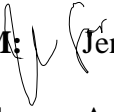




MEMORANDUM

TO: District of Columbia Zoning Commission

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

DATE: April 25, 2014

SUBJECT: OP Hearing Report 2 - ZC #13-14 (McMillan)
 First Stage and Consolidated PUD and Related Map Amendment
 Multifamily/Retail Building and Townhouses (Parcels 4 and 5)

I. SUMMARY AND RECOMMENDATION

Vision McMillan Partners, LLC and District of Columbia (Co-Applicants) propose a mixed use development on the property known as the “McMillan Reservoir” at 2501 First Street, NW (Square 3128, Lot 800). To accommodate the development, the Applicant has divided the site into seven parcels, and has requested:

- A First Stage Planned Unit Development (PUD) for Parcels 2 and 3;
- A Consolidated PUD for parcels 1, 4, 5, and 7; and
- A related map amendment to rezone the property from Unzoned to the Mixed Use (Commercial Residential (CR) (Parcel 1 and 7) and C-3-C (Parcels 2 through 6) zone districts.

At the January 17, 2014 public meeting, the Zoning Commission set down the proposal for public hearings as follows:

- Hearing #1 Stage I Master Plan (Parcels 1 through 7) and Open Space, Parks and Community Center (Parcels 6 and 7) – Refer to Office of Planning Report dated April 21, 2014
- Hearing #2 Multifamily/Retail Building and Townhouses (Parcels 4 and 5)**
- Hearing #3 Healthcare (Parcel 1)
- Hearing #4 Continuation hearing, as needed

This report addresses **Hearing #2, Multifamily/Retail Building and Townhouses (Parcels 4 and 5)**, for which the Applicant has requested consolidated PUD review and PUD related map amendment from unzoned to CR. The Office of Planning (OP) recommends **approval** of the requested Consolidated PUD for Parcels 4. Both sites are designated on the Comprehensive Plan for mixed medium density residential, moderate density commercial, and Parks, Recreation and Open Space. This proposal is not inconsistent with the Comprehensive Plan and would further Plan objectives for this site.

OP has advised the Applicant to more fully address the reasoning behind the reduction in the rear yards and court on units within Parcel 5.



II. SITE AND SURROUNDING AREA

Parcels 4 and 5 are located within the Central Sector of the McMillan property. Parcel 4 is bounded by the North Service Court (Parcel 7) on the north; North Capitol Street to the east; Evarts Street to the south; and a Quarter Street to the west.

Parcel 5 is generally bounded by North Capitol and Quarter Street to the east; the South Service Court to the south (Parcel 6); First Street to the west; and Parcels 2 and 3 and Evarts Street to the north.

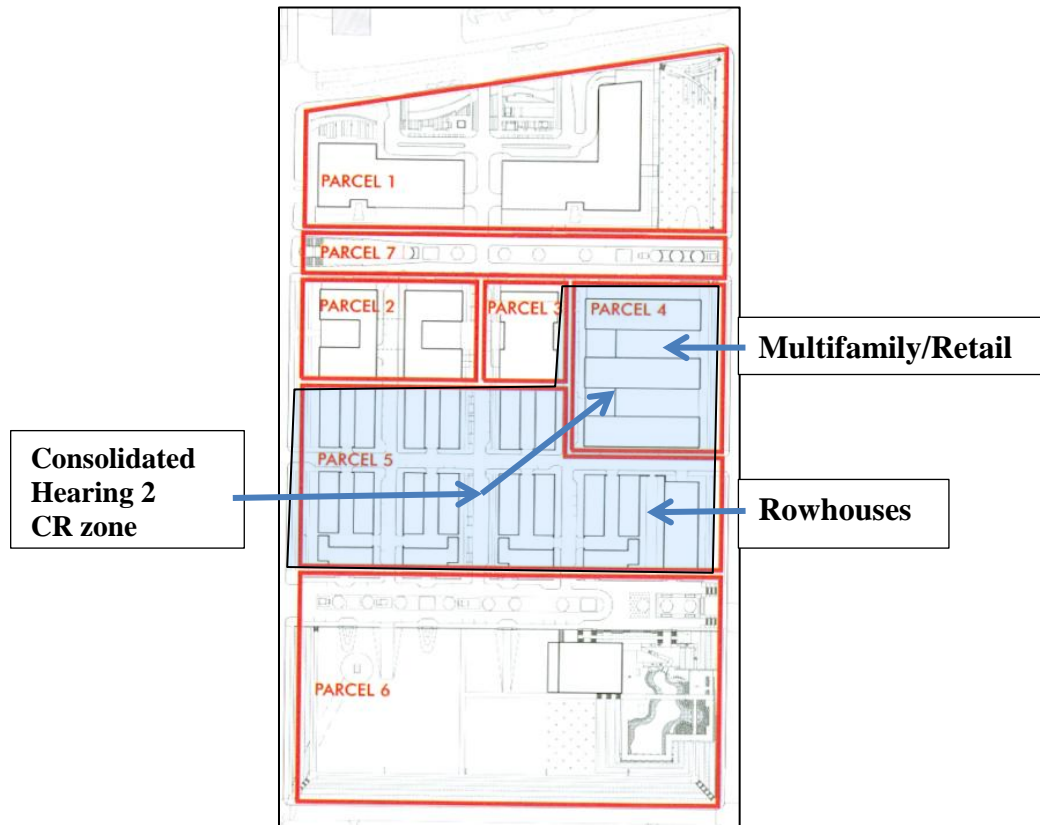


Figure 1 – Parcels 4 and 5

III. PROPOSAL

Parcel 4

Parcel 4 is proposed to be developed with a 308,150 square foot, 6-story, mixed use building and would serve as a transition from the proposed higher health care facility to the north toward the rowhouses to the south. The building would accommodate a 52,920 square foot grocery store on the ground level and approximately 278 apartments, of which 85 would be for senior, 55-years and older on the upper floors. The building would be divided into three bars above the first floor with landscaped open courts between the bars.

Parcel 5

Parcel 5 is proposed to have 146 (350,000 gross square feet), 3- and 4-story, rowhouses which would continue the transitioning across the site towards the existing rowhouses south of McMillan. The rowhouses would be in 19 buildings with each building having between 6 and 8 units. The rowhouses would have rear garage access from new private alleys.

Table I summarizes the uses and square footage of the proposed development within each parcel.

Parcel #/ land area	Residential GFA/ Units	Retail GFA	Parking
4 (95,984 sf)	255,230	52,920	337
5 (251,281 sf)	350,000	-	208
TOTAL	605,230 gfa	52,920 gfa	545 spaces

IV. DESCRIPTION AND OP ANALYSIS FOR PUBLIC HEARING 2

Through the Design Guidelines of the Master Plan, the architecture of the developments would respect the historic nature and the theme of the overall development through the use of whitestone and manganese ironspot brick and charcoal grey accents on the townhouse units. Similar white metal façade, charcoal metal panels with granite and limestone base and other material accents are on Parcel 5.

Access and Connectivity

The new Evarts Street would be introduced through the Central Section of the site and would provide a secondary connection between North Capitol Street and First Street and access to the residential portion of the site. North to south roadways, Three Quarter, Half, and Quarter Streets would provide access between the South Service Court and the North Service Court. Along all of these streets would be sidewalks and bicycle lanes for easy pedestrian and bicycle circulation. On-street parking spaces are also provided along each of the streets. The Applicant has also proposed various locations for bike racks which would be easily accessible to residents. Bike racks and a BikeShare facility would be located along the North Capitol Street and the North Service Court in the vicinity of Parcel 4. These many pedestrian ways for circulation would create opportunities for and encourage a walkable community.

Pedestrian access to the grocery store would be from the North Service Court, while the vehicular access would be from Quarter Street. Both vehicular and pedestrian access to the residences would be from Quarter Street. Parking for the residences would be on the second level while the first parking level would be for the retail users. The building has prominence on all four sides without a “rear facade” with the loading and parking entrances along trafficked internal streets. Loading to serve both the grocery and residences would be provided along Evarts Street. To minimize the potential impact of loading, they would be large enough (73 feet) to accommodate the entire truck. Additional articulation would be provided on that façade to minimize the visual impacts.

Bicycle racks would be provided along the sidewalks in addition to bicycle storage areas within the garage. In the retail garage, 8 bike storage spaces are provided. However, OP recommends that they be placed closer to the changing room/shower area and the grocery vestibule for easier access and convenience to the users.

Landscaping

As with the remainder of the site, there is extensive landscaping around the buildings and along the streets. To further enhance the pedestrian experience, the historic Olmsted Walk would be along First Street and North Capitol Street.

Green Elements

The developer proposes to include various environmentally sensitive elements including alternative energy sources, bioretention facilities, rain gardens and permeable pavers to reduce stormwater runoff,

and green engineering. The Applicant would seek LEED for Homes (Silver) certification for the rowhouses on Parcel 5 and Green Communities compliant for the multifamily/retail uses on Parcel 4. The Applicant has provided checklists for both. The overall development would have a Green Area Ratio (GAR) of 0.254 and would be achieved through a combination of landscaped areas; bioretention facilities; permeable paving; water features, and plants above 2 feet high at maturity (Master Plan, April 11, 2014, pages 38-44).

V. PROPOSED ZONING

Table 2 is a comparison of the CR and CR/PUD standards and the development proposal Parcel 4.

	CR	CR PUD	Proposal	Flexibility
Area	N/A	15,000 sq. ft.	95,984 sf. 71,909 sf. (minus streets/easements)	No
Height	90 ft	110 ft.	77 ft.	No
FAR	Total: 6.0 Non- residential: 3.0	Total: 8.0 Non-residential 4.0	Total:4.29 Non-residential 0.74 (52,920 sf.) Residential 3.55 (255,230 sf.)	No
Lot Occupancy	100% 75% for residential	100% 75% for residential	97% non-residential 71% residential	No
Parking	<u>Retail:</u> 1 for 1 st 3,000 sf + 1/750 sf. Above 3,000 sf. = 68 spaces <u>Residential:</u> 1/3 du. = 93 spaces	<u>Retail:</u> 1 for 1 st 3,000 sf + 1/750 sf. above 3,000 sf. = 68 spaces <u>Residential:</u> 1/3 du = 93 spaces	<u>Retail:</u> 159 spaces <u>Residential:</u> 178 spaces	No
Bicycle	<u>Retail:</u> 5% of vehicular spaces provided <u>Residential:</u> 1/3 du. = 93	<u>Retail:</u> 5% of vehicular spaces provided <u>Residential:</u> 1/3 du. = 93	<u>Retail:</u> 8 <u>Residential:</u> 93	No
Loading	<u>Retail:</u> 1-55 ft. deep berth 1-30 ft. deep berth; 1-200 sf. platform; 1-20 ft. service/ delivery space <u>Residential:</u> 1-55 ft. deep berth 1-200 sf. platform; 1-20 ft. service/ delivery space.	<u>Retail:</u> 1-55 ft. deep berth 1-30 ft. deep berth; 1-200 sf. platform; 1-20 ft. service/ delivery space <u>Residential:</u> 1-55 ft. deep berth 1-200 sf. platform; 1-20 ft. service/delivery space.	<u>Retail:</u> 2-73.5 ft. deep berth 2-200 sf. platform; 1-20 ft. service/ delivery space <u>Residential:</u> 1-40 ft. deep berth 1-200 sf. platform; 1-20 ft. service/ delivery space.	Yes
Roof Structure	1:1 setback from exterior wall – 18.5 ft.	1:1 setback from exterior wall – 18.5 ft.	12.58 ft. and 13.66 ft.	Yes

Table 3 is a comparison of the CR and CR/PUD standards and the development proposal for Parcel 5. Parcel 5 would have a total of 19 buildings and therefore the table below is a summary of all the buildings. The applicant in their PUD, Consolidated Stage Two, April 11, 2014, pages 74-78 submission, provides the details for each individual building.

	CR	CR PUD	Proposal	Flexibility
Area	N/A	15,000 sq. ft.	Total: 251,281 sf Lots sizes range for 8,085 sf. to 16,898 sf.	No
Height	90 ft	110 ft.	48 ft.	No
FAR	Total: 6.0	Total: 8.0	Total: 1.39 1.97 to 2.55	No
Lot Occupancy	75% for residential	75% for residential	35% residential overall 51.68% to 68.43%	No
Front Yard	3 in./ft. of height or 12 ft. whichever is greater.	3 in./ft. of height or 12 ft. whichever is greater.	12 ft.	No
Rear Yard	Residential above grade: 3 in./ft. of height or 12 ft. whichever is greater.	Residential above grade: 3 in./ft. of height or 12 ft. whichever is greater.	9 to 12 ft.	Yes, 9 ft. on Buildings 1-8 and 10-18.
Side Yard	If provided: min. of 3 in./ft. of height or 8ft, whichever is greater	If provided: min. of 3 in./ft. of height or 8 feet, whichever is greater	0 ft.	No
Courts	3"/ft. of height of court but not less than 10 ft.	3"/ft. of height of court but not less than 10 ft.	9.5 ft.	Yes, on Building 9
Parking	1/du. = 146 spaces	1/du = 146 spaces	208 spaces	No

VI. FLEXIBILITY

The Applicant has requested the following areas of flexibility from the zoning requirements:

Parcel 4

Roof Structure

The Applicant has requested flexibility from the roof structure setback requirements. The separated entrances for the senior residences and the general residences results in two sets of stairs/elevators. The location of the over-run for the elevator serving the general residences does not meet the 18.6 foot setback from the edge of the roof on which it sits. The structure would have setbacks of 12.58 feet and 13.66 feet instead of the required 18.5 feet. The April 11, 2014 submission, page 113, east elevation, shows the roof structure appearing taller than the structure that would serve the senior wing elevator when viewed from North Capitol Street. The applicant should explore utilizing ways of minimizing the visual impact of the structure.

Inclusionary Zoning

The Building 4 would have 85 units specifically for seniors, 55-years and older with a family income of 50% to 60% of AMI. Under IZ, the applicant is required to devote 8% of the gross floor area earning up to 80% of AMI. The Applicant seeks flexibility to provide the senior units as an alternative to the IZ

requirements as these units would be exempted from the IZ requirements under § 2603.3(f). The units would remain affordable for the life of the project. OP is supportive of the proposal, as 85 senior housing units would equate to 30% of the units in this building and they would be at a lower AMI than required by IZ. The Applicant has provided information showing that there is a demand for additional senior housing in the area. Additionally, persons in the community expressed the desire to have affordable, senior housing on the site, as a portion of the population is aging and has the desire to remain within the neighborhood.

Loading

The Applicant has requested flexibility to provide a 40-foot loading berth instead of a 55-foot berth to serve the residences. OP is supportive of the flexibility requested; as the Applicant states that the 40-foot berth would better serve the needs of the residents since their units are of a size that can be accommodated in smaller trucks. However, if larger trucks do come to the site they could be accommodated in the larger 73-foot loading berths proposed for the grocery store and facilitated by the dock manager.

Parcel 5

Rear Yards

The rowhouses would be constructed in groups of 6 to 8 units and one with 16 back-to-back units. The Applicant requests that each group be considered a single building for a total of 19 buildings. Except of the group of 16 back-to-back units, each building would have a rear yard.

The subdivision of Parcel 5 into multiple units is allowed under § 2517.1 and the Applicant has provided the information regarding the use, height, bulk, and open spaces around each building (see PUD, Consolidated Stage Two, April 11, 2014, pages 74-78). However, § 2517.3 requires that:

- 2517.3 If a principal building has no street frontage, as determined by dividing the subdivided lot into theoretical building sites for each principal building:*
- (a) The front of the building shall be the side upon which the principal entrance is located;*
 - (b) Open space in front of the entrance shall be provided that is equivalent to the required rear yard in the zone district in which the building is located; and*
 - (c) A rear yard shall be required.*

The rear yard requirement for this zone is 12-feet and therefore a 12-foot front yard setback is required. This 12-foot front yard setback is provided on all the units where they are required. However, Buildings 1 to 8 and 10 to 18, provide only a 9-foot rear yard. The Applicant should provide an explanation as to the reasoning behind the need to reduce the rear yards. However, the reduction would not seem to negatively affect light and air to the units.

Court

On Building 9, the applicant has requested flexibility to reduce the width of the open court to 9.5 feet where 10 feet is required. The applicant should provide a justification for the reduction.

VII. PUBLIC BENEFITS AND AMENITIES

The following areas are amenities and public benefits of the development.

Housing and Affordable Housing

Within Parcels 4 and 5, the proposed development would include home ownership and rental opportunities. On Parcel 4, the Applicant would earmark 85 units for person's 55-years and older earning 50% to 60% of AMI in the southern wing of the building. Due to the funding structure for the development of the senior housing, they would not be subject to the requirements of the IZ spacing requirements.

Within the rowhouse development, Parcel 5, the Applicant would provide 10% of the gross residential floor area for persons with incomes of up to 80% of AMI. This equates to 18 units or 12% of the 146 rowhouse units.

Table 4 below summarized the affordable units provided on Parcels 4 and 5:

Parcel	Unit Type	Total Number of Units	IZ Units/Percentage of total	AMI
Parcel 4	Multifamily (with option for (Senior Housing)	278	85/30% (allotted for Seniors)	50% to 60%-
Parcel 5	Townhouse	146	18/12%	80%
TOTAL	-	674	128/18%	-

Retail

The proposed 52,920 square foot grocery store on Parcel 4 would be a great asset to the development and the wider community and would serve an area that is currently underserved.

Transportation

The Applicant has outlined transportation demand management strategies (TDM) to help reduce the reliance on car ownership and automobile use and measures would include:

- grocery employers providing employees with SmartBenefits;
- TDM Coordinator to implement, monitor, and be the point of Contact with DDOT;
- Bicycle parking and shower accommodations;
- On-street spaces reserved for car sharing services;
- Electronic messaging boards to display transit information;
- Market rate pricing for on-site parking spaces; and
- Unbundling of parking spaces on the multifamily.

Green Elements

The Applicant proposes to include various environmentally sensitive elements including alternative energy sources, bioretention facilities, rain gardens and permeable pavers to reduce stormwater runoff, and green engineering and would meet LEED and Green Communities standards.

VIII. COMPREHENSIVE PLAN

The Future Land Use Map designates the site for mix of uses: medium density residential, moderate density commercial and Parks, Recreation and Open Space. The proposed density and the proposed row houses and multifamily/retail uses are consistent with the Comprehensive Plan recommendations. A full review of the proposed McMillan residential development against the Comprehensive Plan was provided as part of the OP Setdown Report of January 17, 2014, and the OP Public hearing Report for the overall Master Plan, dated April 24, 2014.