



2009 APR -3 PM 3:54
DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director *JS*

SUBJECT: Preliminary Report – Zoning Commission Case No. 09-06 (“Arbor Place”) Consolidated Planned Unit Development and Map Amendment Land in Square 4268 @ New York and Montana Avenues

DATE: April 3, 2009

ZONING COMMISSION
District of Columbia
CASE NO. 09-06
EXHIBIT NO. 13

I. OP SUMMARY RECOMMENDATION

This application is consistent with the future land use map and goals of the Comprehensive Plan and would contribute significantly to the District’s housing stock and to the re-positioning of the New York Avenue corridor. The Office of Planning (OP) recommends that the Zoning Commission schedule a public hearing for this new application.

II. PROJECT OVERVIEW

This application by Abdo New York LLC, contract purchaser, requests:

- Consolidated review and approval of a PUD application to construct a 2.43 FAR mixed use project on 16 acres adjacent to New York Avenue in Northeast Washington. It would contain approximately 1,695,571 gross square feet, consisting of 1,350 to 1,420 residential units and approximately 68,883 square feet of commercial space. It would occupy 52-53% of its site;
- A PUD- associated amendment of the site’s zoning, from C-M-1 to C-3-A.

This is a new PUD application for the site where Zoning Commission Order No. 06-15 gave the same applicant the right to construct a mixed use residential-retail PUD with associated C-3-C zoning. The new application reflects changes to market conditions since that Order. It proposes construction of a scaled-back, but still very substantial mixed-use/mixed-income project that can be achieved through stick-built, rather than concrete frame, construction.

The applicant proposes to demolish all of the existing buildings on the site and develop ten 5 – 6 story residential buildings; include retail space on the ground floor of the three buildings facing New York Avenue; construct three new streets internal to the project and an access road parallel

to New York Avenue; build three above-ground garages; and extensively landscape the site, including the provision of several publicly accessible plazas.

The development would be targeted to wide range of income groups, ranging from housing affordable to households earning $\leq 30\%$ AMI to $\leq 120\%$ AMI, and market rate housing. A separate application to the City Council would request the partial closure of an alley in the northeast corner of the site.

The applicant's timetable indicates that the first units would break ground approximately two years after PUD approval. Based on the information provided by the applicant, the last building would be ready for occupancy 11 to 15 years from an issuance of a Zoning Commission Order.

III. SITE, ZONING, AREA AND HISTORIC PRESERVATION CONTEXT



A. Site

The 697,873 square foot site is in Ward 5 in Northeast Washington, and is generally bounded by New York Avenue, Bladensburg Road and Montana Avenue. Its 16 acres include all of Square 4286 except Lot 816 and Parcel 153/111¹. It is occupied by low-density automobile related uses, a pub and an adult entertainment venue.

¹ I.E., the following are included: Lots 2, 5, 6, 8, 10-12, 14, 800, 801, 804, 811, 815; Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, and 153/153.

B. Zoning

The entire project area is zoned C-M-1 (industrial), which permits a matter-of right FAR of 3.0 and a height of 40 feet/3 stories, and a PUD FAR of 6.0 and a height of 60 feet/3 stories.

The surrounding zoning is primarily industrial. The C-M-1 site is bordered by C-M-1 zoning to the immediate southwest, east, and to the south to R Street. C-M-2 zoning prevails north of New York Avenue and east of West Virginia Avenue on the south side of New York Avenue. Immediately across New York Avenue from the site is the Salvation Army PUD (ZC Order No. 44), which has C-3-A zoning associated with it (4.5 FAR, 90 feet). The remainder of the zoning bordering New York Avenue is M (industrial). There is some residential zoning in the vicinity. An area east of the industrially-zoned strip bordering Bladensburg Road is zoned R-4 (rowhouse) and R-5-A (residential). A cemetery south of the industrially-zoned strip along Montana Avenue is zoned R-4.

C. Ownership

Many of the individual lots or parcels are separately owned. However, the applicant is under contract to purchase all of the sites within the parcel and has demonstrated authorization to represent the current owners for this PUD application [Exhibit A of Application].

D. Surrounding Area and Development Context

The site is at the first intersection encountered when entering the District on New York Avenue. The quality of the development at New York Avenue and Bladensburg Road gives a first impression for those arriving from the Northeast on the heavily traveled U.S. Route 50. The Ft. Lincoln New Town is one mile to the east, and the New York Avenue Red Line Metro, and the edge of the central employment area are 1 ½ miles to the west. Bladensburg Road connects the site with the Ivy City neighborhood and the H Street Corridor.

The surrounding area is characterized by Production, Distribution and Repair (PDR) uses to the west, north and east, and residential neighborhoods or open space to the southeast and south.

The nearby neighborhoods are Ivy City, Trinidad and Arboretum. Ivy City has approximately 300 households living, and has started receiving another 150 households under the District's "Home Again" initiative. Trinidad has approximately 1000 households. Arboretum has approximately 175 households. Arboretum contains the most single family houses.

The principal retail centers are Hechinger Mall, about 1 ¼ mile to the south at H Street, and the Brentwood Shopping Center, about 1 mile across New York Avenue and to the northwest. Hechinger Mall contains a Safeway grocery store, a Modell's sporting goods store that also

carries some general merchandise, and a CVS drug store. The Brentwood Shopping Center has a Home Depot, a Giant grocery, and several in-line retailers.

The area also contains significant open space. The 400+ acre National Arboretum is to the south and east and faces onto both New York Avenue and Bladensburg Road. To the south is the Mt. Olivet Cemetery which faces onto Bladensburg Road

Major uses to the southwest, along West Virginia Avenue, include a Metropolitan Police Department storage facility and the historically-landmarked former Hecht Company warehouse. The Amtrak and CSX rail lines are across NY Avenue to the north. Between the tracks and the Avenue there is a narrow strip of land used for storage, hotels and the Salvation Army PUD. To the immediate east, Bladensburg Road has a mixture of gas station, fast-food, motels and two new hotels and used-car establishments. Farther east is the entrance to the National Arboretum and, beyond that, the headquarters for the *Washington Times*.

The Comprehensive Plan's Generalized Policy Map has identified the proposed project's site as a "Land Use Change Area".

E. Transportation

The Rhode Island Avenue Metro Station is approximately 1 mile to the north, and the New York Avenue Metro station is approximately 1.5 miles to the west. Both stations are on the Red Line.

The area has somewhat limited bus service. There is a stop on New York Avenue 3/8 mile west of the site. This provides service to Union Station. There is a stop 1/2 mile northeast of the site on Bladensburg Road that provides service to the Stadium-Armory Metro Station, and on to the Potomac Avenue and Anacostia Metro stations. There is also a bus stop at the intersection of Bladensburg Road and New York Avenue that provides limited off-peak hour service.

New York Avenue and Bladensburg Road are the principal arterial streets. Montana Avenue is a collector street serving the site on the south. It intersects with West Virginia and New York Avenues in a partial circle on the western edge of the site.

F. Historic Properties

There are no designated historic structures or districts within 1/4 mile of the project area. The former Hecht's warehouse is a designated property that lies approximately 1/2 mile to the west of the project area.

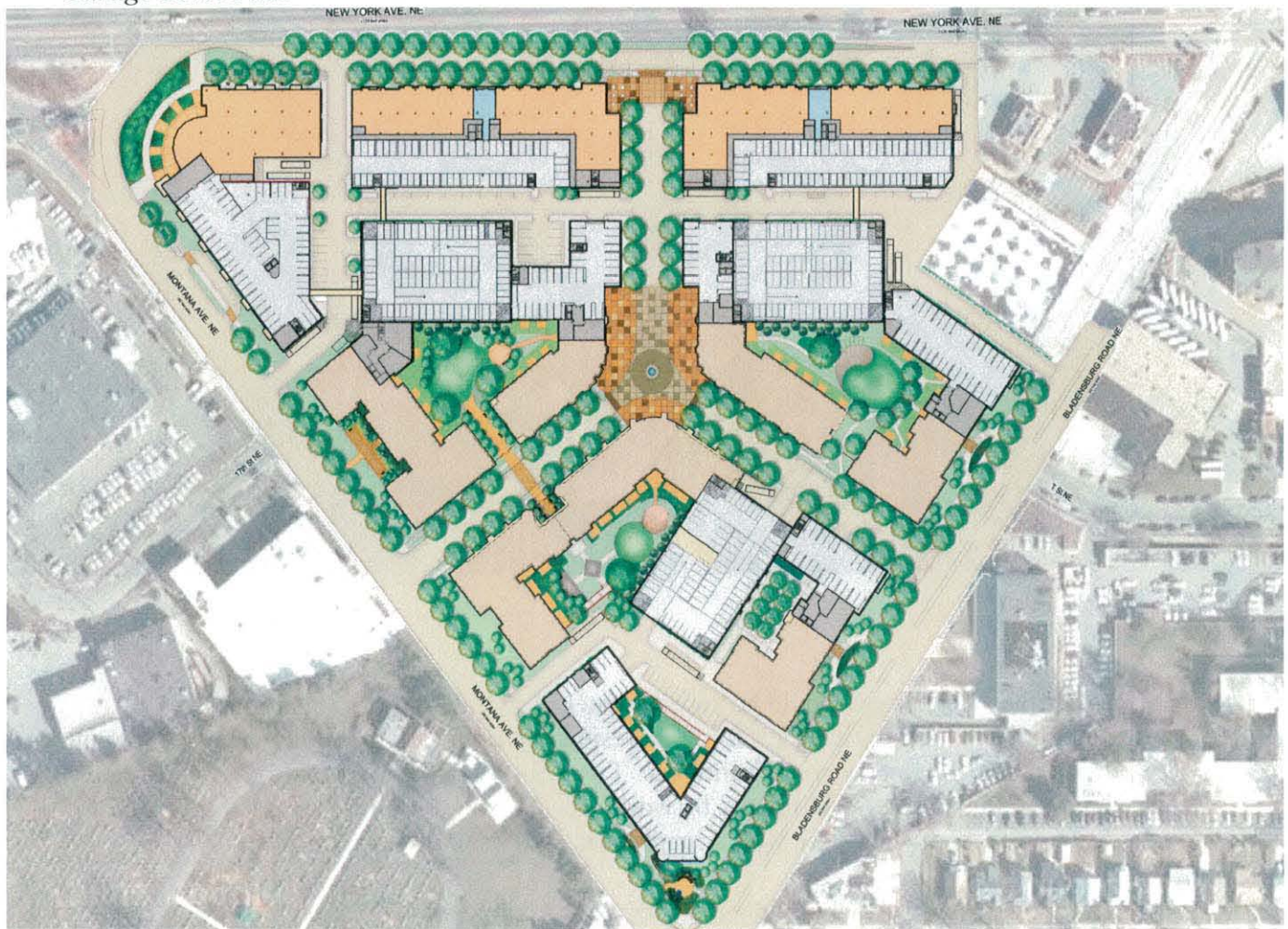
IV. PROJECT DESCRIPTION

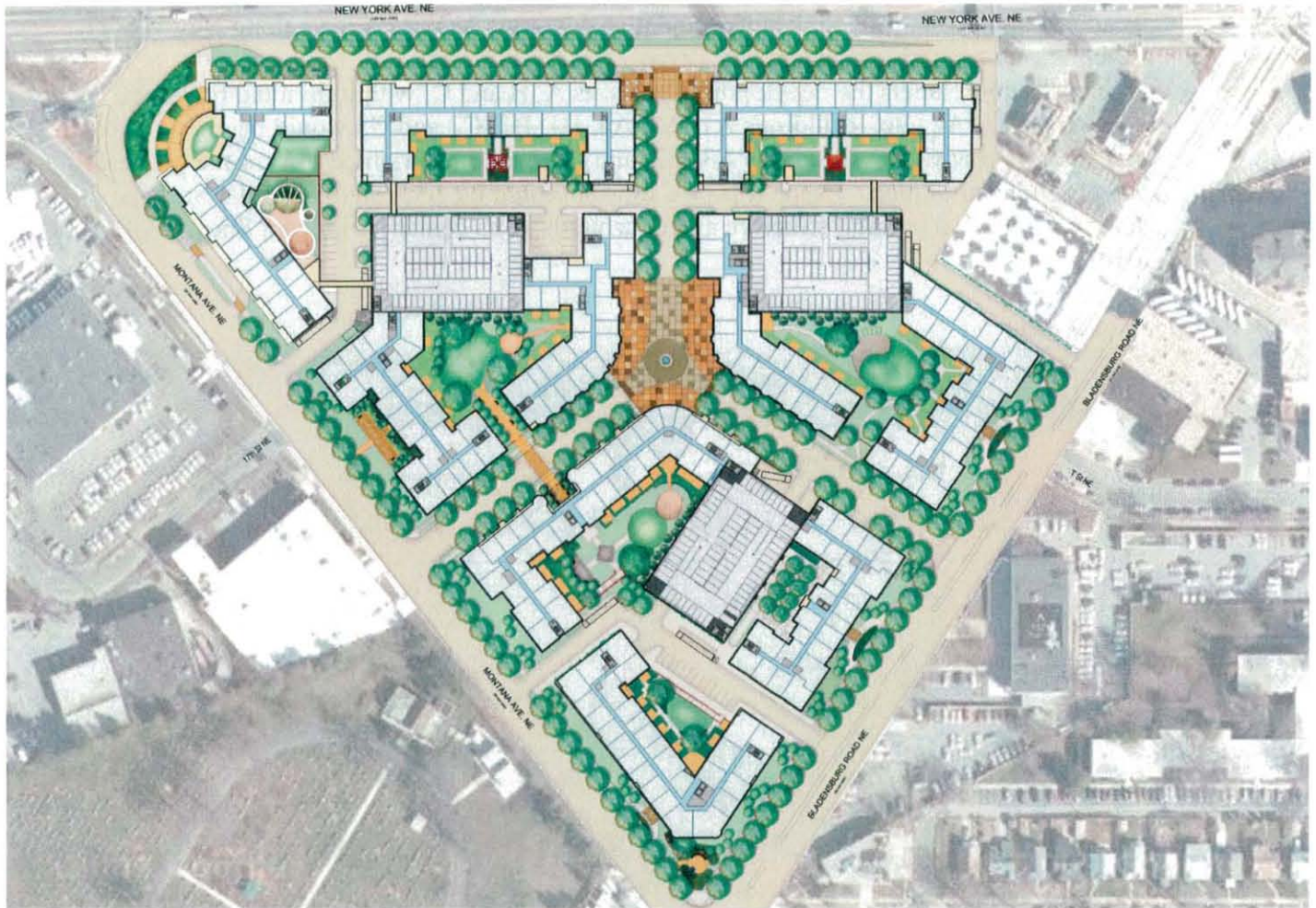
- Site Plan and Roadways: The generally triangular site would be subdivided into three sections by three roads labeled A, B and C on the applicant's plans. The applicant would construct them to provide access from New York and Montana Avenues, and from

Bladensburg Road. The applicant would also construct an access road along New York Avenue, and several internal service drives.

The application labels the development sections A, B and C, with individual buildings labeled as A1, A2, etc. Buildings A1, A2, A4, B1, B3, C2 and C3 would be oriented to the external roadways. Buildings A3, B2, and C1 would be oriented toward the internal streets and central plaza. Each A, B or C cluster would be generally triangular in shape and would have a parking structure and courtyards in its center [Applicant Sheets, A012-016].

Garage Level Plan





Upper Level Plan

- Residential Uses: There would be approximately 1,313,932 gross square feet of residential space comprising 1350 - 1420 residential units in ten buildings that, for zoning purposes, are counted as seven buildings. Two-thirds of the units would be market-rate, which, for this locale, would likely be workforce housing for households earning 80% to 120% of the AMI. Unit size would range from studios to three bedrooms.
- Affordable Units' Household Income Mix: Approximately 424,902 gsf, or 1/3 of the units, would be reserved for households earning no more than 80% of the AMI. Depending on financing mechanisms employed, a portion of the affordable units may be reserved for households earning no more than 60% of the AMI.

Affordable Housing Summary

Total Residential GFA	IZ Requirement	Affordable Amount	
1,313,932	105,115		
A1	153,932		
A2	148,502		
Subtotal	302,434	302,434	All affordable
A3	113,791		
A4	119,905		
B-block	378,642		
Subtotal	612,338	122,468	80/20 split
C-block	399,160		
Total	1,313,932	424,902	32%
Percent Affordable			
Original PUD GFA			
3,266,569		261,326	8%
		163,576	4
		63%	

OP has asked the applicant to provide additional information on the type and status of the financing commitments it is seeking; to provide floor plans showing the location and type of the affordable units in each building; and to explain possible conditions inhibiting the even distribution of the affordable units among all proposed buildings.

- **Retail:** There would be 68,883 gross square feet of 14-foot clear height retail space. The unspecified retail uses would be on the ground floor of the residential buildings fronting on New York Avenue, and the northwest portion of Montana Avenue. The applicant would construct a service road parallel to and accessed from the avenue, permitting parking and one-way traffic for short-term retail users, underground parking, and a wide, landscaped sidewalk to create a pedestrian-friendly environment for the retail users.
- **Open Space:** Each building would have frontage on at least one street and at least one landscaped courtyard or terrace. The private internal courtyards and walkways areas would total 3.07 acres. There would also be publicly accessible plazas at New York and Montana Avenues, Bladensburg Road and Montana Avenue, and at the central portion of the New York Avenue frontage. These areas, plus the sidewalks, hardscaped plazas,

landscaped setbacks, and the specially paved intersection and circle in the center of the development, would comprise 2.7 acres. [Sheet A09]

The applicant should separately quantify the hardscaped and the vegetated open space. It should also note what, if any trees, landscaping or hardscaping it expects the District government to maintain.

- Recreation Space: There would be three residential courtyards, but their usage has not been specified. The applicant-constructed roadways could be closed at the center of the site to create public gathering space while still permitting site and parking ingress and egress. There would also be a health club on site.
- Day Care: The applicant has allocated 3,936 GSF for day care in Building A1.

OP has requested information on the size and number of clients to be served by the proposed center.

- Access, Parking & Loading: The applicant would construct a service drive parallel to New York Avenue, three internal streets, several driveways and alleys, and a circle with a possible fountain at the intersection of the internal streets. The site would be accessed at three points from the service drive, from three curb cuts on Bladensburg Road, and three on Montana Avenue.

There would be at least 1,272 parking spaces, with an average of 0.75 parking space for each residential unit and 3.15 spaces per 1,000 gross square feet of retail space. The residential parking would be in three above-grade structures -- one for each of the A, B and C clusters. 219, 230 GSF of the above-grade parking is FAR-countable. This would be supplemented by one level of below grade parking in buildings A1, A3, B2, C2 and C3. Retail and guest parking would be provided behind the buildings facing New York Avenue, on-private access roads and streets and surface parking behind the A2 and B1 buildings fronting on New York Avenue.

Retail trash storage and residential trash storage would be in separate areas in each building.

The applicant has requested relief to provide shared loading and delivery areas for more than one building [Sheet A06].

The applicant will work with DDOT to refine the loading berths, docks or service delivery spaces that would not meet the requirements of 11DCMR Chapter 21, and the areas to be served by the proposed sharing of loading functions.

- Building Design: Excluding unoccupied towers or spires, three buildings would rise to between 69 and 77 feet along New York Avenue; five would rise to between 56 and 59

feet along Bladensburg Road and Montana Avenue; and the two buildings fronting exclusively on the internal streets would rise between 56 and 59 feet high. Aside from the towers and spires, which would add between 5 and 15 feet depending on location, the project would be 5 to 6 stories high. From New York Avenue all buildings would appear to be the approximately same height, as there is an almost forty-foot grade change between New York Avenue and the intersection of Bladensburg Road and Montana Avenue.

The elevations facing the heavily trafficked New York and Montana Avenues and Bladensburg Road [Sheets A022, 023] are, while no more than 6 stories, relatively large-scaled and would be faced with two tones of panelized brick and cast stone trim. Except for the beige tones of Building A1, the brick would be red, red-brown or red-black [Sheets A037–A039]. The architectural styles are drawn from the 1930 – 1970 period with the New York-Avenue buildings having strong horizontal brick banding, reminiscent of the former Hecht Company warehouse. The depth of the wall plane would vary to create “pavilions” giving vertical rhythm to the facades. On Bladensburg Road, the open courtyard set-backs would soften the relationship of the buildings to the road, and the thick banding and prominent cornices would give prominence to the building tops [Sheet A024].

The elevations facing the more pedestrian-oriented interior streets would be the same heights as the exterior-facing buildings, but would be broken down into smaller scale parts by changes in color, materials or ornament, and by the use of stoops, porches and multiple ground-level doors [Sheets A024-A027]. Buildings would be faced with a mixture of brick, cementitious panel and cast stone [A038, A039]. The architectural styles are generally drawn from the 1890 to 1925 period. The interior courtyards would be cementitious panels in a variety of colors [Sheets A020, A021].

OP will work with the applicant to explore design alternatives that reduce the scale, symmetry and repetition of the New York Avenue façade. On Bladensburg Road and Montana Avenue the massing and color of the facades appear somewhat institutional. The use of varying the brick used in different building, reducing the thickness of the cornice and brackets on some of these buildings, and varying the rooflines of the buildings should be explored. The applicant should also provided finished perspective drawings of the buildings, and larger-scale illustrations of street level elements of all buildings facing interior or exterior streets.

- Landscape Architecture: The landscape plans on Sheets L01-L012 show that the applicant would provide hardscape amenities at the triangular points of the projects, between two buildings on New York Avenue, and at the central intersection of the three internal roadways. There would also be extensive landscaping on the building’s exterior edges and lawns and possible rain gardens on the exterior and interior courtyards, and the intersection of Montana Avenue and Bladensburg Road. The courtyards would also provide passive sitting areas and “tot lots”.

- **Sustainable Design:** The applicant's Exhibit F shows how many of the Green Communities criteria the project is designed to meet. The project's principal environmental benefits would be a reduction in impervious surfaces from the existing conditions, and a "best practices storm water storage and treatment system [Sheet C1.07].

OP has asked the applicant to explore including additional green roofs for buildings or for parking structures [Sheet L01], or more pervious paving for the internal roadways, alleys, surface parking areas, sidewalks and walkways.

V. CONSISTENCY WITH THE PUD EVALUATION STANDARDS OF § 2400

The objectives of a PUD are:

- To permit flexibility of development in return for
- The provision of superior public benefits in proportion to the flexibility requested,
 - 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.

The PUD must also advance and protect the public health, safety, welfare and convenience. If there is an adverse impact, it must be mitigated.

The proposal appears to be generally consistent with the objectives and evaluation standards of a Planned Unit Development, as defined in 11 DCMR Section 2400, with the principal exception of potential traffic impact. It will, however, require refinement and the provision of additional information before the public hearing. Issues and information needs are noted in Sections III and IX of this report.

A. Relationship to the Comprehensive Plan (10 DCMR)

1. Consistency with Framework Elements and with Future Land Use Map and Generalized Policy Maps

The site is designated as an area for land use change that is suitable for medium density residential and moderate density commercial uses. It is the type of large development opportunity site 1 (§223.10) where opportunities for multiple uses exist (§225.18). The project's mid-rise apartment buildings would be consistent with the residential designation, and the approximately 70,000 square feet of proposed retail space would be a shopping and service area that is somewhat more intense in scale and character than low density commercial areas. The applicant is requested a PUD-associated rezoning from C-M-1 to C-3-A, with a 2.43 FAR. §225.9 identify the C-3-A zone as consistent with the moderate density land use category.

2. Consistency with Housing Element

The development of affordable and mixed income housing throughout the District is a major objective of many of the Comprehensive Plan sections. Among those sections, 10 DCMR § 503.9 encourages consideration of the rezoning to residential zones of marginal commercially-used land that is located on “Great Streets” and major commercial corridors. The project site is on major arterials and one Great Street-eligible road where the existing zoning does not permit residential development. The requested PUD-associated rezoning would permit development of affordable housing, consistent with 10DCMR § 504.6’s emphasis on supporting the construction of such housing. It would also foster the production of “workforce housing” consistent with 10 DCMR § 504.12’s objective of creating housing affordable to teachers, firemen and other public service employees.

3. Consistency with Upper Northeast Element

10 DCMR § 2413.6 identifies the site as one where conversion of existing industrial land to other uses may be considered. The proposed PUD would help achieve 10 DCMR § 2413.5’s objective of improving the appearance of New York Avenue as a gateway to the District. The proposed access road along New York Avenue, and the reduction of curb cuts on that road, Brentwood Road and Montana Avenue is consistent with the endorsement that 10DCMR § 2413.9 gives the New York Avenue Corridor Study’s proposed redesign of the intersections of New York Avenue with Montana Avenue and Bladensburg Road.

B. Relationship to Other Policies and Plans

1. Northeast Gateway Revitalization Strategy (OP)

This economic development-oriented plan identifies the applicant’s site as a major development opportunity. The Market Economics section of the report projects that there will be a gap of 148,077 square feet of net new space for retail, eating and drinking, entertainment and personal services within the northeast gateway area. The study found that there is a current over-supply of 40,000 square feet of auto-related uses and identified the plethora of used car and other auto-related uses on the Triangle and along Bladensburg Road as a major source of community complaints. It also identified a lack of decent, affordable housing as a serious problem. The Gateway Strategy’s Redevelopment Opportunity Areas section indicates that there is an opportunity for the comprehensive redevelopment of the triangle generally bound by New York Avenue, Bladensburg Road, and Montana Avenue as a site for a 100,000 + sf destination retail center, plus other uses. The retail square footage proposed for the applicant’s site could fill 70% of the identified gap, without competing with the nearest potential area for future retail development: Fort Lincoln, which is 1.5 miles to the east.

2. District Industrial Land Use Policy (OP)

The Policy states on page 104: “The triangular site is targeted for a change of use now, and a private developer has already assembled much of the land. It should be noted, however, that should this development not come to fruition, this site could be re-used for certain strategic public uses, as there are other public uses to the east and west. Analysis of the underlying ownership patterns of this site suggest that it would be unlikely that District government – much less private sector users – would be able to acquire it [presumably for strategic public uses] and its current tenancy patterns suggest that it is significantly under performing and in fact contributed to the blighted image of the New York Avenue gateway”.

As the Zoning Commission implicitly recognized in Case No. 06-15, the applicant’s proposed use of the site for residential and retail uses balances the needs of the District with the economic realities of the site. The property is not now used for the types of PDR uses envisioned in the study. The proposed use represents a marked visual, environmental and economic improvement over the existing uses and takes very positive advantage of this strategic location.

3. New York Avenue Corridor Study (District Department of Transportation)

This study proposes major reconfiguration of the New York and Bladensburg intersection, but does not address land use. Illustrations, however, show destination retail uses in the southwest quadrant of New York and Florida Avenues, which is the site of the proposed project.

The application is generally consistent with the draft DDOT recommendations for intersection changes. Both the applicant and DDOT are working to bring the applicant’s design into complete alignment with the study’s recommendations

C. Evaluation of Quantitative Standards

The site’s existing C-M-1 zoning would permit 2 million+ square feet of development, 100% lot occupancy, 3.0 FAR, and 60 foot heights. However, the zone prohibits residential use.

To enable residential development, and to permit greater than 60 feet in height, the applicant has requested PUD-related C-3-A zoning. The proposed development would have approximately 1.9 million square feet of space, 75% lot occupancy, a 2.43 FAR, 52-53% lot occupancy, and 77 feet height, as measured for zoning purposes.

For all aspects other than parking, the zoning analysis for the aspects of the project is summarized in the following chart.

ARBOR PLACE ZONING SUMMARY

Lot Area = 697,874 sf (plus alley closing)

	<u>C-M-1 Zone – Existing</u>	<u>C-3-A Zone - Proposed</u>	<u>Proposed Project</u>																																												
Uses	Commercial and Light Industrial Uses	Residential and Commercial Uses	Residential and Retail Uses - -																																												
Min. Lot Area	n/a	15,000 s.f. (PUD only)	697,874 s.f (plus alley closing)																																												
Gross Floor Area			1,695,571 s.f. (total)																																												
<i>Residential</i>	0 s.f.	2,791,496 sf (by right) / 3,140,433 sf (PUD)	1,584,013 s.f. (incl garage/util for residential)																																												
<i>Commercial</i>	2,093,622 s.f.	1,744,685 sf (by right) / 2,093,622 sf (PUD)	111,558 s.f. (incl. garage/util for retail)																																												
FAR			2.43 FAR (total)																																												
<i>Residential</i>	0.0 FAR	4.0 (by right) / 4.5 (PUD)	2.27 FAR (residential + res. garage)																																												
<i>Commercial</i>	3.0 FAR	2.5 (by right) / 3.0 PUD	0.16 FAR (retail + ret. garage)																																												
Stories	3 stories	No limit	Nolimit																																												
Max. Height	40 feet	65 ft. (by right) / 90 Feet (PUD)	<table> <tr> <th></th><th><u>To Roof</u></th><th><u>Embellishment</u></th><th><u>Total</u></th></tr> <tr><td>A1</td><td>69 ft.</td><td>12 ft.</td><td>81 ft.</td></tr> <tr><td>A2</td><td>73 ft.</td><td>13 ft.</td><td>86 ft.</td></tr> <tr><td>A3</td><td>61 ft.</td><td>15 ft.</td><td>76 ft.</td></tr> <tr><td>A4</td><td>57 ft.</td><td>5 ft.</td><td>62 ft.</td></tr> <tr><td>B1</td><td>77 ft.</td><td>13 ft.</td><td>90 ft.</td></tr> <tr><td>B2</td><td>61 ft.</td><td>4 ft.</td><td>65 ft.</td></tr> <tr><td>B3</td><td>57 ft.</td><td>5 ft.</td><td>62 ft.</td></tr> <tr><td>C1</td><td>56 ft.</td><td>14 ft.</td><td>70 ft.</td></tr> <tr><td>C2</td><td>59 ft.</td><td>14 ft.</td><td>73 ft.</td></tr> <tr><td>C3</td><td>56 ft.</td><td>5 ft.</td><td>61 ft.</td></tr> </table>		<u>To Roof</u>	<u>Embellishment</u>	<u>Total</u>	A1	69 ft.	12 ft.	81 ft.	A2	73 ft.	13 ft.	86 ft.	A3	61 ft.	15 ft.	76 ft.	A4	57 ft.	5 ft.	62 ft.	B1	77 ft.	13 ft.	90 ft.	B2	61 ft.	4 ft.	65 ft.	B3	57 ft.	5 ft.	62 ft.	C1	56 ft.	14 ft.	70 ft.	C2	59 ft.	14 ft.	73 ft.	C3	56 ft.	5 ft.	61 ft.
	<u>To Roof</u>	<u>Embellishment</u>	<u>Total</u>																																												
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Lot Occupancy	n/a	75%	52-53%																																												
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Parking			<table> <tr> <th></th><th><u>GFA</u></th><th><u>Required</u></th><th><u>Provided</u></th></tr> <tr><td>A block</td><td>47,623</td><td>149</td><td>146</td></tr> <tr><td>B block</td><td>22,260</td><td>64</td><td>74</td></tr> <tr><td>Total</td><td></td><td>213</td><td>220</td></tr> </table>		<u>GFA</u>	<u>Required</u>	<u>Provided</u>	A block	47,623	149	146	B block	22,260	64	74	Total		213	220																												
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<i>Retail</i>		1 sp./300 s.f. over 3,000 s.f.																																													
<i>Residential</i>		1 sp./2 dwelling units	<table> <tr> <th></th><th><u>Units</u></th><th><u>Required</u></th><th><u>Provided</u></th></tr> <tr><td>A block</td><td>570</td><td>285</td><td>426</td></tr> <tr><td>B block</td><td>410</td><td>205</td><td>296</td></tr> <tr><td>C block</td><td>424</td><td>212</td><td>330</td></tr> <tr><td>Total</td><td></td><td>702</td><td>1052</td></tr> </table>		<u>Units</u>	<u>Required</u>	<u>Provided</u>	A block	570	285	426	B block	410	205	296	C block	424	212	330	Total		702	1052																								
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Total		702	1052																																												

In providing 1052 residential parking spaces rather than the required 702, the applicant would be providing 50% more spaces than are required; i.e., a residential parking ratio of 0.75 spaces per unit, rather the required than 1:2 units. There would be 220 retail spaces – 7 more than required..

D. Requested Zoning Relief

The following table summarizes the applicant's requests for zoning relief.

	<u>C-M-1 Zone - Existing</u>	<u>C-3-A Zone - Proposed</u>	<u>Proposed Project</u>			
			Total	702	1052	
Rear Yard	Per Section 842; 2.5 in./ft. of height at rear; not less than 12 feet.	Per Section 774; 2.5 in./ft. of height at rear; not less than 12 feet.	<i>N/A; related relief requested from Section 2517</i>			
Court Width	2.5 in./ft. of height; ≥ 6 ft.	4 in./ft. of height; ≥15 ft.	<i>N/A; related relief requested from Section 2517</i>			
Court Area	2 x square of court width; not less than 250 s.f.	Twice the square of the width of court; not less than 350 s.f.	<i>N/A; related relief requested from Section 2517</i>			
Roof Structures	Per Section 845	One structure per building	<i>Relief requested for setbacks and multiple structures of varying heights</i>			
Loading		1:1 Setback 18'6" height limit	<i>Relief Requested to Provide Shared Loading</i>			
			Uses	Required	Provided	
Drug Store (5k-20k)		1 berth @ 30 ft. + 100 s.f. platform 1 space @ 20 ft.	A1 Drug Store	1 @ 55 ft. 2 @ 30 ft. 2 @ 20 ft	2 @ 55 ft. 1 @ 30 ft. 1 @ 20 ft.	
Retail (5k-20k)		1 berth @ 30 ft. + 100 s.f. platform	A2 Retail (~22,500 s.f.)	1 @ 55 ft. 2 @ 30 ft. 2 @ 20 ft	1 @ 55 ft. 1 @ 20 ft.	
Retail (20k-30k)		2 berth @ 30 ft. + 2 100 s.f. platforms 1 space @ 20 ft.	A3 Residential	1 @ 55 ft. 1 @ 20 ft.	Shared 1 @ 20 ft.	
Residential (> 50 du)		1 berth @ 55 ft. + 1 200 s.f. platforms 1 space @ 20 ft.	A4 Residential	1 @ 55 ft. 1 @ 20 ft.	1 @ 55 ft. 1 @ 20 ft.	
			B1 Retail (22,300 sf)	1 @ 55 ft. 2 @ 30 ft. 2 @ 20 ft	2 @ 55 ft. 1 @ 20 ft.	
			B2 Residential	1 @ 55 ft. 1 @ 20 ft.	Shared	
			B3 Residential	1 @ 55 ft. 1 @ 20 ft.	1 @ 55 ft. 1 @ 20 ft.	
			C1 Residential	1 @ 55 ft. 1 @ 20 ft.	1 @ 30 ft.	
			C2 Residential	1 @ 55 ft. 1 @ 20 ft.	1 @ 55 ft. 1 @ 20 ft.	
			C3 Residential	1 @ 55 ft. 1 @ 20 ft.	1 @ 55 ft. 2 @ 20 ft.	

The application requests that a PUD-related C-3-A zoning thereby permitting residential development where none is permitted as a matter of right, and taller structures than would be permitted in the existing zone.

The applicant is also seeking relief from:

- §2517.2, to construct multiple buildings on a single record lot;
- §§777.1 & 411.3, to have more than one roof structure per building
- § 411.5, to vary the heights of the roof structures on a building.

Such relief is often requested to relieve the scale of proposed developments that would have relatively long or large buildings with uniform heights.

The applicant has also requested relief from:

- § 770.6, to set back some of the roof structures in less than a 1:1 ratio.
- §2101.1, to, as indicated in the preceding chart, reduce the number and/or size of loading berths and service/delivery spaces and to share those provided among different buildings.

E. Amenities and Benefits in Relation to the Degree of Flexibility Requested

Public Benefits and Project Amenities

Public benefits are defined in Section 2403.5 as “superior features...that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under...matter or right...” Amenities are defined in Section 2403.7 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 applicant has stated that the project would include the following benefits and amenities:

- It would produce four times as much affordable housing at up to 80% of the AMI as would be required by the inclusionary zoning regulations for a matter of right project of this size;
- It would provide workforce housing up to 120% of the AMI;
- The privately constructed roadways would integrate the project into the community fabric;

- The elimination of most of the existing curb cuts would improve traffic flow, and pedestrian and vehicular safety;
- The eastern gateway to the District would be visually enhanced;
- As part of the approved PUD 05-16, a contribution of \$25,000 and a pickup truck for the Friends of the Arboretum and its Washington Youth Garden;
- There would be space for a day care center;
- There would be space for a health club;
- The approximately 68,900 gsf of retail space would serve the new development and a significantly underserved area of the District;
- The project would be built to low impact development standards;
- There would be three publicly accessible plazas on the project periphery;
- The extensive landscaping for the public and for residents would provide a superior setting for the new and existing neighborhoods;
- The hardscaped central plaza, with a possible fountain, would provide a neighborhood civic space at the intersection of the three interior streets.

The applicant has also indicated that additional amenities may be proffered after it has had more conversations with adjacent communities, and before a public hearing.

Degree of Flexibility Requested

The project would provide these benefits and amenities while containing approximately 50% less FAR, and occupying approximately 22 to 23% less of its lot than is permitted by the current C-M-1 zoning.

For five of the ten proposed buildings the project would be between one and seventeen feet taller than permitted by the current zoning.

Additional relief is requested for the numbers, varying heights and the setbacks of some of the roof structures, to be able to develop more than one structure on a record lot and to share some loading facilities.

Evaluation

The project would provide significant amenities and public benefits – particularly affordable and workforce housing --in relation to the flexibility requested.

VII. AGENCY REFERRALS AND COMMENTS

This application will be referred to the following District government agencies for review and comment:

1. Department of Public Works;
2. Metropolitan Police Department;
3. Fire and Emergency Medical Services Department;
4. Department of Housing and Community Development;
5. Department of Transportation;
6. District of Columbia Public Schools;
7. WASA;
8. Department of the Environment, and;
9. Department of Community and Regulatory Affairs (DCRA).

VIII. COMMUNITY COMMENTS

The previous PUD received support from ANC 5B, the Arboretum Civic Association, the Friends of the Arboretum and the National Bonsai Foundation.

IX. ISSUES TO BE ADDRESSED AFTER SETDOWN

The following information should be provided for a public hearing:

- The duration of the affordable housing and workforce housing commitments;
- A revised traffic analysis;
- Additional information on the standards, future ownership and maintenance of the internal road system, and the adequacy of the street and service road design for trash, delivery and emergency vehicles
- A Transportation Management Plan, and mitigation measures if these are needed;
- A more thorough discussion of access to transit;
- Potential project impacts on public space, including the location of utility vaults;
- To the extent possible, a list of potential retailers and the general status of any discussions;
- The location/distribution of the affordable housing units and types within the overall proposed project and within individual buildings;
- An estimation of the project's impact on nearby schools;

- A water and sewer impact-assessment from WASA;
- A commitment not to install gates blocking access to the three principal internal streets.

X. PROJECT EVALUATION SUMMARY AND RECOMMENDATION

The project is not inconsistent with the Comprehensive Plan or smaller area plans and complies with the requirements of 11DCMR Chapter 24. The applicant has provided all of the information and drawings required for setdown consideration, and much of the information needed in advance of a public hearing.

The Office of Planning (OP) views this as a forward-looking project that would be of considerable benefit to the residents of the District.

- It would construct an attractive mixed-use project at the principal northeastern entrance to Washington;
- It proffers a large amount of affordable housing and workforce housing, and would involve no displacement of any existing residential uses;
- It would provide almost 69,000 gsf of retail space serving the proposed development, and the nearby underserved Ivy City, Trinidad, Gateway and Arboretum neighborhoods;
- The retail space, which would be located on a service drive the applicant would construct parallel to New York Avenue, would be able to capture outbound commuters;
- It would reduce the amount of existing pervious surfaces on the site, significantly increase the number of acres of landscaped and pervious surfaces, and install an environmentally progressive storm water management system, thus decreasing the site's existing storm water runoff;
- It would be consistent with the Comprehensive Plan's written elements and Future Land Use Map, the Revitalization Strategy for Washington's Northeast Gateway (Gateway Strategy), and OP's Industrial Land Use Study (ILU).

OP strongly recommends that the Zoning Commission schedule a public hearing for this application.