

**MEMORANDUM**

TO: District of Columbia Zoning Commission

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

DATE: December 31, 2014

SUBJECT: **Set down** Report - ZC #14-21 (Sherman Avenue Apartments)
Consolidated PUD and Related Map Amendment

I. APPLICATION AND RECOMMENDATION

Barry Place Partners (“Applicant”) proposes the development of a mixed use building with ground floor retail and apartments at the northeast corner of Sherman Avenue and Barry Place, N.W. (Square 2882, Lots 742-769, 1034, 1038, 1039 and three, 15-foot wide public alleys). The development would have 319 residential units and 11,517 square feet of retail space. To accommodate the development, the Applicant has requested a Consolidated Planned Unit Development (PUD) and a related map amendment to rezone the property from the R-5-B district to the C-2-B district.

Some of the lots within the development area, Square 2882, Lots 742-749, 756-769, 1038 and 1039, are owned by Howard University (“University”) and are within the boundary of the Howard University Campus Plan. Howard University is a partner of Barry Place Partners. The University has petitioned the Zoning Commission (ZC 11-15D) concurrent with this application, for a Campus Plan Amendment to remove these lots from within the Campus Plan boundary and be allowed to be a part of this PUD and map amendment.

The Office of Planning (OP) recommends that the application be **set down** for public hearing as it is not inconsistent with the Comprehensive Plan Future Land Use recommendation for mixed use, medium density residential and medium density commercial and furthers many policies in various elements of the Plan. In addition to any information or clarification requested by the Zoning Commission at set down, OP has advised the Applicant to provide the following prior to the public hearing:

- Fully dimensioned Roof Plan;
- Range of units for which flexibility is requested; and
- Rational for not providing a Certified Business Enterprises (CBE) Agreement.

II. SITE AND SURROUNDING AREA

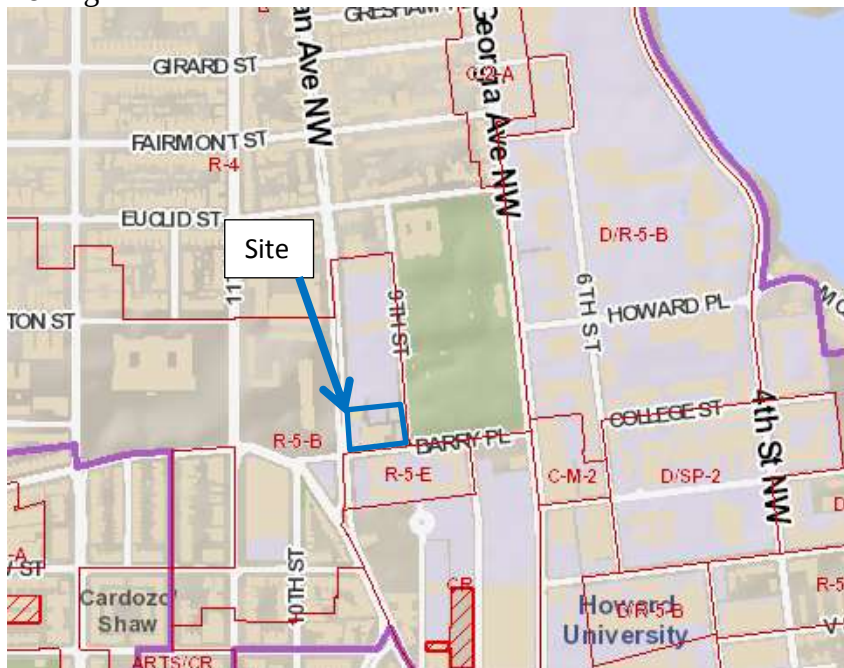
The subject property, Square 2882, Lots 742-769, 1034, 1038, 1039, and three 15-foot wide public alleys has a total land area of approximately 58,797 square feet or 1.3 acres. It is currently developed with a former refrigeration warehouse, six rowhouses and a parking lot all within R-5-B zone. The site is generally bounded by a Howard University parking lot to the north, in the R-5-B zone; 9th Street and the Banneker Recreation Centre to the east in the R-4

zone; Barry Place and Howard Plaza Towers dormitories to the south in the R-5- E zone; and Sherman Avenue and the Garfield Towers Apartments to the west, in the R-5-B zone.

Site Location



Zoning



V. PROPOSAL

The redevelopment of the property would require the demolition of all the buildings on the site and the closure of the three public alleys. The development would be a six-story building with retail uses along the Sherman Avenue frontage and residential use along the Barry Place and 9th Street frontages. The

proposed building would have an area of approximately 293,741 square feet, a height of six-stories (80 feet) and a density of 5.0 FAR. The building would accommodate 319 units (237,611 square feet) consisting of 152 studio units; 115, one-bedroom units; and 52, two-bedroom units. The development would provide 32 affordable units (10% of the total number of unit) at up to 80% of the Area Median Income (AMI). The building would also include 11,517 square feet of ground floor retail uses along Sherman Avenue. The residential and retail uses would be supported by 146 parking spaces.

The modern architectural style of the building is similar to that seen in many areas of the City, including buildings along Florida Avenue, U Street and Georgia Avenue. The Howard University dormitories to the south and the Garfield Towers Apartments to the west are predominantly brick buildings. However, the mixture of shades of grey cementitious siding and stucco, along with cast stone, metal railings, and glass complement the existing buildings.

New sidewalks would be introduced along all three street frontages with the widest sidewalk along Sherman Avenue. The frontage would be a tree lined walkway with planters, sitting areas and bicycle racks to accommodate movements and animate the space. Similarly, 9th Street would have a 10-foot clear sidewalk in addition to tree boxes. Along Barry Place, a 7.33-foot wide sidewalk is provided with no landscaping. To assist in making the space lively and active along Barry Place and 9th Street, loft style units along Barry place and two-story units along 9th Street would have entrances off the walkway.

The plans show landscaping around transformer boxes within the public space on the northern portion of Sherman Avenue. The Applicant has been directed to consult with the Department of Transportation (DDOT), Public Space.

Floors 2 to 6 are built around a central court to allow light and air into the center of the building. On the second level, above the parking, the courtyard would be developed with multiple amenities for the residents and would enable passive recreation. As shown on page 20 of the Plans, amenities include a pool, lounge seating, a fire pit and outdoor dining, complemented by environmental features such as raised planters and planter beds, a rainwater treatment pond, and aquatic retention planters.

145 parking spaces would be provided where 106 residential and 11 retail spaces are required. The plans indicate that the parking would be on two levels. The upper level would be directly off 9th Street with direct access to the retail and residential uses on that level. The level below, partially below grade, would also give access to the residential units on that level.

The proposal would provide 2, 30-foot loading berths instead of the required 55-foot berth, a 900 square foot platform and a service/delivery space. The Applicant anticipates that most residents would use the smaller 30-foot trucks while making other arrangements through the loading dock manager if larger trucks need to access the site. The use of the berth would be monitored by a loading manager. The loading berths are fully internal to the building and trucks would be able to turn around and accommodate front-in and front-out movements thereby reducing impacts on pedestrians and traffic movements along 9th Street. The Applicant has outlined components of a Loading Management Plan which would be further analyzed by the Department of Transportation (DDOT) if the application is set down.

VI. ZONING

The site is currently zoned R-5-B which permits matter-of-right development of moderate height and density apartment buildings. The Applicant is requesting a PUD related map amendment to the C-2-B zone which allows high-density residential and mixed uses. The proposed map amendment coupled with the accompanying PUD is intended to facilitate a site-specific project and ensure a quality development at a scale that is consistent with the surrounding neighborhood and planning for the area.

The following table is a comparison of the R-5-B, C-2-B and the C-2-B/PUD standards and the development proposal.

	R-5-B Standards (Existing)	C-2-B Standards	C-2-B PUD Standards	Proposal	Deviation
Area	2 ac. or 43,560 sq. ft.	1 ac. or 43,560 sq. ft.	15,000 sq. ft. min.	58,797 sq. ft.	Conforms
Height	40 ft.	90 ft.	90 ft.	80 ft.	Conforms
FAR	1.8 2.2 with IZ	3.5 4.2 with IZ	6.0 All uses. 2.0 commercial	4.04 - Residential 0.20 – Retail/Office 0.75 - Parking 5.0 - Overall	Conforms
Lot Occupancy	60%	80% residential 100% commercial	80% residential 100% commercial	73% Residential 93% Mixed Use Level	Relief Requested
Rear Yard	4 ins./ft. of vertical distance from the finished* grade at the middle of the rear of the structure.	15 ft. minimum measured from the center line of the street abutting the lot at the rear of the building.	15 ft. minimum measured from the center line of the street abutting the lot at the rear of the building.	25 ft.	Conforms
Side Yard	None but if provided 3 ins./ft. of height of building but not less than 8 ft.	None, but if provided, 3 ins./ft. of height but not less than 8 ft.	None, but if provided, 3 ins./ft. of height but not less than 8 ft.	None	Conforms
Closed Court	Width: 4 ins./ft. of height, but not less than 15 ft. Area: 2 times the square of the required width but not less than 350 sf.	Width: 4 ins./ft. of height, measured from the lowest level of the court to the elevation but not less than 12 ft. = 20.4 ft. Area: 2 times the square of the required width but not less than 350 sf. = 800 sf	Width: 4 ins./ft. of height, measured from the lowest level of the court to the elevation but not less than 12 ft. = 20.4 ft. Area: 2 times the square of the required width but not less than 350 sf. = 800 sf.	Width: = 82 ft. Area: 11,411 sf.	Conforms
Parking Spaces	Retail: In excess of 3,000 sf.; 1/750 sf of GFA Residential: 1/2 units	Retail: In excess of 3,000 sf.; 1/750 sf of GFA = 11 Multifamily: 1/3 units = 105	Retail: In excess of 3,000 sf.; 1/750 sf of GFA = 11 Multifamily: 1/3 units = 105	Retail: 11 Multifamily: 134 TOTAL = 145	Conforms

		TOTAL = 116	TOTAL = 116		
Bicycle Parking	1/3 units	1/3 units = 106	1/3 units = 106	1/2.18 units = 146	Conforms
Loading		<u>Retail:</u> 1 berth @ 12'x 30' 1 platform @ 100 sf. <u>Residential:</u> 1 berth @ 12'x 55' 1 platform @200 sf. 1 service delivery @ 10'x20'	<u>Retail:</u> 1 berth @ 12'x 30' 1 platform @ 100 sf. <u>Residential:</u> 1 berth @ 12'x 55' 1 platform @200 sf. 1 service delivery @ 10'x20'	2 berth @ 12'x 30' 1 platform @ 900 sf. 1 service delivery @ 10'x20'	Relief Requested
Roof Structure	One roof structure enclosure per building	One roof structure enclosure per building	One roof structure enclosure per building	3 roof structure enclosures.	Relief Requested

VII. FLEXIBILITY

The Applicant has requested the flexibility in the following areas:

Associated Map Amendment from R-5-B to C-2-B

The Comprehensive Plan recommends mixed medium density residential and medium density commercial development on the site. The requested PUD related map amendment to the C-2-B zone is not inconsistent with the Comprehensive Plan.

Lot Occupancy

In mixed use buildings, retail uses usually occupy the entire ground floor with the residential use above. In this case, the ground floor has a combination of retail and residential uses with the residential use occupying a larger area. Within the C-2-B zone, the commercial lot occupancy allowed is 100% while the residential lot occupancy is 80%. The proposal is for a lot occupancy of 93% for the retail and residential uses combined on the ground floor and 73% on the upper residential floors.

Loading

The proposal would provide a 30-foot loading berth instead of the required 55-foot berth for the residential use. The Applicant anticipates that most residents would use the smaller 30-foot trucks while making other arrangements through a loading dock manager if larger trucks need access to the site. The loading dock manager's duties are outlined in components of a Loading Management Plan which will be further analyzed by OP and DDOT if the application is set down.

Multiple Roof Structures of Unequal Height and Substandard Setback

The Applicant requests relief for having multiple roof structures that are not within a single enclosure. The Applicant should provide dimensions on the Roof Plan (page 17) clearly showing how the requirements are met.

Other Minor Flexibility

Other areas of flexibility that are often included as part of PUD applications have also been requested. These include the ability to slightly vary the number of units from the 317 units

depicted on the Plans; vary interior components; vary the number, location and arrangement of parking spaces provided it is not reduced below the minimum required; vary the exact selection of exterior materials, and make minor refinements to exterior details. The Applicant should specify the range in the number of units for which the flexibility is requested.

VIII. PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the zoning regulations and to utilize opportunities for additional FAR, the Applicant is requesting that the proposal be reviewed as a consolidated PUD. This would allow the utilization of the flexibility stated in Section 2400.2.

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

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

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

IX. PUBLIC BENEFITS AND AMENITIES

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 results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 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 property is currently underutilized and the proposed development would be important to the neighborhood revitalization of the Sherman Avenue corridor. The amenity package evaluation is partially based on an assessment of the additional development gained through the application process. The proposal requests a PUD related change from the R-5-B zone designations to the C-2-B zone to accommodate additional height (40 feet) and density (2.8 FAR). The Applicant has listed a number of areas which they feel contribute towards their amenity package. OP will provide additional analysis of the proposed benefits, amenities and mitigation measures prior to the public hearing, but a cursory discussion of the Applicant’s proffers to date is provided below.

Housing and Affordable Housing

The proposed development would provide 237,611 square feet of residential space or 319 units with a mixture of studios, one-bedroom and two-bedroom apartments. The required 8% of the

gross residential space for IZ units would equate to 19,009 square feet or 26 units. The Applicant has proposed to provide 10%, 22,759 square feet or 32 units at 80% of AMI. The breakdown of the IZ unit types is shown on the table below:

Unit Types	Number of Units	Number of IZ Units
Studios	152	22
1-bedroom	115	5
2-bedroom	52	5
TOTAL	319	32

The Applicant has indicated on the plans (page 11) the location of all the affordable units which are shown to be distributed throughout levels 2 to 5 and are not concentrated on any floor or particular portion of a floor. However, OP has advised the Applicant to provide information on the duration of the affordability and a rationale for not providing deeper levels of affordability.

Urban Design, Landscaping or Creation of Open Spaces

The buildings have been designed at a scale that is similar to the existing development to the west and south. The building would have frontages on three streets, and would activate all frontages with retail uses and residential units with direct street access. At the corner of Sherman Avenue and Barry Street, the long expanses of glass on each level will afford eyes on the street as well as allowing views into the building. Parking, loading and trash collection areas are internal to the building and are accessed from one entrance with the activities internal to the building. The building encircles an internal court which provides a pool, seating and landscaped areas for the enjoyment of the residents.

Retail Uses

The proposal would provide retail opportunities on the ground floor of the building along Sherman Avenue on the western side of the building. The retail uses would be an asset to the residents and the surrounding community and provide day to day retail in close proximity to their residences. The retail use on this side of the building would help to activate Sherman Avenue and connect the residential uses to the north to the existing and projected retail uses to the south of the development.

Green Elements

The proposal includes an extensive green roof, bio-retention facilities, planters to capture and retain stormwater, and a hydroponic garden on the roof deck. The Applicant has submitted a preliminary LEED for Mid-Rise Multifamily scorecard that shows the project could achieve the equivalent of LEED Gold. The applicant should clarify if the project would be certified LEED Gold or just built at the LEED Gold level. The site's required Green Area Ratio of 0.305 would be attained through a combination of bio-retention areas and green roof.

Vehicular and Pedestrian Access

Vehicular egress and ingress is provided through one point on the northeast portion of the site along 9th Street. All vehicular turnarounds would be accommodated within the building and so would not affect traffic or pedestrian movements.

Direct pedestrian access is provided to and from all adjacent streets. Along Sherman Avenue, the sidewalk is currently less than 5 feet wide. The Applicant proposes to widen the area between the curb and the front of the building to approximately 20-feet. Within this area is an

approximately 4.16-foot setback of the building from the property line, 6-foot plant zone, a 6 foot sidewalk and a 4-foot tree zone. Due to the slope, an additional 5-foot walkway is in the vicinity to the entry lobby. The public space along Barry Place would not have plant or tree zones but would have an approximately 7-foot wide sidewalk. The Applicant should address why no landscaping is provided along Barry Place. Along 9th Street, the pedestrian walkway would be 10.16-feet and would have tree boxes.

The property is within walking distance of the U Street Metro Station, 11 Metrobus routes, a DC Circulator route and car sharing and bike share stations. The proposal also included 146 bicycle spaces for residents. The applicant has proffered a Transportation Management Plan (TMP) to encourage non-auto modes of transportation and includes:

- A designated TDM Coordinator;
- A link to or information on transportation programs or services on the property management website;
- An electronic display with public transportation information;
- A minimum of 107 secured and covered bike parking spaces;
- One year Capital bikeshare membership or registration fee for Car2Go for the first 5 years of the building; and
- A minimum of 10 bicycle helmets made available for use by residents.

The proposed TDM measures would be further analyzed by DDOT prior to the public hearing.

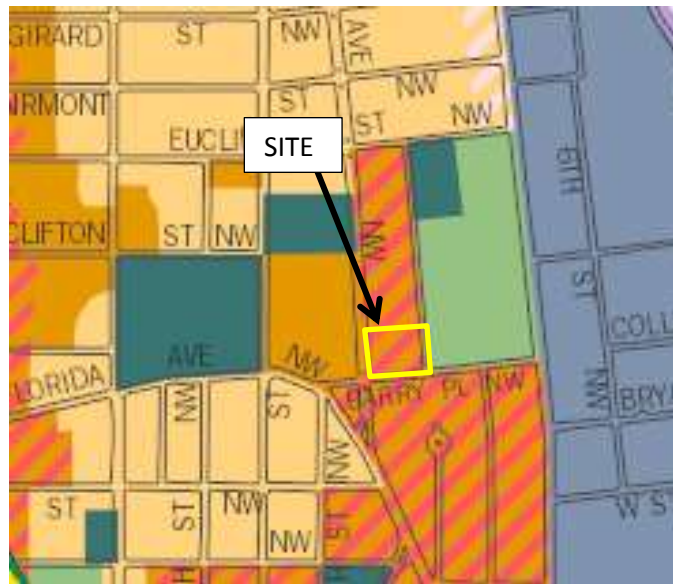
First Source Agreement and Certified Business Enterprises

The Applicant states that they would enter into a First Source Employment Agreement with Department of Employment Services (DOES) but should provide a signed agreement prior to the Zoning Commission Final Action. The Applicant should address their intentions regarding a Certified Business Enterprises (CBE) agreement with the District of Columbia Local Business Opportunity Commission prior to the public hearing.

X. COMPREHENSIVE PLAN

Future Land Use Map

As shown on the map below, the Future Land Use Map designates the site for mixed use, medium density commercial and medium density residential.



The Comprehensive Plan states: **Medium Density Residential:** This designation is used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. The R-5-B and R-5-C Zone districts are generally consistent with the Medium Density designation, although other zones may apply. 225.5

Medium Density Commercial: This designation is used to define 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. Areas with this designation generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height. The corresponding Zone districts are generally C-2-B, C-2-C, C-3-A, and C-3-B, although other districts may apply. 225.10

The requested PUD related map amendment from the R-5-B to the C-2-B zone would not be inconsistent with the mix of residential and commercial use at the medium density level. The C-2-B district allows commercial and residential functions within a single building.

Generalized Policy Map

The Generalized Policy Map designates the area as a Land Use Change Area.



Land Use Change Areas: Land Use Change Areas are areas where change to a different land use from what exists today is anticipated. In some cases, the Future Land Use Map depicts the specific mix of uses expected for these areas. . . .223.9

There are more than two dozen Land Use Change Areas identified on the Policy Map. They include many of the city's large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated to undergo redevelopment. Together, they represent much of the city's supply of vacant and underutilized land. 223.10

The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. The Comprehensive Plan's Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area. 223.11

As Land Use Change Areas are redeveloped, the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods. Programs to avoid and mitigate any undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary. 223.12

The proposed development is not inconsistent with the above designations. Portions of the lot are currently developed with a vacant warehouse building, row houses and a surface parking lot, while the proposed development facilitate and encourage a new mixed-use building containing housing and retail shops. The proposed building would have an architectural design that is compatible with the surrounding developments and with its LEED Gold standard would provide a sustainable development.

The proposed development also meets or furthers many of the policies of the Comprehensive Plan as outlined below.

Chapter 3 - Land Use Element

Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others. 309.8

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District’s Medium-and High-Density residential areas. Limit the encroachment of large scale, incompatible commercial uses into these areas, and make these areas more attractive, pedestrian-friendly, and transit accessible. 309.15

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5

Policy LU-2.4.6: Scale and Design of New Commercial Uses *Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas. 312.10*

The proposed building would replace uses that are underutilizing the property and are not contributing to the revitalization of the area. The proposed residential building would improve the neighborhood character and its height, mass, scale and design would be appropriate and compatible with surrounding areas. The proposed retail uses would serve the residents day to day needs. Three sides of the building would introduce attractive, pedestrian-friendly, landscaped walkways that would make the area more transit accessible.

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*

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning *Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks. 409.8*

Policy T-2.4.1: Pedestrian Network *Develop, maintain, and improve pedestrian facilities.*

Improve the city’s sidewalk system to form a network that links residents across the city. 410.5

The location is within half mile of the U Street Metro Station and is accessible and served by a number of bus routes. The development would introduce pedestrian walkways along all the

streets frontages to link existing or future sidewalks and allows for a more pedestrian friendly experience.

Chapter 5 - Housing Element

Policy H-1.1.1: Private Sector Support Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.2

Policy H-1.1.4: Mixed Use Development Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. 503.5

Policy H-1.1.5: Housing Quality Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. 503.6

Policy H-1.2.3: Mixed Income Housing Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing. 504.8

The proposed development would include 317 units and retail uses that would serve present and future residents in an area that is recommended for a mix of uses. Ten percent of the residential space would be dedicated to residents with incomes not to exceed 80% of AMI. These units would be scattered throughout the building and would be of a similar standards as the market rate units.

Chapter 6 - Environment Protection Element

Policy E-1.1.1: Street Tree Planting and Maintenance Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. 603.4

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

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

Policy E-3.1.3: Green Engineering Promote green engineering practices for water and wastewater systems. These practices include design techniques, operational methods, and technology to reduce environmental damage and the toxicity of waste generated. 613.4

The proposal would introduce street trees and other plantings along Sherman Avenue and 9th Street to beautify and enhance the public spaces and reduce stormwater runoff. The project would include approximately 31,000 square feet of green roof and bioretention areas. The Applicant proposes to construct a building to LEED Gold standard to promote green engineering practices.

Chapter 7 - Economic Development Element

Policy ED-2.2.3: Neighborhood Shopping Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. . . 708.7

The proposed development would introduce small retail uses to serve residents of the community.

Chapter 9– Urban Design

Policy UD-3.1.1: Improving Streetscape Design Improve the appearance and identity of the District's streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street "furniture", and adjacent building facades. 913.8

Policy UD-3.1.2: Management of Sidewalk Space Preserve the characteristically wide sidewalks of Washington's commercial districts. Sidewalk space should be managed in a way that promotes pedestrian safety, efficiency, comfort, and provides adequate space for tree boxes. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic. 913.9

Policy UD-3.1.4: Street Lighting Provide street lighting that improves public safety while also contributing to neighborhood character and image. 913.11

Policy UD-3.1.5: Streetscape and Mobility Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Transit shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel. 913.12

Policy UD-3.1.6: Enhanced Streetwalls Promote a higher standard of storefront design and architectural detail along the District's commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort. 913.13

Policy UD-3.1.7: Improving the Street Environment Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall. 913.14

The proposed development would include the improvement of the adjacent public spaces on which the building would front through the inclusion of street lights, paved surfaces, landscaped areas, and street furniture adjacent to the building. The sidewalk will be of appropriate widths that would promote pedestrian safety, efficiency, comfort, with spaces for tree boxes. Review of all streetscape design by the DDOT Public Space Committee will be required. The provision of ground level retail and units directly accessible from the sidewalk would create desirable street activities.

Chapter 24–Mid-City Element

***Policy MC-1.1.3: Infill and Rehabilitation** Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. Infill development should be compatible in scale and character with adjacent uses. 2008.4*

The existing buildings and the parking lot would be demolished and replaced with a new development that would provide housing needs for families of varying incomes and sizes and would be at a density that is not inconsistent with the Future Land Use Map. The Applicant has committed to providing 10% of the total units for affordable units. The retail uses proposed, would be neighborhood serving uses.

XI. AGENCY COMMENTS

The application will be referred to the following District Government agencies for review:

1. District Department of Transportation (DDOT);
2. Department of the Environment (DDOE);
3. Metropolitan Police Department;
4. Fire and Emergency Medical Services Department;
5. D.C. Board of Education;
6. Department of Housing and Community Development; and

XII. COMMUNITY OUTREACH

The property is within ANC 1B. The Applicant states that they have started community outreach and have met and will continue to meet with the following organizations:

- Howard University Community Advisory Committee;
- Pleasant Plains Civic Association;
- Bloomingdale Civic Association;
- LeDroit park Civic Association;
- Georgia Avenue Community Development Task Force; and
- ANC-1B 11 Single Member District Meeting.