The impact of the proposed development on neighboring properties; and*
 - (e) The findings, considerations, and recommendations of other District government agencies.*

The above issues are addressed as part of the overall development proposal.

2516.10 *The Board may impose conditions with respect to the size and location of driveways; net density; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations.*

OP does not recommend any conditions regarding the issues outlined above.

2006 COMPREHENSIVE PLAN

The proposal is not inconsistent with the 2006 Comprehensive Plan Future Land Use Maps. The Future Land Use Map designates the North Parcel as low density commercial and the South Parcel as Low Density Commercial and Low Density Residential. The proposed zoning and proposed development are not inconsistent with this designation.

The North Parcel and portions of the South Parcel are identified as a Neighborhood Commercial Center on the 2006 Comprehensive Plan, Generalized Land Use Map. A Neighborhood Commercial Center is described as meeting the "... day-to-day needs of residents and workers in 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. Now development and redevelopment within Neighborhood Commercial Areas and must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses." The proposal for a supermarket and other neighborhood serving retail is consistent with this designation.

The proposed development also meets or furthers many of the policies of the Comprehensive Plan as outlined below.

Chapter 3 - Land Use Element

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. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others.

The proposed development would replace an outdated shopping center that does not maximize its potential at the prime location in the community. The current shopping center has a supermarket that does not provide many of the services found in a 21st century supermarket and many of the retail and office spaces are vacant and therefore do not contribute to the making of a successful neighborhood. Conversely, the proposed development would revitalize the potential of the property through a mixture of uses, the creation of green space, the lessening of impervious surfaces, the reduction in parking and elements to encourage pedestrian use to, from and around the site contribute to the goal of a successful neighborhood.

Policy LU-2.4.1: Promotion of Commercial Centers

Promote the vitality of the District’s commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city’s role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents.

The proposed neighborhood shopping center would revitalize commercial activities at this location and would better serve the needs of the neighborhood. The attractive new buildings would be integrated with open space, landscaping and retail uses that would support social interactions by patrons. The location provides easy vehicular access from various directions and would provide parking for patrons when driving to the site is necessary but would also provide safe and convenient access ways to pedestrian and bicyclist.

Policy LU-2.3.3: Buffering Requirements

Ensure that new commercial development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts.

The redeveloped site would provide open space, setbacks, landscaping, and height differentials that would physically buffer all adjacent residential uses. Landscaping to the rear of the supermarket would buffer and screen the adjacent apartment building and no activity would occur in this area. The loading area would be recessed, lowered and reinforced with a 15 feet high acoustic wall to minimize noise from the loading area. Additionally, the top of the wall would be bermed, landscaped, and a vegetative buffer with trees provided between the loading area and the single family homes that would provide a large setback and screening.

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

The proposed development is along one of the City’s major transportation and commercial corridor and is designated as a neighborhood commercial center on the Comprehensive Plan. The proposed massing, density, height, and scale of the development is significantly lower than allowed by the map amendment but would be

compatible to the scale of adjacent single family detached and multifamily residential areas. Further, the development would incorporate measures, particularly relating to traffic, that would minimize any negative impacts on these areas.

Policy LU-2.4.6: Scale and Design of New Commercial Uses

Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.

The predominantly residential North Building would be at a height of 61 feet and 5 stories which would be comparable to other multistory buildings in the area. The South Building which would house the supermarket, residences and offices would have a height of 37 feet and 2 stories. Again, this would be consistent with other buildings in the area. The proposed FAR would be distributed to create a balanced development that would be compatible with the surrounding uses, scale and design. The architecture of the buildings would have elements of buildings that exist within the area but simultaneously elements that are different but would be compatible with the surrounding community to help revitalize this section of the Wisconsin Avenue corridor.

Chapter 6 – Transportation

Action T-2.3.A: Bicycle Facilities

Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.

Bicycle racks are provided at various, convenient locations along the street frontages with retail uses as well as in the garage of both buildings.

Policy T-3.3.4: Truck Management

Manage truck circulation in the city to avoid negative impacts on residential streets and reduce the volume of truck traffic on major commuter routes during peak travel hours.

The applicant has provided a truck management plan that would manage trucks coming to and from the site. Both parcels would have a designated coordinator for loading and would be responsible for informing commercial tenants as to the hours of delivery and recommended truck circulation routes to and from the site. Trucks accessing the supermarket loading area from Idaho Street would be monitored and trucks leaving the site would be directed away from the residential area through the design of the exit that directs trucks to only go in a northern direction along Idaho Street. Sufficient loading areas would be provided for off-street loading and would be monitored so as to prevent traffic or pedestrian conflicts.

Chapter 5 - Housing Element

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.

The proposed redevelopment of the site would have a mixture of uses as it would introduce a mixture of residential housing types to complement the retail and office uses.

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.

The proposed development would have a mixture of eight townhouses, 134 one- and two-bedroom apartment units to provide housing for families of different sizes and affordability. Of these units approximately 5 units would be provided in each building and 50% of the units for low-income households and 50% for moderate income households.

Chapter 6 - Economic Development Element

Policy ED-2.1.6: Local-Serving Office Space

Encourage the development of small local-serving offices within neighborhood commercial districts throughout the city to provide relatively affordable locations for small businesses and local services (such as real estate and insurance offices, accountants, consultants, and medical offices).

The current shopping center has small local-serving office uses and this would be retained and expanded on the South Parcel of the new development.

Policy ED-2.2.3: Neighborhood Shopping

Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences.

The proposed redevelopment of the neighborhood-shopping center would provide a larger, state-of-the-art supermarket that would have expanded services and an improved shopping experience that would better serve the needs of residents of the area. Additionally, improved and expanded retail and office space would provide more variety in uses.

Policy ED-2.2.6: Grocery Stores and Supermarkets

Promote the development of new grocery stores and supermarkets, particularly in neighborhoods where residents currently travel long distances for food and other shopping services. Because such uses inherently require greater depth and lot area than is present in many commercial districts, adjustments to current zoning standards to accommodate these uses should be considered.

The main feature of the proposed development would be a state-of-the-art supermarket that would provide a wider range of goods and services to the neighborhood. To accommodate the supermarket of the size proposed and all its parking and loading facilities, the applicant has requested a map amendment to expand the commercial district on the property.

Chapter 9 - Urban Design Element

Policy UD-1.4.1: Avenues/Boulevards and Urban Form

Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city.

The subject site is along one of the City's commercial corridor. The proposed neighborhood center would replace a center whose aesthetic and visual character has deteriorated over time and does not completely serve the needs of the neighborhood. The proposed center with the new supermarket and opportunities for additional retail and office uses at this location along Wisconsin Avenue would be at an appropriate scale and density for this location and would be within buildings that are visually pleasing and reflective of the architecture and character of the neighborhood.

Policy UD-2.2.3: Neighborhood Centers

Undertake strategic and coordinated efforts to create neighborhood centers, civic buildings, and shopping places that reinforce community identity.

The proposed development is a neighborhood shopping center that architecturally would be reflective of elements of the community. The proposed retail uses combined with the residential use would help to reinforce the community identity as being an active and safe place for those who live, work and recreate in this area.

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.

To prevent a monolithic look, the buildings would read as separate buildings because of the variation in heights, setbacks, color and window types. Further, on the ground floor each retail use would have its own unique identity through the use of signage, storefront windows, and bays.

Policy UD-3.1.7: Improving the Street Environment

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

The proposed project would have ground floor retail that wraps the buildings and avoid swaths of blank facades. With improvements such as special paving features and large street trees to the existing wide streetscape pedestrian activity would be improved. There would be marked crosswalks at all intersections to achieve safe pedestrian movements between the buildings and from the neighborhood. Curb cuts and driveways that cause gaps in the street wall would be kept to a minimum to prevent pedestrian conflicts.

Policy UD-3.1.8: Neighborhood Public Space

Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.

The development would integrate public open spaces and plazas on the north side of Newark Street, at the intersection of Newark Street and Wisconsin Avenue, and at the intersection of Idaho and Wisconsin Avenues. Each area would be enhanced with different elements that could include a water feature, a vertical element, benches, planters, tables and chairs, and trees to create vibrant community spaces.

Chapter 23 – Rock Creek West Area Element

Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers

Support and sustain local retail uses and small businesses in the area’s neighborhood commercial centers. These centers should be protected from encroachment by large office buildings and other non-neighborhood serving uses. Compatible new uses such as multi-family housing or limited low-cost neighborhood-serving office space (above local-serving ground-floor retail uses) should be considered within the area’s commercial centers to meet affordable housing needs, sustain new neighborhood-serving retail and small businesses, and bring families back to the District.

As proposed, the redevelopment of the existing shopping center would support this policy as it would provide space to retail uses that currently operate on the site and would create additional retail space to expand the opportunities for other small, neighborhood-serving retail business. On the South Parcel office space would be provided over the retail use to accommodate other small neighborhood serving office businesses. To help support these businesses, townhouse and multifamily residences which would accommodate families of various sizes and affordability would be introduced to the site.

Policy RCW-1.1.5: Preference for Local-Serving Retail

Support new commercial development in the Planning Area that provides the range of goods and services necessary to meet the needs of local residents. Such uses are preferable to the development of new larger-scale or “big-box” retail uses that serve a regional market. “Destination” retail uses are not appropriate in smaller-scale commercial areas, especially those without Metrorail access. Regardless of scale, retail development must be planned and designed to mitigate traffic, parking, and other impacts on adjacent residential areas.

The main commercial use on the site would be a start-of-the-art supermarket complemented with other small retail uses and restaurants. The parking for the retail uses would be accommodated in an underground garage beneath the supermarket. The parking for patrons of the retail uses on the North Building would be accommodated in this garage and it would help encourage pedestrian movement around the site. Although parking is provided the use of other modes of transportation is strongly encouraged and facilitated. The proposal would provide easy pedestrian access and movement throughout and around the site as well as providing bicycle facilities for persons who wish to cycle to this commercial area. These measures would help to mitigate any negative impacts on the residential neighborhood. In addition, the applicant would provide off site improvements on surrounding roadways to alleviate any projected traffic problems. Further, subsequent to the construction and operation of the development DDOT would continue to monitor the traffic impacts and where the community is being impacted negatively remediation measures would be undertaken.

Policy RCW-2.2.1: Housing Opportunities

Recognize the opportunity for additional housing with some retail and limited office . . . and on underutilized commercially zoned sites on Wisconsin Avenue. Any development in these areas should be compatible with the existing residential neighborhoods.

The proposed development would revitalize an underutilized shopping center that is not fully serving the needs of the community and is in fact a blight on this portion of the Wisconsin Avenue corridor because many of the retail space is vacant. The development would meet this policy as it would provide a variety of housing opportunities for families of various types and sizes, provide neighborhood retail uses and office at a scale that would be compatible with surrounding neighborhood.

VII. AGENCY COMMENTS

The impact of truck and other vehicular traffic coming to and leaving the site has been of great concern to residents of the area and both the applicant and the District Department of Transportation have worked to address these and a range of other transportation issues. DDOT states that the proposed number of parking and loading is appropriate for the development. Policies would also be implemented to reduce vehicular use through the provision and use of Zip Cars, metro buses, bicycles and easy pedestrian access. DDOT would continue to monitor the traffic conditions subsequent to the development of the site and the applicant would provide funds in an escrow account to address any unforeseen negative traffic conditions created by traffic to and from the site. DDOT will submit their report under separate cover.

VIII. COMMUNITY COMMENT

The property is within ANC-3C and the applicant has had numerous meetings with the ANC as well as other community organizations. On January 21, 2009, the ANC voted to support the application with conditions. The concerns and conditions relate to the location of the supermarket loading dock along Idaho Avenue; the allocation of loading docks among the retail areas; the adequacy of parking; the potential impact of the development on the neighborhood; and the retail users. A number of individuals, particularly residents along Idaho Avenue have expressed similar concerns.

The application is also supported by a number of citizen or neighborhood associations.

IX. SUMMARY AND RECOMMENDATION

OP concludes that the redevelopment proposal for the site would be of benefit to the District and to the immediate neighborhood. The project would be at a scale which is compatible with its location, and with surrounding development. The project includes elements that would be an improvement over the existing development, including a new state-of-the-art supermarket with additional goods and services not provided today; the placement of all parking below grade; the provision of affordable housing; the provision of new neighborhood serving retail; environmental improvements; public open space; and improvements to the adjacent sidewalks.

The proposal is not inconsistent with the 2006 Comprehensive Plan Future Land Use and Generalized Policy maps, and furthers many important policies for the Far North West Area. The applicant has worked with the community and many of the items identified in the ANC Report have been incorporated into the proposal.

OP recommends approval of the proposal proffer;

1. Provide 13,148 square feet of space for affordable units with 50% of the units sold to families with incomes below 50% of Area Median Income (AMI) for the Washington DC Metropolitan Statistical Area and 50% for families with income below 80% of AMI. For the purposes of this condition:

- (a) A for sale unit is affordable if the household purchasing the unit will not expend more than approximately 30% of its annual income on mortgage payments, including principal, interest, and property insurance and taxes, home owner association or condominium fees, and utilities.
- (b) A rental unit is affordable if the household renting the unit not expend more than approximately 30% of its annual income on rent and utilities.

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