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MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *JF* Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation

DATE: July 2, 2010

SUBJECT: ZC Case 05-28B: Setdown Report for a Second Stage PUD, PUD related map amendment and Modification to an Approved First Stage PUD for Part of Block I of "Parkside," filed by District of Columbia Primary Care Association.

SUMMARY RECOMMENDATION

The Office of Planning recommends that the application be **set down** for public hearing.

APPLICATION

District of Columbia Primary Care Association (DCPCA), the applicant, has petitioned the Zoning Commission for a Second Stage PUD, a PUD related map amendment and a modification to the Parkside PUD. The application requests the following modifications from that which was approved under the first stage PUD by Zoning Commission Order No. 05-28:

- Change the use from residential to medical office for a proposed health clinic on a 20,029 square foot vacant site;
- Change the use from residential to parking lot for a temporary 73-space surface parking lot, to be used until such time as building construction commences on the adjacent 24,240 square foot vacant site;
- Reduce the building height along Kenilworth Avenue from 90 feet and nine stories to 23.83 feet and two stories; and
- Reduce the building height along Kenilworth Terrace from 54 feet and 5 stories to 45.66 feet and three stories.

The application also requests relief to:

- Reduce the number of required off-street parking spaces from 81 to 12, or the total number of spaces that would be provided on the health clinic site;
- Permit the use of off-site parking to allow the health clinic to utilize the temporary parking lot;
- Reduce the side yard from 7 feet to 4 feet, 4 inches; and
- Eliminate the loading platform and loading berth requirement.

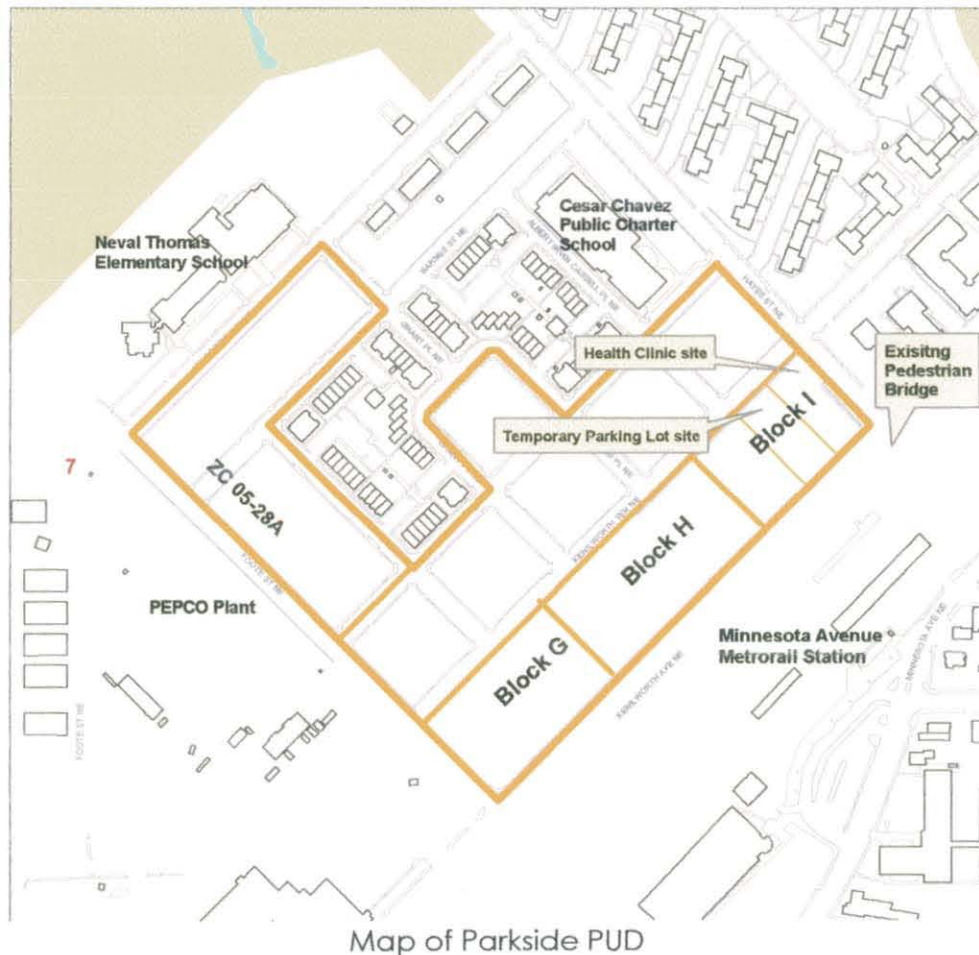
AREA DESCRIPTION

The overall PUD site is located in Ward 7 and the North East quadrant of the District. It is bound generally by Kenilworth Avenue to the southeast; Foote Street and a Pepco power plant to the southwest; Anacostia

Avenue, Neval Thomas Elementary, public and assisted housing, and Anacostia Parkland to the northeast; and Hayes Street, Caesar Chavez Charter High School, and Mayfair Mansions and Paradise at Parkside residential developments to the northeast. Vehicular access to Kenilworth Avenue is provided via Nannie Helen Burroughs Avenue, approximately two blocks north of the site.

The Minnesota Avenue Metrorail station is located on the east side of Kenilworth Avenue, accessible by an existing pedestrian bridge. A few blocks to the southwest, and on the east side of Kenilworth Avenue, is the existing "downtown" for the surrounding neighborhood, with relatively low density commercial establishments lining Minnesota Avenue, N.E.

The overall PUD site is 15.5 acres in size. At the center are 100 row houses constructed in the early 1990s as part of a preliminary phase of the development at Parkside. These row houses are not part of the PUD. Some internal roads and the major underground utilities have been constructed, although the site remains undeveloped.



BACKGROUND

The proposed second stage application follows the first stage approval of the PUD by the Commission under Order 05-28. That order approved an overall PUD that includes the following:

- PUD-related map amendment from R-5-A and C-2-B to C-3-A and CR.

- Development of the site with approximately 2.3 to 2.6 million square feet of residential space (1,500 to 2,000 units); up to 500,000 to 750,000 square feet of office space; and 30,000 to 50,000 square feet of retail development, along with parks, roads and underground, surface and structured parking.
- Commercial and residential buildings between 90 and 110 feet in height along Kenilworth Avenue; mixed use buildings up to 90 feet in height along the central spine; and residential buildings 54 to 84 feet in height along the east and west boundaries of the site, stepping down to row houses and flats.
- A one-acre park is to be located the core of the site.
- The closure of some existing road rights-of-way and opening of other new rights-of way to provide access onto and through the site.

Construction on Blocks A, B and C, the subject of ZC Case 05-28A, the second first-stage application of this PUD approved by the Commission, has not yet begun. The subject application is the second second-stage application.

Zoning Commission Case 05-28C, filed on June 3, 2010, is a second stage application to permit the development of the proposed temporary parking site on Block I with a building to house the flagship campus for CCDC (Community College of the District of Columbia), and modify the first stage approval for Blocks G, H and I, other than the portion of Block I that is the subject of this application. Those modifications include building height, and changes to use to increase the amount of office space and decrease the number of residential units. The parking garage of the CCDC building would also make 73 off-street parking spaces available to DCPA within its garage. That application also proposes to change the PUD related map amendment from C-3-A to CR and CR to C-3-C. The Office of Planning expects to file a set down report regarding that application later this month.

PROPOSAL

The area that is the subject of this second stage PUD application is located in the eastern corner of the overall PUD site. It consists of part of Block I. The subject block is located on the southeast side of Kenilworth Terrace, southwest side of Hayes Street and the northwest side of Kenilworth Avenue. The existing pedestrian bridge over Kenilworth Avenue and I-295 is located adjacent to the site, along the Hayes Street frontage of the property.

Block I was approved by the Commission for development as a residential apartment building, ranging in height between 5 and 9 stories, and 54 to 90 feet. It fronts on three streets: Kenilworth Terrace, Hayes Street and Kenilworth Avenue. The applicant proposes to develop the health clinic on Hayes Street, between Kenilworth Terrace and Kenilworth Avenue, with the front of the building facing Kenilworth Terrace. Adjacent to the site on the Hayes Street side of the building is the existing pedestrian overpass over Kenilworth Avenue, which provides pedestrian access to the site from the Minnesota Avenue Metrorail station. The proposed building would be located 4 feet, 4 inches back from the Hayes Street property line in order to widen the sidewalk between the pedestrian ramp and the building so as to provide for better pedestrian circulation. No yard is required along this side of the site, but if one is provided it must be a minimum of 7 feet for a 45-foot high building. As the application proposes less than that, relief would be required.

Abutting the site to the southwest would be the proposed temporary surface parking lot, to be located between Kenilworth Terrace and Kenilworth Avenue. The Office of Planning understands that this lot, which is otherwise inconsistent with the First Stage approval, was requested by the applicant in order to provide parking for medical staff until such time as a more permanent solution is provided. This temporary parking lot is also the subject of Zoning Commission Case No. 05-28C, which was filed on June 3, 2010.

If the Commission approves Case No. 05-28C, the temporary parking lot would be replaced by the CCDC building. Parking for DCPA would be made available within the CCDC garage, replacing the temporary parking lot. CCDC hopes to begin construction on their building during the summer of 2011. That application has not yet been set down by the Commission.

The proposed health clinic building would be 45.66 feet and 3 stories in height along Kenilworth Terrace. It would contain 12 garage parking spaces, 14 bicycle parking spaces and one service delivery loading space. Pedestrian access to the building would be from the corner of Hayes Street and Kenilworth Terrace, and vehicular access would be from Kenilworth Terrace. The garage would be above grade on the east side of the building, and 23.83 in height along Kenilworth Avenue. A green roof would be provided on the roof of the parking garage, which would be visible from the existing pedestrian overpass over Kenilworth Avenue. Views into the parking garage would be screened through the use of a stainless steel screen mesh.

Uses within the clinic would include family practice, dental, W.I.C (Women, Infants and Children), a wellness center and a walk-in clinic. The building would also include a medical laboratory, a pharmacy, administrative offices and patient waiting rooms. The pharmacy would be located on the ground floor for easy access to those filling prescriptions.

On-street parking on Hayes Street is currently permitted only on the northeast side of the street. In order to better facilitate access to the building, the applicant proposes to request that DDOT permit the on-street parking on the southwest side of the street instead, adjacent to the proposed building, and create an emergency vehicle pick-up area on Hayes Street near the building's main entrance. The applicant also proposes to reserve the Kenilworth Terrace frontage for loading purposes. If the subject application is set down by the Commission, the Office of Planning will request comments from DDOT on these requests.

The following table compares the first stage PUD related map amendment to C-3-A approved under Z.C. Order 05-28, to the proposed building.

Table 1

	C-3-A/PUD	Proposed Building
Building Height: Kenilworth Terr.	54 feet & 5 stories	23.83 feet & 2 stories ¹
Building Height: Kenilworth Ave	90 feet & 9 stories	45.66 feet & 3 stories ¹
Floor Area Ratio (max.)	3.0 (non-residential)	2.19 (non-residential)
Lot Occupancy (max.)	100 percent	90.69 percent
Rear Yard (min.)	16.8 feet	33 feet
Side Yard (min.)	7 feet	4 feet, 4 inches ²
Off-Street Parking (min.)	81 spaces	12 spaces ²
Loading (min.)	1 delivery space 1 30 ft. loading berth 1 100 SF loading platform	1 delivery space No loading berth ² No loading platform ²

The exterior of the building would be finished using a variety of materials. The ground level facing Hayes Street and extending around the corner to Kenilworth Terrace would be glass, with an aluminum canopy over the building entrance. The upper floors would be sided with a silver-gray finished cement board facade and a metal screen wall would enclose the penthouse. Most of the remainder of the ground floor facing Kenilworth Terrace would be an aluminum panel facade, and the upper levels facing Kenilworth Terrace and the side of the building facing the surface parking lot would be a brick color masonry wall system with ribbon windows.

¹ Modification to first stage PUD approval requested.

² Relief requested.

ZONING

The Zoning Commission approved a PUD-related map amendment for the subject application, rezoning the site from R-5-B to C-3-A, subject to fifteen conditions. Listed below are those conditions and a review of how the subject application conforms to them.

1. *The Applicant shall submit, with the application for second-stage approval of the PUD, an application for rezoning the PUD site from R-5-A and C-2-B to C-3-A and CR that specifies the proposed rezoning by square and lot.*

The subject application includes a request to amend the Zoning Map from R-5-A to C-3-A for Square 5055, Lots 25 and 801, and portions of Lots 24 and 802 for the construction of the health clinic, and for Square 5055, Lot 23 and portions of Lots 22, 24, 802 and 803 for the construction of the temporary parking lot.

2. *The first-stage PUD is approved in accordance with the plans and materials submitted by the Applicant marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order.*

The subject application requests a modification to this condition. The first stage PUD approved a residential apartment building for the site, and the applicant now requests approval of a health clinic and an accessory temporary parking lot, two nonresidential uses. The application also requests a reduction in the approved building heights, from 90 feet and 9 stories along Kenilworth Avenue to 23.83 feet and two stories, and from 54 feet and 5 stories to 45.66 feet and 3 stories along Kenilworth Terrace.

3. *The second-stage design of the PUD shall be based on further development and refinement of the plans marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order and shall include all public benefits described in Findings of Fact 32 through 34.*

The subject application proposes a change in use and building heights from that approved under the first stage PUD. The application also proposes its own benefits and amenity package not included as a part of the first stage approval.

4. *In accordance with the plans and materials noted above, the approved PUD shall consist of approximately 1,500–2,000 dwelling units, 500,000–750,000 square feet of office space, 30,000–50,000 square feet of retail, with approximately 2,400 total parking spaces. The entire project will include approximately 3,003,000 square feet of gross floor area resulting in an overall density of approximately 4.44 FAR. The total lot occupancy of the PUD will be approximately 62.4 percent. The maximum height of the PUD will be 110 feet, which will be reserved solely for the buildings located in the center portion of Parcel 12 fronting Kenilworth Avenue. The heights for the remaining buildings shall not exceed 90 feet and must scale down to lesser heights around the existing townhomes, as depicted in the Applicant's plans.*

The subject application requests a modification to permit the construction of health clinic in place of residential units, and therefore deviates from the plans approved as a part of the first stage PUD. At a building height of 45.66 feet, a gross floor area of 34,230 square feet, and 12 parking spaces, the proposed office building would not exceed the maximums set forth in the above condition.

5. *If the Applicant cannot secure a lead tenant for the office use, it may use that portion of the development envelope for an additional 500,000–750,000 square feet of residential space.*

Not applicable.

6. *The PUD will reserve 20 percent of the total residential component as units affordable to households having an income not exceeding 80 percent of Area Median Income for the Washington, DC Metropolitan Statistical Area (adjusted for family size). Those reserved as affordable rental units will remain affordable for at least 30 years; the affordability restriction for the affordable for-sale housing shall be consistent with the terms required by the public subsidy the homebuyer uses to provide gap financing.*

Not applicable. The subject application proposes no residential units.

7. *The PUD will reserve 20 percent of the total residential component for workforce housing targeted to households that have an income between 80 and 120 percent of the Area Median Income for the Washington, D.C. Metropolitan Statistical Area (adjusted for family size).*

Not applicable. The subject application proposes no residential units.

8. *The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans, and elevations indicating the design treatment of each building.*

The subject second stage application includes landscape plans, detailed architectural plans and elevation drawings.

9. *The Applicant shall submit, as part of a second-stage application, an analysis of the potential for providing access to the PUD Site from Benning Road.*

An analysis on the potential for providing access to the PUD site from Benning Road was submitted as a part of the first second stage application, ZC 05-28A.

10. *The Applicant shall submit, as part of a second-stage application, a detailed traffic study that will (a) address the adequacy of pedestrian and vehicular access to the PUD Site, including an analysis of the DDOT recommendation with respect to pedestrian access; (b) address traffic conditions pertaining to Kenilworth Avenue, particularly in light of the transportation initiatives identified by DDOT as planned or underway in the vicinity, such as the Kenilworth Avenue Corridor study; and (c) analyze the traffic impacts of the PUD in light of other new developments and uses in the vicinity, such as the Cesar Chavez Public Charter School.*

A traffic impact study was submitted as a part of the subject application. Should this application be set down by the Commission, the Office of Planning will request comments from DDOT.

11. *The Applicant shall submit, as part of a second-stage application, materials addressing (a) the design and anticipated use of the pedestrian retail plaza at the center of the PUD Site, including whether it should be open to slow-speed vehicular traffic, and (b) potential cooperation with Pepco to provide adequate landscaping to buffer the Pepco site from the PUD Site.*

The pedestrian retail plaza is not applicable to this application.

12. *The Applicant shall specify, in its second-stage application, the period of affordability applicable to the for-sale affordable units.*

Not applicable to this application as no residential units are proposed.

13. *The first-stage approval is valid for a period of one year, within which time a second-stage application shall be filed. If the second-stage application is for less than the entire development described in this Order, no subsequent second-stage application may be filed after three (3) years from date of approval of the partial second-stage. It is within the Zoning Commission's discretion to extend these periods.*

ZC Order 05-28 became effective on April 13, 2007, and on November 16, 2007 a second stage application was filed. That second stage application, ZC 05-28A, became effective on October 3, 2008. The subject application was filed less than three years from the effective date of the order for ZC 05-28A.

14. *Given the size of the PUD, the Applicant may file the second-stage application in phases for one or more of the buildings.*

The applicant has opted to file the second stage applications in phases. The subject application is for one building and a temporary parking lot on part of Block I, one of the ten blocks approved as a part of the first stage PUD.

15. *In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code §§ 2-1401.01 et seq. (the "Act"), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination that is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in violation of the act will not be tolerated. Violators will be subject to disciplinary action.*

The application indicates that the applicant will comply with the provisions of the Human Rights Act of 1977, as amended.

CONSISTENCY WITH THE PUD EVALUATION STANDARDS OF SECTION 2400

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations or result in an action inconsistent with the Comprehensive Plan. The overall PUD has been determined to be consistent with the objectives and evaluation standards of a Planned Unit Development, as defined in 11 DCMR § 2400. This second stage PUD requests modification from that approval to permit medical office use and a temporary parking lot in place of a 5 to 9 story residential building.

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. The PUD process is "designed to encourage high quality developments that provide public benefits." Through the flexibility of the PUD process a development that provides benefits to the surrounding neighborhood can be achieved. At 20,029 square feet for the health clinic and 24,240 square feet for the temporary surface parking lot, the application meets the minimum site area requirements of § 2401.1(c) required for a PUD

within a commercial zone district. Additional flexibility has been requested as a part of this second stage PUD application, for side yard, loading, and number and location of parking spaces.

PUBLIC BENEFITS AND AMENITIES

Public benefits are defined in § 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 of right...*” Amenities are defined under § 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 proposes the following benefits and amenities for the Second Stage PUD:

- Urban Design and Architecture: The application proposes as a benefit the size and scale of the building as it relates to other buildings within the surrounding area, and the siting of the building with respect to the street edge, forming a strong corner at Kenilworth Terrace and Hayes Street. It also cites the use of environmentally friendly and durable exterior materials on the building.
- Site Planning: The application proposes as a benefit the efficient use of the site through the incorporation of the existing pedestrian bridge into transit oriented design, and by locating a health care center on vacant land in the midst of the population it aims to serve.
- Effective and Safe Vehicular and Pedestrian Access, Transportation Management Measures, Connections to Public Transit Services, and other measures to mitigate adverse traffic impacts: The application proposes a Transportation Management Program (TMP) to be implemented for visitors and employees, including:
 - A staff member(s) of the building management or Parkside Health Care Center would be designated as Transportation Coordinator to be a primary point of contact responsible for coordinating the implementation of the TMP;
 - Employees would be provided with pre-tax WMATA SmartBenefits for transit use;
 - Information regarding ridesharing opportunities would be provided via website links to CommuterPage.com;
 - Ten bicycle parking spaces would be provided within the building and 4 would be provided outside the building along Kenilworth Terrace;
 - Private space in front of the building on Hayes Street would be designated as a sidewalk, providing a better pedestrian experience from the pedestrian bridge over Kenilworth Avenue to the front door of the center;
 - Provision of a taxi passenger loading/ unloading at the main entrance at the main entrance or in the garage;
 - Designation of an accessible paratransit pick-up/drop-off and waiting area, appropriately signed, for employees and visitors, ADA accessible; and
 - Provision of effective directional signage to direct visitors and service vehicles to appropriate locations within the building.
- First Source Employment Program: The applicant proposes to enter into an agreement to promote and encourage the hiring of District residents during the development and construction process.
- Environmental Benefits: The application proposes as an amenity the provision of a 5,718 square foot green roof on the south part of the building that would be visible to pedestrians as they cross the pedestrian bridge over Kenilworth Avenue from the Minnesota Avenue Metrorail station.

- **Special Value for the Neighborhood:** The application proposes to provide a variety of health care services to all of Ward 7, including the homeless and children, regardless of their ability to pay.
- **Public Art:** The application proposes to explore the possibility of a public art project, perhaps around the existing pedestrian ramp along Hayes. The Office of Planning will work with the applicant to further define this benefit.

A significant part of this benefits and amenities package is the provision of medical services to Ward 7 residents, regardless of ability to pay. These services would benefit not only the current residents of the Ward 7, but also future residents.

2006 COMPREHENSIVE PLAN

The Zoning Commission found the overall PUD to be not inconsistent with the Comprehensive Plan in effect at the time. Since approval of the PUD the City Council has adopted the 2006 Comprehensive Plan. This second stage PUD is evaluated within the context of the 2006 Comprehensive Plan.

The proposal would further the following policies of the 2006 Comprehensive Plan, as described below.

Chapter 3: Land Use Element

Policy LU-1.3.4: Design To Encourage Transit Use

Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots. (§ 306.13)

Chapter 4: Transportation Element

Policy T-1.1.4: Transit-Oriented Development

Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. (§ 403.10)

Chapter 6: Environmental Protection Element

Policy E-1.1.3: Landscaping

Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. (§ 603.6)

Chapter 9: Urban Design Element

Policy UD-2.2.11: Parking Structures

Encourage creative solutions for designing structured parking to minimize its visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape. (§ 910.21)

Chapter 11: Community Services and Facilities Element

The goal for community services and facilities is:

Provide high-quality, accessible, efficiently managed, and properly funded community facilities to support the efficient delivery of municipal services, protect public health and safety, and enhance the well-being of current and future District residents. (§ 1101.1)

Policy CSF-2.1.1: Primary and Emergency Care

Ensure that high quality, affordable primary health centers are available and accessible to all District residents. Emergency medical facilities should be geographically distributed so that all residents have safe, convenient access to such services. New or rehabilitated health care facilities should be developed in medically underserved and/or high poverty neighborhoods, and in areas with high populations of senior citizens, the physically disabled, the homeless, and others with unmet health care needs. (§ 1106.12)

Chapter 17: Far Northeast & Southeast Area Element

Policy FNS-1.2.7: Health Care Facilities

Provide additional facilities to meet the mental and physical health needs of Far Northeast and Southeast residents, including primary care facilities, youth development centers, family counseling, drug abuse and alcohol treatment facilities. Such facilities are vital to reduce crime and promote positive youth development. Specific plans for new social service and health facilities should be developed through needs assessments, agency master plans, strategic plans, and the city's public facility planning process. All plans should be prepared in collaboration with the community, with input from local ANC's and civic associations, residents and businesses, and local community development corporations and non-profit service providers. (§ 1709.7)

Policy FNS-2.8.2: Kenilworth-Parkside Transit Oriented Development

Support mixed-use residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area's proximity to the Minnesota Avenue Metrorail station and its relative isolation from the low-density single family neighborhoods to the east to accommodate medium to high density housing that is well connected to transit and the adjacent waterfront open space. (§ 1718.6)

The subject application is not inconsistent with the provisions of the Comprehensive Plan. It would make available medical services to an underserved part of the City. The proposed building would be located on a currently vacant tract of land with easy access to the Minnesota Avenue Metrorail station. A green roof would be provided over the parking garage that would be visible to pedestrians walking across the existing pedestrian ramp over Kenilworth Avenue from the Metrorail station, and the garage would be screened. If the application is set down by the Commission, the Office of Planning will continue to work with the applicant and DDOT on the design of the garage and the temporary parking lot.

The Future Land Use Map designates the site as within the "mixed land use" category, consisting of the "high density residential" and "medium density commercial" land use categories. High density residential is defined as "neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use." Medium density commercial is defined as "shopping and service areas that are somewhat more intense in scale and character than the moderate density commercial areas. Retail, office, and service businesses are the predominant uses."

The Generalized Policy Map depicts the site as within the "Neighborhood Enhancement Areas" designation. "The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development "fits in" and responds to the existing character, natural features, and existing /planned infrastructure capacity."

The proposal is not inconsistent with the policies of the Comprehensive Plan, the land use designation on the Future Land Use Map or the depictions on the Generalized Policy Map. It will provide for medical office use in a building that is consistent with the existing character of the surrounding area the land use designation on the Future Land Use Map.

KENILWORTH AVENUE CORRIDOR TRANSPORTATION STUDY

The Kenilworth Avenue Corridor Transportation Study is dated May 2007. Kenilworth Avenue is an important part of the District's transportation network. It functions as both a commuter route, while also providing access to residential neighborhoods. At the same time, it is also an obstacle, where it prevents easy movement between residents on either side from such destination points as the Anacostia River, a park or recreation area, a school, or a place to shop.

This study examined these conflicting functions, and explored options for improving Kenilworth Avenue (between Pennsylvania Avenue and Eastern Avenue) within the context of three major goals:

- Providing a safer, more pedestrian friendly, environment;
- Creating a more pleasing urban setting for Kenilworth Avenue; and
- Improving access for local neighborhoods.

These overarching goals form the basis for identifying a vision that lead to individual projects that, when implemented, can result in significant improvements to the corridor. The vision for Kenilworth Avenue addresses issues related to access, safety, and transportation for drivers, pedestrians, bicyclists, and people using public transit.

GREAT STREETS INITIATIVE

Minnesota Avenue, Nannie Helen Burroughs Avenue and Benning Road are all within the vicinity of the subject site and are designated as "Great Streets". The goals for the initiative are:

- To make major corridors and boulevards throughout the District of Columbia clean, safe, and attractive neighborhood destinations that represent the city's diversity and overall quality of life.
- To use public tools to leverage private investments and enhancements.
- To provide neighborhood-preferred goods and services in well-maintained facilities while retaining, expanding, and attracting businesses.
- To create broad stakeholder support and participation in the initiative.

In general, the proposal would further the objectives of the Great Streets Initiative for the designated streets in the area, although the subject site is not directly on them so the impact – positive or negative – is limited.

AGENCY COMMENTS AND REFERRALS

If the subject application is set down by the Commission, it will be referred by the Office of Planning to the following District agencies for review and comment:

- Department of Health (DOH);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- DC Water and Sewer Agency (WASA);

- District Department of Transportation (DDOT);
- Fire and Emergency Medical Services Department (FEMS); and
- Metropolitan Police Department (MPD).

COMMUNITY COMMENTS

The single member district commissioner for ANC 7D02, the adjoining district across Hayes Street, informed the Office of Planning that she opposes the application.

The Office of Planning received an email from a community member in opposition to the application.

No other comments were received.

RECOMMENDATION

The Office of Planning is generally supportive of this project, and will continue to work with the applicant to address remaining concerns, including the design, programming, timing and need for the temporary parking lot. The development will add a new health clinic to an underserved area that will be of benefit to neighborhood residents and Ward 7 as a whole. The project is not inconsistent with the policies of the Comprehensive Plan. Therefore, the Office of Planning recommends that this application be set down for public hearing.

JS/sjm^{AICP}

Case Manager: Stephen J. Mordfin, AICP