



MEMORANDUM

TO: District of Columbia Zoning Commission

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

DATE: May 11, 2015

SUBJECT: **Hearing 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. At its January 12, 2015 public meeting the Zoning Commission set down the proposal for a public hearing.

The Office of Planning (OP) is supportive of the proposal. It would enhance the area along Sherman Avenue, as it would replace a vacant, unused building and a portion of a surface parking lot with residences, neighborhood retail uses, and improved pedestrian ways. The building is of a scale and density that complements the adjacent multifamily and student housing buildings but with a distinctive architecture would help to enliven the area.

The proposal is not inconsistent with the Comprehensive Plan, including the Future Land Use Map designation for mixed use, medium density residential and medium density commercial development. As described further in this report, the proposal would further and furthers many policies in various elements of the Plan. (OP) therefore recommends **approval**, provided the applicant provides the following information:

1. Details regarding the job training program; and
2. Details regarding the extent and value of renovation of the recreation rooms at LeDroit Park Apartments and the Garfield Terrace Apartments.

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 (237,455 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 units), mainly at 80% of the Area Median Income (AMI) but with some units at 60% 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 144 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.

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 Exhibit 34A1, page 20, 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.

144 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.

VI. CHANGES SINCE SET DOWN

The Zoning Commission commented at set down that the building look industrial. The Applicant has made revisions to the façade to lighten the colors and materials used but at the same time, giving the levels of the building their own character and highlighting the Sherman Avenue/Barry Place corner.

VII. 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, although the proposed development would not utilize all of the height or density possible through a C-2-B PUD. 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 TOTAL = 116	Retail: In excess of 3,000 sf.; 1/750 sf of GFA = 11 Multifamily: 1/3 units = 105 TOTAL = 116	Retail: 11 Multifamily: 134 TOTAL = 145	Conforms
Bicycle Parking	1/3 units	1/3 units = 106	1/3 units = 106	1/2.7units = 118	Conforms

	R-5-B Standards (Existing)	C-2-B Standards	C-2-B PUD Standards	Proposal	Deviation
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'x 20'	<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'x 20'	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

VIII. 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. OP supports the requested PUD related map amendment from the R-5-B to the C-2-B zone as it is not inconsistent with the Comprehensive Plan as discussed in Section X of this report, and the proposed height and density is appropriate for the location.

Lot Occupancy

In mixed use buildings, retail uses typically 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. OP is in support of the requested flexibility as the reduction in the residential lot occupancy of the ground floor would allow for some setback but allow for more engagement at the street level.

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 who would coordinate with DDOT if larger trucks need access to the site. The loading dock manager's duties are outlined in components of the Applicant's Transportation Plan and the DDOT Report.

Multiple Roof Structures and a Substandard Setback

The Applicant requests relief for having multiple roof structures that are not within a single enclosure and a substandard setback. The roof structures (Exhibit 34A1, page 17) accommodate two elevators and a stair, and are all located below the Height Act limit for this site. An enclosure connecting the elevators and stairs would cover a large portion of the roof and would be very visible from the ground, and would reduce the amount of green roof.

The elevator enclosure at the northern end of 9th Street has no setback at the building roofline. However, of the approximately 15-foot high override, only 5.4 feet would be visible as the remainder would be blocked by a balcony and be setback 6.25 feet from the edge of the balcony. The balcony and its roof would therefore help to minimize the height of the structure as viewed from the ground (Exhibit 34A2, page 44). However, the applicant has been advised to address at the public hearing why this elevator could not be moved to conform to the required setback.

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 319 units depicted on the Plans by 10% or between 287 to 351 units; 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.

IX. 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.

X. 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 contributes towards their amenity package.

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 at 80% of AMI. The Applicant proposes to provide 22,759 square feet, or 32 units. At set down, the Applicant proposed to provide all the units at 80% of AMI, but in response to the Commission, OP and the ANC, the Applicant is proposing to provide additional two-bedroom units, four of which would be at 60% of AMI. The breakdown of the IZ unit types are shown on the table below:

Unit Types	Number of Units	Number of IZ Units
Studios	152	22 (584 sf. each)
1-bedroom	115	5 (754 sf. each)
2-bedroom	52	5 (1,235 sf. each)
TOTAL	319	32 (22,759 sf. total)

The units would be distributed throughout the building except for the 6th (top) floor and are not concentrated on any floor or particular portion of a floor (Exhibit 34A1, page 11). The Applicant states that both the required IZ units and the units provided above the requirement would be for 30 years. OP recommends that the Applicant address the ratio of IZ unit types to the number of each unit type and that in order to maintain affordable units in the area they be provided for the life of the project.

In addition to the IZ units, Howard University and the Applicant have an agreement through which a minimum of 59 of the 319 units would be leased or available for lease to Howard Faculty and Staff for the life of the project. The units would be a mixture of all the unit types available in the building. The agreement also includes that of the 59 units, nine would be affordable units, of which at least two would be two-bedroom units for families with household incomes of 60% of AMI maximum. The remaining seven affordable units provided under this provision would be a mix of studios and one-bedroom units for households with incomes not exceeding 80% AMI.

Urban Design, Landscaping or Creation of Open Spaces

The buildings have been designed at a scale that is similar to the existing developments 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. Extensive landscaping would be provided along Sherman Avenue and 9th Street to enhance the building as well as improve the public space. The building encircles an internal court which provides a pool, seating and landscaped areas for the enjoyment of the residents. The loading and trash collection areas are internal to the

building and are accessed from one entrance with the activities internal to the building. The Applicant has revised the parking and loading area to provide a distinct and direct walkway from the loading berths to the retail and residential units (Exhibit 34A1, pages 6 and 13).

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.

Retail Uses

The proposal would provide 11,517 square feet of space for retail opportunities on the ground floor 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 29,000 square feet of green roof, bio-retention facilities, planters to capture, retain and reuse stormwater, and a green wall or hydroponic garden on the roof deck. A LEED for Mid-Rise Multifamily scorecard shows the project could achieve the equivalent of LEED Gold. The Applicant has also specified that they would be seeking LEED Gold certification for the development. The site's required Green Area Ratio would be attained through a combination of bio-retention areas, green wall and green roof. The Department of the Environment (DDOE) has provided a report in support of the green elements which would be provided by this development.

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 in the public space.

Pedestrian access around the property would be greatly improved and the building would be accessed to and from all adjacent streets. Along Sherman Avenue, the sidewalk is currently less than five feet wide and the Applicant propose 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 of the entry lobby. Due to the narrowness of the public space along Barry Place there would be no plant or tree zones as the sidewalk would be only approximately 7-foot wide. 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 Applicant has proffered a Transportation Management Plan (TMP) to encourage non-auto modes of transportation and includes:

- A designated Transportation Management Coordinator (TMC);

- A link to or information on various transportation programs or services on the property management website;
- An electronic display with public transportation information;
- A minimum of 118 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 are further analyzed in the DDOT Report.

Job Training

In lieu of a First Source Employment Agreement with Department of Employment Services (DOES) the Applicant proposes to provide 50 scholarships for HVAC Technician training and EPA certification over a five year period. The recipients would be drawn from zip codes in proximity of the property. The Applicant states that they would coordinate with the Pleasant Plains Civic Association and ANC 1B-11 prior to the issuance of the building permit to fashion an agreement with a job training organization that details the process for accepting and processing applications. OP has recommended that the Applicant provide the details regarding the proposed scholarships prior to the Zoning Commission final action.

Improvements to Community Recreation Rooms

In verbal agreements with the residents of the LeDroit Park Apartments and the Garfield Terrace Apartments the Applicant would make improvements to the community rooms at both locations at the sole expense of the Applicant. The properties are owned by the DC Housing Authority and they have provided a letter in support of the renovations and will sign a formal agreement regarding the work to be done. The Applicant states that they are currently preparing the plans for the proposed improvements. OP is supportive of the proposed improvements but has advised the Applicant to provide an assessment of the extent of the work to be done and the cost at both facilities.

Public Amenities and Project Amenities

Benefits and amenities evaluation is based on an assessment of the additional development gained through the application process. In this instance, the map amendment from R-5-B to PUD/C-2-B would allow the site to be developed at a slightly higher density and height.

The proposed development would include affordable housing, training opportunities for the community members, neighborhood retail, and improvement to senior recreational facilities. The table below is OP's categorization of the proposed items.

Applicant's Amenities/Benefits	Required	Mitigation	Public Benefit	Project Amenity
New Housing			X	X
Affordable Housing	X		X	X
Improvements to Senior Recreation Facilities			X	X
Training Opportunities	X		X	X
LEED Gold			X	X
New Retail			X	X

XI. COMPREHENSIVE PLAN

As shown on the map below, the Future Land Use Map designates the site for mixed use, medium density commercial and medium density residential while the Generalized Policy Map designates the area as a Land Use Change Area.

Future Land Use Map



Generalized Policy Map



Future Land Use Map

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

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

The proposal would increase housing in the neighborhood with a variety of unit types, sizes and affordability as well as neighborhood serving commercial uses. The development would replace an underutilized building and a portion of a surface parking lot that were not contributing to the neighborhood. The redevelopment would be at a scale that is compatible with the character of the neighborhood and would have elements which would assist in improving the environment of the area.

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

The proposed mixed use building with multifamily and neighborhood commercial uses would be at a scale consistent with the medium density residential and medium density commercial uses. The building design and architecture would be attractive, provide improved pedestrian circulation and connections to Metro buses and Metro rail.

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

The development would improve the visual quality of the area as the redevelopment and would replace an old, underutilized building with a vibrant building which incorporates a variety of colors and materials. Streetscape improvements would include the widening of the sidewalks, the provision of landscaping and street trees along two frontages, and street furniture along Sherman Avenue.

Chapter 4 - Transportation Element

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. To encourage a variety of transportation modes, the development would have secured bicycle racks internal to the building with additional rack provided along the Sherman Avenue sidewalk.

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-1.1.5: 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 319 unit development and neighborhood retail uses 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. The affordable units would have variety in unit types and sizes similar to the standards of the market 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

The redevelopment of the site would greatly contribute to the beautification of the property as well as the surrounding neighborhood. The new street trees and other plantings which would be introduced along Sherman Avenue and 9th Street and would enhance the public spaces and reduce stormwater runoff. The approximately 29,000 square feet of green roof, bioretention areas, water and energy efficient systems would benefit both the residents of the building as well as the community. Further, the building would be constructed at LEED Gold standard and would be certified.

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 11,517 square feet of retail uses to serve residents of the new building as well as the wider community. The new residences and the retail uses would contribute to employment and the stability of the neighborhood

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

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 20-foot wide sidewalk along Sherman Avenue would accommodate tree boxes, street trees, siting areas, bicycles and pedestrian areas comfortably and would promote pedestrian safety and comfort. The Applicant envisions retail uses with outdoor seating accommodated in areas separated by "planting areas".

Along 9th Street the sidewalk would be 10 feet while along Barry Place the sidewalk would be approximately 7 feet. The sidewalks are designed to fully accommodate pedestrians who visit the site or walk by.

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

New street lights which meet the DC Standards would be provided along all street frontages to improve public safety in the vicinity of the property.

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

Retail uses would be along Sherman Avenue which has the widest sidewalk. The retail level is visually appealing and the 20-foot wide sidewalk along would accommodate tree boxes, street trees, siting areas, bicycles and pedestrian areas comfortably. The sidewalks around the building are not interrupted by curb cuts or driveways and there are no gaps or blank walls along the façade. Along with the retail uses along Sherman Avenue, the units along Barry Place and 9th Street are directly accessible from the sidewalk and 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. The density would be 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.

XII. AGENCY COMMENTS

The District Department of Transportation (DDOT) and the Department of the Environment (DDOE) would be submitted under separate cover. No other comments have been received.

XIII. COMMUNITY OUTREACH

The property is within ANC 1B. The Applicant states that they have had meetings with ANC 1B, ANC 1B-11 Single Member District, and the following organizations:

- Pleasant Plains Civic Association (letter of support, Exhibit 26D);
- Bloomingdale Civic Association (letter of support, Exhibit 26G);
- LeDroit park Civic Association (letter of support, Exhibit 26F); and
- Georgia Avenue Community Development Task Force (letter of support, Exhibit 26E).

XV. SUMMARY OF ZONING COMMISSION AND OP REQUESTS FOR ADDITIONAL INFORMATION

Commission/OP Comments	Applicant's Response	OP Analysis
Will Howard University still be the property owner and have interest in the commercial portion of the development?	Howard University would have a ground lease arrangement with the Applicant and would not be involved in the development of the property. Neither would the University have a commercial university use on the property.	Provided
Additional information on the roof plan and required setbacks, noting the 9 th Street elevator override setback.	A roof plan is provided, showing the height and setback for each of the three structures. The 9 th Street structure is not setback from the edge of the roof but the top of the balcony helps the camouflage the height of the elevator override.	Of the approximately 15-foot high override, only 5.4 feet would be visible as the remainder would be blocked by a balcony and be 6.25 feet from the edge of the balcony. The balcony and its roof would help to minimize the height of the structure as viewed from the ground (Exhibit 34A2, page 44).
The range of units for which flexibility is requested.	289 to 351 units.	The Applicant is using a standard of 319 units but has requested flexibility to have a range of between 289 and 351 units.
Provide a rationale for not having a CBE Agreement.	Pleasant Plains Civic Association and ANC 1B-11 is in support of providing 50 scholarships for HVAC Technician training and EPA certification over a five year period in lieu of the CBE Agreement.	OP is supportive of the proposal but recommends that the Applicant provide the details regarding the area from which the recipients would be drawn; when would the 5 year period begin; and how would the program be monitored prior to the Zoning Commission's final action.

Commission/OP Comments	Applicant's Response	OP Analysis
Address why there is no landscaping along Barry Place	The sidewalk along Barry Street would have a width of 7.24 feet and with 4-foot wide tree boxes the pedestrian walkway would be very narrow.	Providing a landscaping would narrow the pedestrian way making it very uncomfortable for the pedestrians. Widening the sidewalk would require pulling the building back.
Provide a rendering of the north elevation	Provided at Exhibit 34A1, pag2 22 and 34A2, page 45	Provided
Howard University timeline for the property to the north.	The 2011 HOWARD University Campus Plan proposes that Square 2882 accommodate the University Middle School of Mathematics and Science, an Early Childhood Learning Center, workforce housing for faculty and graduate students. On the timeline of development, Square 2882 would be in Phase 3, anticipated within 7 years of the Plan approval.	Provided
Provide rendering of the loading/parking entrance.	A rendering of the loading/parking entrance along 9th Street is shown at Exhibit 34A2, page 45	Provided.
Show loading access between the loading berth and the retail use.	The parking/loading level has been revised to demonstrate access between the loading dock and the retail uses at Exhibit 34A1, page 6.	Provided.
Provide units at lower AMI	Four, 2-bedroom units would be provided at 60% of AMI.	Proposed
Provide percentage of units to be set aside for Howard University graduate students, faculty and staff.	A minimum of 59 of the 319 units (18%) would for Howard Faculty and Staff. The units would be a mixture of all unit types. Of the 59 units, nine would be designated affordable units of which at least two would be two-bedroom units for families with household incomes of 60% of AMI. The remaining seven affordable units provided under this program would be a mix of studios and one-bedroom units for households with incomes not exceeding 80% AMI.	Provided. These units would be in addition to the required and proffered IZ program units.