GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

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Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

FROM: Ellen McCarthy, Interim Director
Office of Planning

CASE NO. 04-30
EXHIBIT NO. 31

DATE: May 27, 2005

SUBJECT: Final Report - Zoning Commission Application #04-30 (The Citadel)
Consolidated Planned Unit Development
1631 Kalorama Road, N.W. (Square 2572, Lot 36)

D.C. OFFICE OF ZONING
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APPLICATION

Faison Enterprises and Jemal's Citadel, LLC (Applicant) seeks approval for a consolidated Planned Unit Development (PUD) for the reuse of the building known as the "Citadel" to house a grocery store, offices, and an undecided retail use. The property is in the Reed-Cooke area of Adams Morgan and is in the C-2-B (Commercial Business Center District) and the Reed-Cooke (RC) Overlay District.

OFFICE OF PLANNING RECOMMENDATION

The Reed-Cooke community has experienced a great increase in residential use over the past few years. The proposed reuse will make the building active again, improve the façade and bring uses that are currently not available in a community where the residential population is rapidly increasing. The uses will also provide general employment opportunities.

The Office of Planning believes that the project will not negatively impact the neighborhood if the proposed solutions proposed by OP, DDOT, and the ANC are incorporated into the project and recommends approval. OP further recommends that the applicant provide signed copies of the following documents prior to final action:

- A Truck Management Plan.
- An agreement to design and contribute to the cost of installing a traffic signal at 16th Street/Kalorama Road.
- First Source Agreement and a Memorandum of Understanding with the Minority Business Opportunity Commission.

DESCRIPTION OF THE SITE AND SURROUNDING AREA

The subject property is an irregularly shaped lot on the northeast quadrant of the intersection of Kalorama Road and 17th Street (Square 2562, Lot 36) and is approximately 42,485 square feet (0.98 acres) in area. The site is currently developed with a 40,675 square foot building constructed in 1940. Over the years, the building has been occupied by a variety of uses including a public hall, arcade, roller rink, and lately a warehouse. The building has two levels of underground parking accessed from Kalorama Road and loading docks accessed from 17th Street. The property is zoned C-2-B and is also governed by the Reed-Cooke Overlay.

The Adams Morgan Reed-Cooke area is a neighborhood of predominantly two- and three-story row houses interspersed with high, medium and low-rise apartments, old warehouses, offices, and neighborhood serving retail uses. The area is undergoing revitalization with many old commercial and warehouse buildings are being replaced or renovated to accommodate apartments and condominiums. To the north and east of the site is the 10-story Dorchester apartment building and surface parking in the R-5-B and R-5-D Districts; to the south, across Kalorama Road are two-story row houses in the R-5-B District, and a new 4-story building with ground floor office and arts center, in the RC/C-2-B District. To the north, along 17th Street are a number of buildings that are undergoing renovation and conversion from warehouse to residential uses, in the RC/C-2-B Districts.

PROPOSAL

Since the setdown of the proposal, the applicant has reduced the area dedicated to office use and has refined the calculation of the square footage of the space dedicated to each use as follows:

- 33,195 square foot grocery story (Harris Teeter Supermarket)
- 29,594 square feet of office space (user not yet identified)
- 4,070 square feet of retail space (retail use not yet identified)

To support these uses, the applicant is proposing a total of 126 parking spaces in an existing two-level underground parking garage accessed from Kalorama Road and two, 41-foot loading docks, accessed from 17th Street. As stated above, the proposed uses will all be contained within the existing building with only internal changes. A signature feature of the building is its curved, barrel shaped roof. This shape gives the main floor of the building a very high roof that the grocery store does not require or need. The applicant has therefore proposes to insert a floor between the roof and the main floor to accommodate the office use. In order to provide direct light to the office area, the curve of the lower portion of the roof will be cutback and windows and glass inserted.

ZONING

The site is zoned RC/C-2-B. The C-2-B District "is designated to serve commercial and residential functions similar to the C-2-A District, but with high-density residential and mixed uses" and "shall be compact and located on arterial streets, in uptown centers, and at rapid transit stops" and "building use may be entirely residential or a mixture of commercial and residential uses."

Zoning Commission Order 523-A, April 26, 1991, created the Reed-Cooke Overlay District to implement the policies of the Comprehensive Plan (Section 1128). The Reed-Cooke area was

designated as a Special Treatment area primarily to protect the housing in the area but provide for commercial uses that support housing and are not detrimental to the area.

Section 1400.2 of the Zoning Regulations states that the purposes of the RC Overlay District shall be to:

(a) Implement the objectives of the Reed-Cooke Special Treatment Area, which are to:

(1) Protect current housing in the area and provide for the development of new housing;
(2) Maintain heights and densities at appropriate levels; and
(3) Encourage small-scale business development that will not adversely affect the residential community;

(b) Ensure that new nonresidential uses serve the local community by providing retail goods, personal services, and other activities that contribute to the satisfaction of unmet social, service, and employment needs in the Reed-Cooke and Adams-Morgan community; and

(c) Protect adjacent and nearby residences from damaging traffic, parking, environmental, social, and aesthetic impacts.

The proposed development of the site is not contrary to the purpose the Reed-Cooke Overlay District for non-residential developments as the proposed uses will be beneficial and will serve an unmet need in the neighborhood. All the proposed uses will provide services to a neighborhood that has experienced a great increase in residences over the past four years and who have to travel outside of the neighborhood to find these services. The applicant will provide on-site parking to serve its needs and is working with the DDOT to find solutions to mitigate any damaging traffic and parking impacts that may result. The DDOT report will address is issue.

Development Data

The following table demonstrates the requirements of the RC/C-2-B district and the flexibility which the applicant is requesting:

Table 1

	Required/Allowed under RC/C-2-B PUD	Existing	Proposal	Deviation
Area	15,000 sq. ft. minimum	42,485 sq. ft.	42,485 sq. ft.	N/A
Height	40 ft.	55 ft.	55 ft.	15 ft. (existing)
FAR	1.5 non-residential use	1.49	1.77	0.27
Lot Occupancy	80%	95.7%	95.7%	15.7% (existing)
Rear Yard	15 ft.	0 ft.	0 ft.	15 ft. (existing)

Parking	Supermarket - 42 spaces Office – 16 spaces Retail - 5 TOTAL – 81 spaces	N/A	Supermarket - 93 spaces Office - 25 spaces Retail - 8 TOTAL – 126 spaces	N/A
Parking Spaces	Parking Spaces – 9 ft x 19 ft. Drive Isle Width – 25 ft. Compact Spaces – Groups of at least 5 spaces	N/A	Parking Spaces – Some less than 19 ft. wide Drive Isle Width – Some spaces less than 25 ft. Compact Spaces – Groups of less than 5 spaces	Compact Spaces – Groups of less than 5 spaces Some compact spaces extend into the drive isle
Loading	Supermarket: 1 loading berth @ 30 ft. deep 1 loading berth @ 55 ft deep 1 loading platform @ 100 sq. ft 1 loading platform @ 200 sq. ft 1 service delivery @ 20 ft. deep	N/A	Supermarket: 2 loading berths @ 41 ft. deep 2 loading platforms @ 300 sq. ft	Supermarket: 1 service delivery @ 20 ft. deep

ANALYSIS

FLEXIBILITY

The above Development Data Table meets the requirement of Sections 2403.11. Since the application was setdown, the applicant has revised the design of the building and some of the flexibility requested have been eliminated or modified.

FAR

Under the RC/C-2-B district a FAR of up to 1.5 is allowed for commercial uses and the building currently has an FAR of 1.49. With the insertion of the office floor and additional parking spaces, the non-residential FAR will increase to 1.77, which is 0.27 FAR over the maximum allowed under the RC Overlay. The applicant's has submitted that the Zoning Commission can grant an additional 5% increase in FAR as provided in Section 2405.5. The 5% would be calculated based on the 2.0 FAR that is allowed for commercial uses listed in Section 2405.2. OP does not agree with this interpretation as the Reed-Cooke Overlay states in Section 1402.2:

> *"For the purposes of this Chapter, no Planned Unit Development shall exceed the matter-of-right height, bulk, and area requirements of the underlying District"*

Therefore, any increase in non-residential FAR would require variance relief from the requirements of Section 1402.2. As requested by the Zoning Commission, the applicant has submitted legal arguments regarding the interpretation of the word "bulk" to support their assertions. Concurrently, the applicant has also presented arguments to support a variance relief.

The property is unique as it is developed with a building originally designed as an armory and features a massive oblong dome of cast concrete arches and roof that covers approximately two-thirds of the area of the main floor. The applicant considered demolishing the building but was encouraged to retain it since suggestions of demolition were countered with the threat of historic designation.

Since there is little likelihood that demolition would be allowed, the building has been redesigned to accommodate the proposed uses. The building has a large vaulted ceiling that requires significant energy to heat and cool, is inefficient in its space assignment, and is not fully needed by the proposed supermarket. The insertion of a new floor within the existing domed area increases the overall FAR. Secondly, the redesign of the building to accommodate an additional floor of parking and loading increases the overall FAR. The building as it exists approximates the maximum FAR allowed and any efficient reuse of the building would increase the FAR beyond the maximum allowed.

Due to the existing shape of the building the applicant's desire to increase the amount of onsite parking and loading areas can only be done in areas that are included in the FAR calculations and the existing footprint of the building will not change. Of the total FAR of the building, 0.18 FAR is associated with areas dedicated to parking and loading.

The increase in FAR will not be detrimental to the public good as it allows the applicant to provide an additional floor of parking for customers who would otherwise have to park on neighborhood streets where there is already a shortage of parking spaces. Additional parking spaces in the garage would also discourage traffic problems associated with illegal parking near the supermarket.

The proposed increase in FAR will be consistent with the intent and purposes of the Zoning Regulations and in particular the Reed-Cook Overlay as the increase in FAR will result only from internal changes to the building with no change in the building's footprint. Further, increasing the number of parking spaces on-site will protect adjacent and nearby residences from damaging traffic and parking impacts.

Loading

As shown in the table, the grocery store requires a 55-foot and 30-foot loading berth and a 20-foot service delivery area. The building currently has two loading berths that will be reconfigured to provide 2 loading berths at 41-feet each. The applicant has requested flexibility to deviate from the requirements and change the length of the loading berths because they do not anticipate any trucks that will require a 55-foot loading berth coming to the site. The supermarket's delivery trucks are limited to forty feet in length and other vendors will be requested to limit their delivery truck sizes to forty feet.

The loading dock will open between 8:00am and 3:00pm weekdays and 8:00am and 2:00pm Saturdays. The applicant proposes that the overhead doors will open only to allow trucks to enter and exit the loading dock and will remain closed during unloading and other times. A side door to the loading area will be accessible between 7:00am and 2:00pm weekdays and between 8:00am and 2:00pm Saturdays, and only accept newspapers on Sundays.

The applicant has submitted an outline of a Truck Management Plan but reserved the final details to be provided at a later date.

Parking

The building currently has two levels of underground parking that has been reconfigured to accommodate 126 parking spaces to serve the grocery store, the office, and the retail use. An additional nine stacked spaces are provided. The Zoning Regulations, Section 2115.1, require that parking spaces

be a minimum of nine feet in width and nineteen feet in length. Compact spaces must be a minimum of eight feet in width and sixteen feet in length and be placed in groups of at least five contiguous spaces with access from the same isle. Further, parking aisle widths must be at least twenty-five feet for ninety degree angle parking and at least seventeen feet for sixty degree angle parking.

The location of the existing support columns in the garage dictates the layout of the garage. The applicant has revised the layout since the setdown and most of the parking spaces now met the standards for a standard or compact space. However, flexibility is requested since there are approximately thirteen angles spaces that may cause a vehicle to extend about a foot into the drive isle. Those spaces will be assigned to special employees so that users can be informed of their limitations and take precautions not to impede traffic movement along the drive isle. In addition, some compact spaces are not in groups of five.

The parking designated to the supermarket will mostly be to accommodate the customers. Parking for the employees will be limited and employees will be encouraged to use public transportation through the use of metro passes. On-street parking within the Reed-Cooke area is very limited, as many of the homes do not have parking on their lots. In addition, on weekends on-street parking is hard severely limited since Adams Morgan draws visitors from the wider metro area and there are very few parking garages in the area. In order to minimize customers parking on adjacent streets, the applicant is providing excess parking spaces and a grocery pick-up zone in the garage. Taxis will also be encouraged to pick up and drop-off customers inside the garage.

Limitations on Expanding Non-Conforming Uses

Section 2001.3 allows for enlargements and additions to non-conforming structures if the addition conforms to the use and structure requirements and if there is no increase or extension of any non-conforming aspect of the structure. As shown above, the building has a number of nonconformities in particular FAR and rear yard. The building is constructed on the property without any rear yard. Although both will add some building mass there will be no change in the rear yard requirement as there is none. The applicant is therefore requesting flexibility from these requirements.

Reed-Cooke Overlay Uses

Section 1401.1(b) prohibits "off-premises alcoholic beverage sales." The applicant is considering submitting an application to the Alcohol Beverage Control (ABC) Board for a license to permit the sale of wine and beer in the proposed grocery store. In conversation with OP the Zoning Administrator has stated the prohibition refers to liquor stores and does not apply to grocery stores since it is only a small portion of the overall sales within the store. The applicant has stated that they are willing to limit alcohol sales to beer and wine. OP is willing to support any agreement between the applicant and the community on this issue. Member of the community has also been requested to limit single sales of beer and the hours of alcohol to below those permitted by the ABC Board. The applicant would like this issue to be addressed by the ABC Board, which also has a public hearing process.

The applicant originally proposed a restaurant for a portion of the building at the corner of 17th Street and Kalorama Road. However, because of the prohibition by the Reed-Cooke Overlay and community opposition the applicant has withdrawn that suggestion. The applicant has not determined a particular

use for the space but has submitted that any use will be one that is permitted by-right in the C-2-B/RC Overlay Districts.

ISSUES

Hours of Operation

The supermarket hours of operation was widely debated. Although the supermarket is within a commercial district it is surrounded on all sides by residential uses. One of the purposes of the overly is to protect residences from the impacts of nonresidential uses. The community believes that 7 a.m. to 11 p.m. is an appropriate time for the supermarket to be open. However, the applicant would like these house hours to only be in effect for the first year and during the summer period (Memorial Day to Labor Day) the hours be extended to mid-night. Further, after the first year, the applicant would like to match the hours of other groceries over 30,000 square feet within a one-mile radius that exceeds the stated hours or apply for a modification to the PUD to increase the hours. OP recommends that the hours of operation be limited to 7 a.m. to 11 p.m. If the applicant would like to extend those hours in the future a modification to the PUD would be required.

On-Street Parking

Parking for residents without onsite parking is limited because of persons who visit the greater Adams Morgan Area. Many residents are concerned that patrons to the supermarket will further limit the availability of parking of on-street spaces. In trying to minimize on-street parking, the applicant has increased spaces in the underground parking garage. The applicant has also requested the alteration of the existing parking spaces along Kalorama Road and 17th Street. An analysis of the request is addressed in DDOT's Report.

On Street Loading

The on-site loading areas will be supplemented by on-street loading spaces along 17th Street. The reduction in the office space eliminates the need for a loading dock since the office space has been reduced to below 30,000 square feet. The applicant is working with the DDOT on different scenarios regarding the reassignment and placement of on-street loading spaces, and times when they may be used for parking to alleviate the critical shortage of on-street parking in the Reed-Cooke area.

Loading for the grocery store will be made solely at the 17th Street loading dock or its side door so as not to conflict with traffic and pedestrian movement along Kalorama Road. Deliveries to the supermarket will be about twenty per day on weekdays, ten on weekends and newspapers on Sundays. During times of special events or emergencies there may be increases in the number of deliveries.

The length of the trucks servicing the grocery was a concern because Kalorama Road and 17th Street are narrow roads and longer trucks could block the road and cause traffic backups. Secondly, the longer trucks may not be able to access the loading dock. Therefore, the applicant has limited their truck sizes to forty feet. However, a request has been made to DDOT to restrict the length of trucks that can use the curb near its loading berth on 17th Street to forty feet (40.0 ft.) and provide the appropriate signage. This request will be addressed in the DDOT Report.

Currently, there is only one loading zone along Kalorama Road. The applicant requested additional loading zones be provided along Kalorama Road with restrictions placed on the hours for deliveries and

idling. Off site loading areas are necessary because of the overlap in times when deliveries are made and some trucks that unload from the sides cannot be accommodated in the loading dock. The delivery schedule of some vendors could also be affected because they would have to wait to enter the loading dock. With this in mind, OP recommends that the loading dock manager ensures that most deliveries do not take place outside the loading docks.

Façade Improvements
The dome of the roof will be retained except the side will be remodeled and windows inserted around the area where that new offices will be located. In addition, new entrances to access the office, the supermarket, and the other proposed retail use would be introduced along Kalaroma Road. New windows, marquee, and identification signs will be introduced along Kalorama Road and at the corner of Kalorama Road/17 the Street.

The 17th Street frontage is a stark, gray wall with only the loading dock entrance. Improvements that can be made along 17th Street are limited because of vaults below the sidewalks. However, in order to soften and make this sidewalk a more pleasant pedestrian walkway the applicant proposes to establish a tree box with approval from DDOT, repave the sidewalk, install "wall washing" light fixtures to supplement existing street lights and illuminate the side of the building which will not reflect into other areas. The applicant has also volunteered to maintain the trees along Kalorama Road and 17th Street.

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." The proposed development will be constructed on a property that is currently underutilized and the applicant is trying to preserve the unique Citadel building that has existed in the community for over 60 years. Its reconfiguration to accommodate the proposed uses has presented many challenges and in order to overcome some of the functional requirements, as well of those required by the Building Code, all the requirements of the Zoning Regulations are not met. The applicant has therefore requested 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 ands 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 outlines 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.*

The proposed uses will complement the housing in this area as the residential population has recently increased with the development of several new residential developments in the vicinity, some of which

are currently under construction. The major impact of the development will be the introduction of additional traffic, parking, and loading. Currently, the neighborhood experiences heavy traffic movements especially between Thursday and Saturday nights when they receive spill over traffic from the 18th Street and Columbia Road retail/entertainment areas when patrons also utilize the on-street parking in the neighborhood. The applicant has committed to reducing these impacts by providing additional parking spaces, limiting the hours of operation, limiting delivery hours and truck sizes, noise and light mitigation measures.

To address concerns regarding potential congestion from customer and truck traffic on neighborhood streets, DDOT reviewed a number of options of traffic movements. The option chosen to be implemented includes converting Kalorama Road to one-way westbound between 16th Street and 17th Street and 17th Street northbound between Kalorama Road and Columbia Road. These changes will be addressed further in the by DDOT.

PUBLIC BENIFITS

The applicant has identified many items that they consider public benefits. OP believes that many of the identified items mitigate the impacts of the development of the community as required by the Reed-Cooke Overlay and the Comprehensive Plan.

OP considers the following items public benefits:

- DDOT has recommended that the applicant design and contribute to the cost of installing a traffic signal at 16th Street/Kalorama Road. OP considers this a mitigation measure that will benefit the community if installed. At this time, there is no written agreement between the applicant and DDOT for the purchase of the traffic light. An agreement should be provided prior to final action on this PUD.
- The applicant proposal to retain and adapt the existing building is a public benefit. The building is not designated a historic structure but the preservation of the building's distinctive form is worthy of architectural merit. The adaptive reuse of the building will retain much of the original fabric, especially those elements such as the curved roof, that are central to its architectural importance.
- Harris Teeter has indicated that they are willing to recruit, hire, and train associates from within the community. Harris Teeter has indicated that they have made contacts with some community organizations. However, no written and signed agreement has been made. If this is to be considered as an amenity, then a written agreement should be provided prior to final action.
- The applicant has submitted that they will participate in a First Source Agreement with the District of Columbia Department of Employment Services and a Memorandum of Understanding with the Minority Business Opportunity Commission during their construction phase. They anticipate that they will have signed agreements prior to the final order.

Section 2403 outlines way in which public benefits and project amenities of the proposed PUD are be exhibited and documented:

> *2403.9 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;*

The existing building is a large distinctive structure that has been deteriorating over the years. The building will be retained, renovated and enhanced through the use of improved lighting, vintage signage, improvement to the sidewalks, landscaping, and the introduction of new windows around the base of the dome. Improvements will also be made to soften the 17th Street side of the building to present a pleasant view to pedestrians and future residents of the building across the street. The applicant has offered to maintain the trees in the open space adjacent to the building.

(b) Site planning, and efficient and economical land utilization;

The building occupies nearly one hundred percent of the site and the introduction of the office space into the domes area of the building is an efficient use of the building.

(c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;

The applicant is providing on-site parking above what is required to accommodate its uses and discourage visitors to the site from using on-street parking. The proposal to make Kalorama Road and 17th Street one-way is an effort to improve traffic movements in the vicinity of the site. The applicant has proposed to provide a Truck Management Plan to help monitor and mitigate the effects of trucks coming to the site to minimize blocking the surrounding streets. The sidewalks around the building provide easy pedestrian access to the site. The supermarket has also offered to provide metro checks to its employees to encourage the use of public transportation.

(d) Employment and training opportunities;

The grocery store tenant has agreed to work with neighborhood organizations to provide employment and training opportunities for residents of the neighborhood. Details of these agreements should be provided prior to final order.

(e) *Housing and affordable housing;*

The applicant is not making any contribution to affordable housing. The Housing Linkage requirement of Section 2404 is not applicable because of the additional FAR requested only 0.07 FAR is dedicated to office use which is much lower than the amount of office space that is permitted as a matter of right.

(f) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;

The stormwater runoff from the site will not change and there are currently no trees on the site. The applicant has offered to maintain the trees along Kalorama Road.

(i) Uses of special value to the neighborhood or the District of Columbia as a whole;

The existing building is an imposing structure within the community that has remained vacant for a number of years and has begun to deteriorate. The proposed reuse makes the building active again,

improves the façade and brings uses that are currently not available in a community where the residential population is rapidly increasing.

COMPREHENSIVE PLAN AND PUBLIC POLICIES

Section 2403.4 of the Zoning Regulations requires that the application is "not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site." The Generalized Land Use Map (Attachment 2) recommends the subject site for moderate density residential. At the time of the creation of the Reed-Cooke Overlay (Zoning Commission Order 523-A) the Zoning Commission took this into consideration and found that this was not inconsistent with the Comprehensive Plan as it implemented its objectives and policies. The site is within an area developed with a mixture of office, retail and predominantly residential uses.

The project is consistent with the major themes of the Comprehensive Plan.

- Section 102 - Stabilizing and Improving District Neighborhoods,
- Section 103 - Increasing the Quantity and Quality of Employment Opportunities in the District;
- Section 107 – Preserving and Ensuring Community Input

The proposed reuse and rehabilitation of the building will help in the redevelopment of the area. The uses will provide general employment opportunities. The applicant is committed to working with community organizations to recruit, hire, and train persons who would otherwise not be given the opportunity.

The application is consistent with Chapter 2, Economic Development Element. A major policy of this element is to provide necessary framework for the expansion and enhancement of economic development activities. Section 200.11 addresses economic development outside of the Central Employment Area:

200.11 Economic development outside of the Central Employment Area is of equal importance to the District.
(a) Revitalization of older business areas is a high priority; and
(b) The efforts outlined in this section, together with the seeding of new businesses, will expand the economic base of the District, create jobs, enhance residential neighborhoods, and attract businesses and consumers from the entire region.

The proposed development will improve the existing building by putting an underutilized building into productive use and providing a mix of uses to serve the residents as well as attracting employees to the area. The proposed Harris Teeter supermarket is a new business to the City and its success could possibly encourage the supermarket chain to open at other locations within the City.

The proposal is also consistent with the Land Use Element, Section 1108, Policies In Support of the Commercial Areas Objectives.

- Section 1108.1(a), which is to "Promote appropriate commercial development, including centers for retail and office uses, . ."
- Section 1108.1(k), which is to "Protect residential areas adjoining new commercial centers from negative physical impacts through the use of open-and green-space buffers, use and intensity modulation between residential and nonresidential areas, traffic circulation and parking management initiatives and other related techniques, implemented by means of public actions to modify existing land use controls, traffic and parking regulations, and public sector and private sector sensitivity to neighborhood concerns;"
- Section 1108.1(l), which is to "Ensure that residential communities are adequately protected from destabilizing impacts from new commercial uses and commercial uses . . ."

The proposal support the policies in that the building is surrounded by residential use and the applicant has proposed many ways of mitigating the impacts related to an increase in traffic, noise, parking and lighting. The applicant has offered to continue working with the community after the initial opening of the supermarket to address and mitigate any unforeseen problems that may arise. However, there is not a written and signed agreement to bind the applicant to such a commitment.

The Land Use Element outlines designates the Reed-Cooke area as a special treatment area that are defines in Section 1118.2 as:

> " . . . areas that exhibit unique physical, social, or functional characteristics and features and require case-specific planning actions. Special treatment areas may be defined by functional criteria, such as by the need for well-targeted and coordinated planning program initiatives to achieve common objectives, or may be designated in order to encourage specialized activities. Special treatment areas may incorporate parts of contiguous areas. These areas may include neighborhoods or areas of the District that exhibit unique cultural design or architectural and ethnic characteristics."

The area covered by the Reed-Cooke Overlay is also designated as the Reed-Cooke Special Treatment Area. Section 1127.2 outlines the policies established for the Reed-Cooke Special Treatment Area as follows:

> *(a) Protect current housing in the area, and provide for the development of new housing;*
> *(b) Maintain heights and densities at appropriate levels; and*
> *(c) Encourage small-scale business development that will not adversely affect the residential community.*

The subject site is surrounded by residential uses and the structure is not conducive to residential development if the building were to be preserved. Demolishing the building and redeveloping the site with housing is a limited option, since there is a high probability that it could be designated as a historic site. Any addition to include residential use would involve a great increase in FAR and height over that allowed in the RC Overlay.

The proposed development will be consistent with these policies as it will maintain the existing height of the building and the density requested is appropriate for the area. The proposed uses will complement the neighborhood, as it will provide commercial uses that will serve the existing neighborhood. Because the proposed development involves reusing an existing building was not built to today's standards, as

well as the fact that this is an urban area, there are some challenges that will need to be overcome. The applicant has worked with DDOT and the ANC to find solutions that will mitigate problems relating to traffic, parking and loading so that residents of the neighborhood are not adversely affected.

AGENCY REFERRALS AND COMMENTS

OP, the applicant, and the ANC has had many meetings with DDOT to find creative ways in which to resolve some of the parking, loading, and traffic issues that currently exist and mitigate any additional affects that the proposal may create. DDOT will address these issues in a separate report.

COMMUNITY COMMENTS

There is support within the community for the proposed development. However, there is also concern about the impacts of intensity of the development, the hours of operation of the supermarket, traffic, and loading. A number of meeting and discussions with various community organizations such as ANC-1C, the Reed-Cooke Neighborhood Association and residents who reside directly to the south of the subject property have taken place. Many of the issues have been resolved but some concerns remain. The ANC and the applicant have been discussing a Memorandum of Understanding but to date it has not been ratified and signed.

On April 28, 2005 the ANC voted on a resolution to support the application and recommends that the Zoning Commission approve the application contingent on changes to the Memorandum of Understanding.

RECOMMENDATION

All the proposed uses will provide services to a neighborhood that has experienced a great increase in residences over the past four years and who have to travel outside of the neighborhood to find these services. The proposed reuse will make the building active again, improve the façade and bring uses that are currently not available in a community. The uses will also provide general employment opportunities.

The applicant is incorporating many improvements to minimize any negative impacts on the community and is working with the community and DDOT to find solutions to mitigate any adverse traffic and parking impacts that may result.

The Office of Planning believes that the project will not negatively impact the neighborhood if the proposed solutions proposed by OP, DDOT, and the ANC are incorporated into the project and therefore recommends approval. OP recommends that the applicant provide signed copies of the following documents prior to final action:

- A Truck Management Plan.

- An agreement to design and contribute to the cost of installing a traffic signal at 16th Street/Kalorama Road.
- First Source Agreement and a Memorandum of Understanding with the Minority Business Opportunity Commission.

ATTACHMENTS:

1. Zoning Map
2. Comprehensive Plan Map

EM/mbr AICP



OP1D0003866

N

Feet

0 100 200

Site Location
ZC Application #04-30
1631 Kalorama Road, N.W.

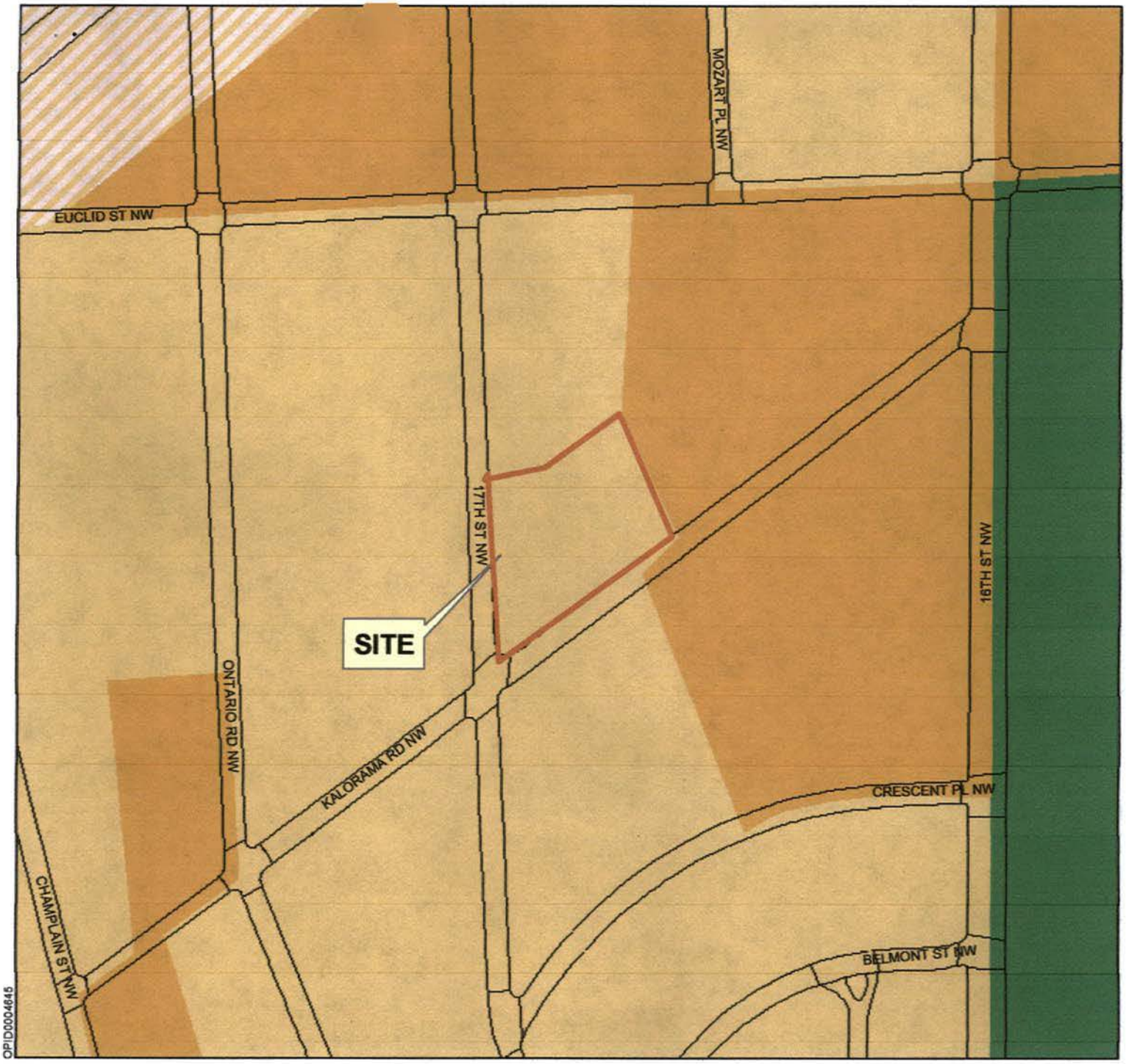


★ ★ ★ **Government of the District of Columbia**
Anthony A. Williams, Mayor

Office of Planning ~ December 10, 2004

This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

Attachement 1



N

Feet

0 100 200 300

Comprehensive Plan Map
Zoning Commission Case 04-30
The Citadel

Generalized Land Use Key

- Residential Low Density
- Residential Moderate Density
- Residential Medium Density
- Residential High Density
- Water
- Commercial Low Density
- Commercial Moderate Density
- Commercial Medium Density
- Commercial Med.-high Density
- Commercial High Density
- Federal
- Institutional
- Local Public
- Parks, Recreation and Open Space
- Production and Technical Employment

★ ★ ★ **Government of the District of Columbia**
Anthony A. Williams, Mayor

Office of Planning ~ December 2, 2004

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Attachment 2