

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



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Memorandum

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director *JS*

DATE: March 2, 2009

SUBJECT: Case No. **ZC-08-26: Final Report** for Consolidated Planned Unit Development and Zoning Map Amendment for 3232 Georgia Avenue, N.W., filed by Holland & Knight LLP for Lamont Limited Partnership

ZONING COMMISSION
District of Columbia
CASE NO. 08-26
EXHIBIT NO. 26

APPLICATION

The Commission set down the subject application at its public meeting on November 10, 2008 for a consolidated PUD for a:

Six-story mixed-use building with 69 apartment units, 10,560 square feet of ground floor retail and 29 below grade parking spaces with a PUD-related map amendment to rezone the site from GA/C-2-A and R-4 to GA/C-2-B.

A separate application, S.O. 08-6440, was filed with the Office of the Surveyor to close the portion of the public alley that divides the property in two and establish a 20-foot wide easement for public ingress and egress in place of the existing public alley. The alley closing application has not yet been scheduled to be heard by the City Council.

SUMMARY RECOMMENDATION

The Office of Planning recommends that the Commission **APPROVE** the subject application, subject to the conditions contained at the end of this report.

AREA DESCRIPTION

Square:	2892	Lots:	98, 903, 904, 908 & 911	Quadrant:	North West
Area:	19,191 SF	Zone Districts:	GA/C-2-A & R-4	Historic District:	None
Overlay District:	Georgia Avenue	Building Restriction Line:	None		

Surrounding Properties:

North: Across Lamont Street, a two-story commercial building, the 5-story Lamont Lofts apartment building and a one-story industrial building housing "Linens of Week" within the GA/C-2-A zone district.

South: One and two-story commercial buildings within the GA/C-2-A zone district, some of which are vacant.

East: Across Georgia Avenue, one and two-story commercial buildings within the GA/C-2-A zone district. A five-story mixed use residential and retail building is proposed for the vacant lot at the northeast corner of Georgia Avenue and Kenyon Street.

West: Across the public alley, two, three and four-story row houses and apartment houses within the R-4 zone district.



Zoning Vicinity Map

The GA/C-2-A portion of the subject property is developed with one and two-story commercial buildings, some of which are vacant. The R-4 portion of the site, located west of the public alley, is improved as a surface parking lot.

The subject property is located approximately three-quarters of a mile south of the Georgia Avenue-Petworth Metrorail station on the Green Line. Five Metrobus lines, the 60, 62, 70, 71 and 79, provide service on Georgia Avenue.

PROPOSAL

The applicant proposes to construct a six-story mixed-use building with 69 dwelling units and two commercial spaces on the ground floor comprising 10,560 square feet. One of the commercial spaces would face Georgia Avenue; the other would be located at the corner and would face both Georgia Avenue and Lamont Street. At least 50 percent of the residential units would be affordable at 60 to 80 percent AML.

The affordable units would be located on floors two through five, with the top floor reserved for market-rate units only. The applicant has informed the Office of Planning that the affordable units would be evenly distributed on floors two through five, would reflect the unit mix of the building as a whole, and be evenly distributed on all sides of the building.

Access to the apartment building would be from Lamont Street via a lobby located on the west side of the building. The elevators, mailroom and the leasing office would be located off this lobby. On the second floor would be a 952 square-foot community room adjacent to a 406 square-foot outdoor space on a portion of the roof above the first floor, for a total of 1,358 square feet of community space available to the residents of the building. The remainder of the outdoor space on the second floor would be a green roof planted with sedum, with flower planter boxes demarcating the edge of the residential courtyard from the green roof.

A second green roof planted with sedum would occupy approximately one-third of the roof above the sixth floor. A recreational area, in the northeast corner of the building, would be improved with a trellis and outdoor seating. Rooftop walkways, a minimum of six feet in width, would connect this recreational area with the two staircases and the elevator shaft. Additional seating interspersed with planters boxes would be located along the Lamont Street side of the building, facing north. The remainder of the roof would be a cool roof, including a portion dedicated to rooftop mechanical equipment on the east side of the building.

Two stair towers, in addition to elevator access, would provide pedestrian access to the roof. The two stair towers would be located on the south side of the building, near the southern exterior wall. These stair towers would open out toward the center of the building, or to the north. The roofline of these two stair towers would descend from north to south, minimizing visibility of these stair towers from the street.

Rear access to the building would be from a proposed 20-foot wide ingress/egress easement for public use on the west side of the building. This easement would replace an existing public alley system that currently snakes through the subject property. A separate application to close the existing alley and establish the 20-foot wide easement was filed with the Office of the Surveyor, but has not yet been heard by the City Council.

Twenty-nine underground parking spaces would be located within a one-level garage beneath the structure. Access to the garage would be from the proposed 20-foot wide easement. Two handicapped accessible parking spaces and nine compact parking spaces would be included in the 29 spaces. Separate residential and retail lobbies would be provided on the garage level to separate pedestrian movement within the building, and provide security for the residents.

A secured bicycle room would be located within the garage for use by the residents of the building. Additional bicycle parking would be made available to the retail tenants of the building, separate from the bicycle room. Ten bicycle spaces would be provided, equal to 34 percent of the total number of vehicle spaces required by the Zoning Regulations. This is in excess of the minimum five percent required. Four of the spaces would be reserved for residents only, and would be located within a secured room within the garage. Six additional spaces would be located outside of the secured room, but within the parking garage. Bicycle spaces to tenants would be allocated to tenants on a first-come, first-serve basis, and coordinated through the property manager.

One loading space would be located with direct access from the public ingress/egress easement for shared use between the retail and residential uses of the building. Separate rooms for the storage of retail and residential refuse would be provided on either side of the loading space. A service/delivery space would be located outside the building, accessible from either the proposed public ingress/easement or the public alley system.

Design of the building would generally be in the shape of an inverted 'U' for floors two through six. The shape would create a closed court on the south side of the building. The first floor of the building would not include the courtyard, allowing for a more contiguous retail space on the ground floor. The roof over this retail space would allow for 406 square feet of common outdoor residential roof space adjacent to the community room, with the remainder of this roof area to be dedicated as a green roof.

A trellis would be located on the roof of the building, at the corner of Georgia and Lamont. This trellis would contribute not only to the design of the building by establishing an architectural embellishment at the corner, but also enhance the rooftop residential recreational area.

The exterior of the building would be a combination of two tones of brick, a veneer of high density CMU and EIFS. The retail store fronts would include canopies and a special curved entrance canopy would be provided on Lamont Street for the residential portion of the building, differentiating that portion of the building from the retail spaces.

The façade of the building at ground level facing Georgia Avenue and Lamont Street would consist of brick, with high density CMU around the residential entrance and beneath the storefront windows. Columns of brick would extend up from the ground level through the fifth floor of the building, between the banks of windows along the Georgia Avenue façade. EIFS would be used to frame individual window banks and to continue the columns between the window banks on the sixth floor. Vents for the HVAC system would be located within the façade, but colorized to match surrounding material and blend with the façade. The Lamont Street façade would be similar, but would employ a second color of brick across the central portion of the fifth floor and connecting with the block proposed for the entrance to the residential lobby.

The west facing wall of the building, facing the proposed ingress/egress easement, would be brick for the first floor, with columns of brick extending up through the fifth floor at the corners of the building. The remainder of this side of the building, with the exception of the windows across the entire façade and vehicular entrances to the building, would be a variety of colors of EIFS.

The first floor of the south facing wall would be faced with painted CMU for that portion that is a party wall only. The remainder of this wall along the first floor would be brick, with columns of brick extending up from the ground to the fifth floor at each end of the building. The remainder of the party wall up through the sixth floor would be faced with four compatible colors of EIFS. A column of windows on the south side of the building would provide windows into the apartments on floors two through six and the western end of the building.

ZONING

The site is currently zoned GA/C-2-A and R-4 and is divided into two pieces. The piece located east of the public alley is zoned GA/C-2-A and the piece west of the alley is zoned R-4. The application proposes to zone the entire site GA/C-2-B, close the public alley and establish a 20-foot wide public access ingress/egress easement on the west side of the property. The project is designed to conform to the permitted height and FAR for the requested GA/C-2-B Zone District.

The following table is a comparison of the C-2-A, R-4 and C-2-B/PUD standards, and the proposed development:

Table 1

	GA/C-2-A	R-4	GA/C-2-B/PUD	Proposal
Area	N/A	N/A	10,000 SF	19,191 SF
Height	50 ft.	40 ft.	90 ft.	80 ft.
FAR	Retail – 1.5 Residential – 2.5 TOTAL – 2.5	N/A	Retail – 2.0 Residential – 6.0 TOTAL – 6.0	Retail – 0.55 Residential – 3.96 TOTAL – 4.51
Lot Occupancy	Mixed Use including Residential – 70%	60%	80 %	79 %
Parking	<u>Retail</u> – 1/ 300 SF after the first 3,000 SF <u>Residential</u> – 1/2 units	<u>Residential</u> – 1 per unit	<u>Retail</u> – 1/ 750 SF after the first 3,000 SF <u>Residential</u> – 1/ 3 units or 23 TOTAL – 33	TOTAL - 29 ¹
Loading	1 loading berth @ 55 ft deep 1 loading berth @ 30 ft deep 1 loading platform @ 200 SF 1 loading platform @ 100 SF No service/delivery space required	N/A	1 loading berth @ 55 ft deep 1 loading berth @ 30 ft deep 1 loading platform @ 200 SF 1 loading platform @ 100 SF 1 service/delivery space @ 20 ft.	1 loading berth @ 30 ft deep ¹ 1 loading platform @ 120 SF ¹ 1 service/delivery @ 20 ft
Roof Structures	Setback from ext. wall equal to ht. Max. one roof structure	S/B from ext wall equal to ht. Max. one roof structure	Setback from ext. wall equal to ht. Max. one roof structure	Permit 2.5 ft high roof structure 0 ft from exterior wall ¹ 5 separate roof structures ¹

¹ Relief requested

FLEXIBILITY

The following relief is required from the Zoning Regulations:

Parking

§ 2101.1: This section requires 23 off-street parking spaces for a 69-unit apartment building and 10 off-street parking spaces for 10,560 square feet of retail space, for a total of 33 spaces. The application proposes to provide 29 parking spaces, or a reduction of four spaces, or approximately 12 percent. The garage level, in addition to other necessary uses, such as mechanical space, elevator core, lobbies and a bicycle room, would occupy the entire footprint of the building. Provision of four addition parking spaces would require expansion of the garage to include a partial second below-grade level, at a site located less than one mile from a Metrorail station and serviced by five Metrobus lines. The reduction of four parking spaces is further mitigated by the provision of 10 bicycle parking spaces that will be made available to the residents and retailers within the building. Four of the bicycle spaces will be located within a secured room in the garage, for use by residents only. They will be allocated on a first-serve, first-come basis, and their use will be coordinated by the property manager. The District Department of Transportation (DDOT) informed the Office of Planning that they are in support of the request to reduce on-site parking.

Roof Structures

§§ 411 and 770.6: These sections require that all penthouses be located within one roof structure, and that roof structures be located a distance equal to their height from all exterior walls of the building. The subject application proposes three roof structures for pedestrian access; one for the elevator, necessary to make the rooftop ADA accessible, and two for the stair towers, as required by the Fire Code. Four mechanical units, five feet in height, are necessary for the operation of the building, for a total of seven roof structures.

Consolidation of the roof structures into one would impair the ability of the applicant to provide a green roof and dedicate a portion of the roof as residential recreation space. Additionally, two separate stair towers are required by the Fire Code. The roof plan as proposed by the applicant minimizes to the extent possible the number and amount of structures on the roof, improving the use and appearance of the rooftop area for use by the building's residents.

Roof structures are required to be set back a distance equal to their height from exterior walls. Only the westernmost stair tower would be located a distance from an exterior wall that would be less than its height. The other stair tower and the elevator core, although located equal a distance less than their height from a wall of the building, would be in conformance with this provision because they would be located either near a party wall, as would be the case with the second stair tower, or an interior court wall, as would be the case with the elevator shaft.

The roof of the westernmost stair tower is proposed to slope downward toward the exterior wall of the building. At the building's edge it would only be 2.5 feet above the roof line. At the northern end of this stair tower it would only be 9.5 feet in height, but 21.3 feet from the edge of the building. The relief of 2.5 feet would be minimally visible from the ground of a building 80 feet in height, and would allow the applicant to provide stair access at either end of the residential hallways of a U-shaped building.

Loading

§ 2201.1: This section requires the provision of one 12 x 30 foot loading berth and one 100 square foot loading platform for the retail component of the building, and one 12 x 55 loading berth and one 200 square foot loading platform for the residential component of the building. Instead the application proposes one 12 x 30 foot loading berth and one 120 square foot loading platform to be shared by both the retail and residential uses and coordinated by the management of the building. Additionally, the loading space extends out into the proposed ingress/egress easement by two feet.

This request relieves the applicant from having to provide two sets of loading berths and platforms for one building, decreasing the amount of area that could otherwise be devoted to the provision of new, modern retail space along Georgia Avenue. It will also consolidate the loading facilities consistent with the proposed revised loading regulations. DIDOT informed the Office of Planning that it worked with the applicant in the revised design of the loading facilities, and that the revised plan is acceptable to DIDOT. However, DIDOT also requested that the applicant submit a plan detailing how the use of the one loading space will be managed under multiple demands, such as trash pick-up and business deliveries. The applicant has not yet submitted this plan.

Georgia Avenue Overlay District

The Georgia Avenue Overlay District contains a list of design requirements intended to improve the pedestrian experience on the street, including more openness between pedestrians and buildings, direct access into individual businesses and minimization of solid windowless walls. The subject application is in conformance with those design guidelines as enumerated under § 1328 of the Zoning Regulations.

Section 1330.1(b) requires special exception approval by the Board of Zoning Adjustment for the construction of any new building on a lot consisting of 12,000 square feet or more. The subject property consists of 19,191 square feet. However, § 2405.7 of the Zoning Regulations gives the Commission authority to approve any special exception as a part of a PUD application.

COMMISSION CONCERNS

At the setdown meeting of November 10, 2008, the Commission requested the applicant provide information and clarification on the following items. The revised plans address those concerns as described below.

1. Provide windows on the south side of the building to break up the blank wall.

The applicant has revised the south elevation drawing of the building, dwg. A-2.4, to add one column of windows at the western side of the south elevation. These windows would be a second set of bedroom windows for those units located in the southwest corner of the building. Additional windows would either be blocked by the stairwell on the western side of the building, or would result in a third set of windows in a bedroom, which the applicant has informed the Office of Planning that the architect finds undesirable. OP requested clarification as to the unsuitability of a third set of windows in a bedroom, but has not yet received that information.

2. Drawings need more detail. The elevations are flat.

The applicant submitted more detailed drawings. The revised drawings better illustrate the rooftop structures, the various textures of the façade and provide additional detail on the design of the roof top trellis. The revised drawings also detail that the proposed vents in the side of the building will be colorized to match surrounding materials.

3. A cool roof is not a great innovation and the roof plan is barren. A green roof should be considered. Provide additional detail on the trellis.

Dwg. A-3.5, Perspective View, was submitted in response to comments from the Commission. The roof plan has been revised to include a green roof over approximately one-third of the roof area. Pathways for the residents run through this area, and additional benches and a pathway have been added along the Lamont Street side of the building, providing additional seating and recreation area. Additional detail on the design of the trellis has also been provided depicting the trellis from above and how it works with the remainder of the roof design.

4. How is the loading accessed?

The applicant submitted diagrams to the file detailing truck ingress and egress to the loading space. Trucks would enter the alley system from Kenyon Street to the south and proceed north to the site before backing into the loading space. Trucks leaving the site would proceed north to Lamont Street and turn right onto Lamont Street exit onto Georgia Avenue.

5. Location of the stair towers does not match the elevation drawings.

The elevation drawings have been revised. The stair towers would increase in height from the south wall of the building toward the stair tower door facing north. The roof of the stair towers would slope downward toward the south exterior wall of the building, as the stairs descend into the building.

6. How does the residential amenity courtyard work?

The applicant has made changes to this courtyard. A common courtyard for the residents of the building would still be provided, but the remainder of this rooftop would no longer be divided up between three of the second floor apartments. Instead it would be dedicated as a green roof. Planter boxes and rooftop pavers would delineate the separation between the recreational courtyard and the green roof.

PUD EVALUATION STANDARDS

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

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

The applicant has requested a PUD related change in the zoning of the property to gain between 30 and 40 feet in height and approximately 48,969 square feet in floor area over that permitted as a matter-of-right. Public benefits proposed by the applicant are discussed below.

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

2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.

Georgia Avenue is beginning to experience revitalization from new commercial and residential projects. The proposed mixed use development will incorporate two ground-level commercial spaces designed to conform to modern retail requirements. It will compliment the recently renovated five-story residential building located directly across Lamont Street from the subject property, align the existing public alley system to better utilize the narrow Georgia Avenue lots and provide new housing to increase the residential density along the avenue in support of improved commercial opportunities.

PUBLIC BENEFITS AND AMENITIES

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

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

The Office of Planning is generally supportive of the architecture and design of the proposed building.

Affordable Housing

The application proposes a minimum of 50 percent of the new residential square footage as affordable at 60 to 80 percent of AMI, or 37,953 square feet. Provision of 50 percent of the residential square footage as affordable is equal to more than three-quarters of the bonus density proposed to be achieved through this PUD. Therefore, almost all of the additional density requested would be devoted to affordable housing. The applicant does not yet know how the affordable units will be financed.

Proposed regulations for inclusionary housing, when adopted, would require that eight percent of the residential floor area be devoted to affordable housing for projects that are located within the C-2-B Zone District, or 6,072 square feet. At a minimum of 50 percent the subject application far exceeds that minimum by more than 30,000 square feet.

The application does not include a mix of the unit types proposed as affordable, nor does it indicate the location on each floor where those units would be located. The applicant did inform the Office of Planning that the affordable units would be located on floors two through five, with the sixth and top floor reserved for market rate units and the first floor dedicated to retail use only. Provision of the affordable units on the lower floors is acceptable to the Office of Planning. Lower floors are more appropriate for families with children because they facilitate ease of parental control of children.

The applicant also indicated that the affordable units would face all sides of the building and that the breakdown of the units would reflect the unit mix of the building as a whole. A detailed breakdown of the affordable unit locations and sizes was requested of the applicant but not yet received.

The Office of Planning views this as an amenity.

Urban Design and Architecture

The applicant has agreed to provide residential windows on the south wall of the building. These windows are possible due to the unusual configuration of the square and location of the proposed ingress/egress easement. Provision of these windows enable the applicant to provide windows on all four sides of this building without introducing at-risk windows into the design, enhance the appearance of the south side of building, eliminating what would otherwise be a blank wall six stories in height. The revisions to the south elevation drawing depict only one column of windows at the western end of the building. The architect has indicated that additional windows on this side of the building would result in three sets of windows in the bedrooms at that end of the building, and that additional windows would also be blocked by the stairwell. The Office of Planning is unable to ascertain how additional windows would affect those units because floor plans of the individual units have not been submitted.

The Office of Planning views this as a benefit.

First Source Employment Program and Local Business Opportunity Program

The applicant has agreed to enter into Certified Business Enterprise Agreements (CBE) with the Department of Employment Services and the Local Business Development office to promote and encourage the hiring of District of Columbia residents. The applicant informed the Office of Planning that a copy of the First Source Agreement was submitted to the file. The Office of Planning views these as a benefit.

Environmental Benefits

The applicant proposes to participate in the Green Communities program. Green Communities provides funds and expertise to developers for the construction of healthy energy efficient buildings. The building and its construction would include many sustainability features, including:

1. Best management erosion and sediment control practices;
2. Water conservation fixtures;
3. Energy Star appliance and lighting fixtures;
4. Individual electric meters;
5. Green roof;
6. Cool roof;
7. Energy Star compliant high-emissive roofing;
8. Low/no Volatile Organic Compound (VOC) paints, primers, sealants and adhesives; and
9. Exhaust fans.

The Ground Floor Plan (dwg. A-1.1) proposes the planting of six shade trees within public space; two within tree boxes on Georgia Avenue and four within tree boxes along Lamont Street. An existing shade tree is located within the tree box on Georgia Avenue closest to Lamont Street. The Office of Planning requested the applicant provide the species of the existing and proposed trees, but has not yet received that information. The species of the proposed trees will require approval by DDOT.

The checklist for the Green Communities Program indicates that the applicant complies with all of the mandatory criteria. New construction projects must also obtain a minimum of 35 points from the optional criteria in order to participate in the program. The subject application received a score of 58 points from the optional criteria, making it eligible to participate. The Office of Planning views the environmental elements as amenities.

Transportation Management Measures

The applicant proposes to provide each new initial residential tenant and each new initial employee with a SmartTrip card valued at \$20. In addition, bicycle parking equal to 34 percent of the number of parking spaces required would be made available to tenants and employees. Parking for residents would be made available in a secured room within the parking garage. The Office of Planning views this as a benefit.

COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed development is located within the Mid-City Area of the Comprehensive Plan and is not inconsistent following policies of Mid-City Element of the Plan:

Policy MC-1.1.2: Directing Growth

Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo 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.

Policy MC-1.1.7: Protection of Affordable Housing

Strive to **retain the character of Mid-City as a mixed income community** by protecting the area's existing stock of affordable housing units and **promoting the construction of new affordable units**.

Policy MC-2.1.1: Revitalization of Lower Georgia Avenue

Encourage continued revitalization of the Lower Georgia Avenue corridor. **Georgia Avenue should be an attractive, pedestrian-oriented “Main Street” with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space.**

Policy MC-2.1.3: Georgia Avenue Design Improvements

Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including **tree planting**, new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image.

The proposed development is not inconsistent following goal and policies of the Housing Element:

Housing Goal

The overarching goal for housing is: *Develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia.*

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.

Policy H-1.1.3: Balanced Growth

Strongly encourage the **development of new housing on surplus, vacant and underutilized land** in all parts of the city.

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.

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.

Policy H-1.2.7: Density Bonuses for Affordable Housing

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

Policy H-1.3.1: Housing for Families

Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments.

The proposed development is not inconsistent following policies of the Environmental Protection Element:

Policy E-2.2.3: Reducing Home Heating and Cooling Costs

Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them.

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.

The proposed development is not inconsistent following policy of the Economic Development Element:

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.

The proposed development would consolidate several smaller underutilized properties with a mixed use building located less than a mile from a Metrorail station. It would provide affordable housing, three-bedroom apartments suitable for families and new modern retail space along the Georgia Avenue corridor. Many green components are incorporated into the design of the building, including the planting of new street trees along Georgia Avenue and Lamont Street.

Future Land Use Map: Mixed Land Use: *"Areas where the mixing of two or more land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses."*

Moderate Density Commercial: "Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area."

Medium Density Residential: "Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas."

Georgia Avenue-Petworth Metro Station Area and Corridor Plan

The Georgia Avenue – Petworth Metro Station Area and Corridor Plan is a small area plan that was adopted by the City Council in December 2006. This plan supplements the provisions of the Comprehensive Plan.

This Plan includes a revitalization strategy as a framework to guide growth and development and preserve and enhance the quality of life in the neighborhoods along the corridor. The site is within the Park View/Park Morton Neighborhood Area and the entire west side of the 3200 block of Georgia Avenue is identified as an opportunity for redevelopment. It also recommends the assemblage of vacant properties for redevelopment. The subject application proposes the assemblage of vacant properties on the west side of the 3200 block of Georgia Avenue for redevelopment.

The Plan recognizes that the Georgia Avenue Corridor is mostly zoned C-2-A with a few areas of C-3-A zone and has struggled with a lack of critical residential mass to support a viable retail environment. The Corridor has an abundance of vacant retail space and what exists is largely redundant and substandard. The subject property is located less than a mile from a Metro station and proposes additional residential density on Georgia Avenue with modern retail spaces.

The strategy for redevelopment encourages the inclusion of affordable units. An affordable component is included as a part of the PUD application, in excess of the proposed Inclusionary Zoning requirements.

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

The Office of Planning therefore finds that the proposed development at a FAR of 4.51 and a mixture of residential and retail uses is not inconsistent with the Comprehensive Plan.

AGENCY COMMENTS AND REFERRALS

Comments were received from the following agencies as described below.

WASA submitted a memorandum to the Office of Planning dated February 5, 2009, indicating that the water and sanitary sewer systems were adequate to handle the proposed project. Because the property would drain into the combined sewer system, the project would be subject to a sewer surcharge and a backflow prevention device should be provided on the sewer lateral connecting the subject property to the sewer system.

FEMS, in a memorandum dated January 6, 2009, indicated that it had no objection to the proposal as long as the 20-foot wide ingress/egress easement is maintained and not closed off from public use.

DHCD, in a memorandum dated February 5, 2009, indicated that it is in support of the application.

In telephone conversations with **DDOT** it indicated that it is in support of the application, but made several comments.

1. The applicant should provide more information regarding the managing of the loading for the single loading access for trash pick-up, business deliveries and residential moves.

The applicant has agreed to provide this information; however it has not yet been received by the Office of Planning or DDOT.

2. The applicant shall provide bicycle parking equal to five percent of the vehicle parking, bicycle storage facilities for all residents, and shower and changing facilities for commercial employees.

The revised Garage Plan, dwg. A-1.0, depicts the revised garage level of the building. Bicycle parking equal to 34 percent of the vehicle parking required would be provided, or 10 bicycle parking spaces. Four of those bicycle space would be in a secured room and available to residents only for the storage of bicycles. This is in excess of the five percent bicycle parking required. Allocation of the bicycle parking spaces will be on a first-come, first-serve basis. Allocation and management of the bicycle spaces will be controlled by the building manager. As the building would contain less than 50,000 square feet of retail space, or 10,560 square feet, the applicant has proposed not to provide shower facilities. The revised parking regulations prepared by the Office of Planning only recommend shower facilities when the commercial space is at least 50,000 square feet in area. The Office of Planning considers this to be a benefit.

3. The applicant should pay the application fee and first year annual fee for all residents or proprietors of the building for car sharing.

The applicant has informed the Office of Planning that it does not wish to provide this service.

4. The applicant should provide all new residents with \$20 worth of SmartTrip fare and all new employees of the building with \$60 worth of SmartTrip fare.

The applicant has agreed to provide all new initial residents and initial employees with \$20 worth of SmartTrip fare.

5. Utility vaults should not be installed within public space, but instead should be located on private property.

The applicant has not yet designed the building to the extent to determine the location of utility vaults, but acknowledges that any vaults located within public space would require the approval of DDOT.

Comments were requested from but not received from **DOH, DOES, DCPS, DPR, MPD or DPW.**

COMMUNITY COMMENTS

ANC-1A, at its regularly scheduled meeting of October 8, 2008, voted to recommend approval of the application.

Councilmember Jim Graham, in letter dated February 17, 2009, recommended approval of the application.

OFFICE OF PLANNING RECOMMENDATION

The Office of Planning supports the proposal for a new mixed-use building providing space for residential and commercial uses. This project would provide new housing and retail space, and further the revitalization that has begun along Georgia Avenue. The proposed development is not inconsistent with the Future Land Use Map, the Comprehensive Plan or the Georgia Avenue – Petworth Metro Station Area and Corridor Plan.

The applicant has requested relief from four zoning requirements. The Office of Planning believes that these can be granted as proposed, provided the applicant submits the additional information requested by the Office of Planning to the file, and that the revisions are found to be acceptable.

Therefore, the Office of Planning recommends that the Commission **APPROVE** the requested consolidated PUD and related map amendments, subject to the following conditions:

1. Floor plans are submitted to the file detailing why additional windows cannot be provided on the south side of the building, or additional windows added to the south elevation;
2. Floor plans of each residential floor are submitted to the file indicating specific apartment units to be made affordable, and that those units mimic the unit breakdown of the building as a whole and are evenly dispersed throughout floors two through five;
3. Species of the proposed streets is submitted to the file and approved by DDOT; and
4. Approval of a loading management plan by DDOT regarding how the single loading access for trash pick-up, business deliveries and residential moves will be coordinated.