

MEMORANDUM

TO: District of Columbia Zoning Commission
JLS
FROM: Jennifer Steingasser, Deputy Director
Development Review and Historic Preservation

DATE: May 9, 2016

SUBJECT: ZC #15-16: Final Report - First Stage and Consolidated PUD
680 Rhode Island Avenue NE (Square 3629, Lot 7, 813, 814)

I. SUMMARY RECOMMENDATION

The Office of Planning recommends approval of the application by MRP Rhode Island Avenue Investors, LLC (MRP – “The Applicant”) for redevelopment of the 13-acre site, known as the Rhode Island Avenue Shopping Center as a mixed-use development consisting of approximately 1,500 residential units with ground floor retail and service uses, under:

- A Stage I PUD in six phases; and
- A Stage II Consolidated PUD for the first phase of the development, described herein.

At full buildout, the overall development site would provide:

- **3.64 FAR;**
- Maximum lot occupancies of **48.65%** (residential), **66%** (commercial);
- A maximum of 312, 528 retail square feet and 1.36 million residential square feet;
- A maximum of 2,000 parking spaces, 502 bicycle parking spaces; and
- **139,999** square feet of green roof.

Approval is recommended for the requested flexibility including:

- Rear Yard – for Blocks 2A, 2B, 5 and 6;
- Loading – to provide 40-foot loading berths where 55-feet are required for all blocks except Block 3;
- Parking – Reduction for Blocks 5A (118 spaces required, 100 provided);
- Multiple Buildings on a Record Lot - Section 2516 (b) and (c) – front yard and rear yard.
- Other areas of flexibility would include:
 - Provision of up to 13,000 square feet of residential area to retail uses to the east of Block 1A should the market permit;
 - Increasing the floor-to-ceiling height of ground floor retail, for Phase 1 buildings, provided no additional building height;
 - Converting one floor of Block 5B (up to 23,250 square feet) from residential to office use, depending on market feasibility; and to
 - Provide interim uses prior to the application for Stage 2 and construction of the later phases.

The benefits and amenities are included under [Section VII](#) of this report and would be refined prior to final action. As outlined in the attached [Comprehensive Plans and Policies](#), the proposed PUD would not be inconsistent with the maps and written elements of the Plan and Maps. A map amendment is not requested.

II. Background

The Applicant's initial request included a Consolidated Planned Unit Development (PUD) review for the first phase of the site's development involving two parcels closest to the trail and a mixed-use building fronting Rhode Island Avenue. A First Stage PUD was requested for the remaining five phases of the site's future development, which is well described in the applicant's initial submissions.

At the Commission's public meeting on November 23, 2015, the Commission's preliminary comments focused on the project's design, including:

- the relationship between the proposed park area and its level of activity,
- the relationship of the buildings to the wide streets,
- the architecture and materials palette of the buildings in the Consolidated PUD, and
- the site's overall energy efficiency.

Similar concerns were also expressed in OP's setdown report ([Exhibit 15 – Table 9, pages 23, 24](#)).

Subsequent to that meeting, OP and the applicant convened an interagency meeting on January 8, 2016 and revised plans were presented to address those concerns. This report reviews the most recent revised plans (submitted on April 29, 2016), the requested flexibility and the benefits and amenities that would be derived should the PUD be approved by the Commission.

Report Highlights

Hereafter, the report is sectioned as follows:

- Section III - Site Description
- Section IV - Project Description (as revised), Including First Stage and Consolidated PUD
- Section V - Zoning
- [Section VI - Requested Flexibility](#)
- [Section VII - PUD Evaluations and Standards](#), with Benefits and Amenities Package
- Section VIII - Community Outreach
- Section IX - Agency Comments
- Section X – Summary, including the Commission's comments and related revisions

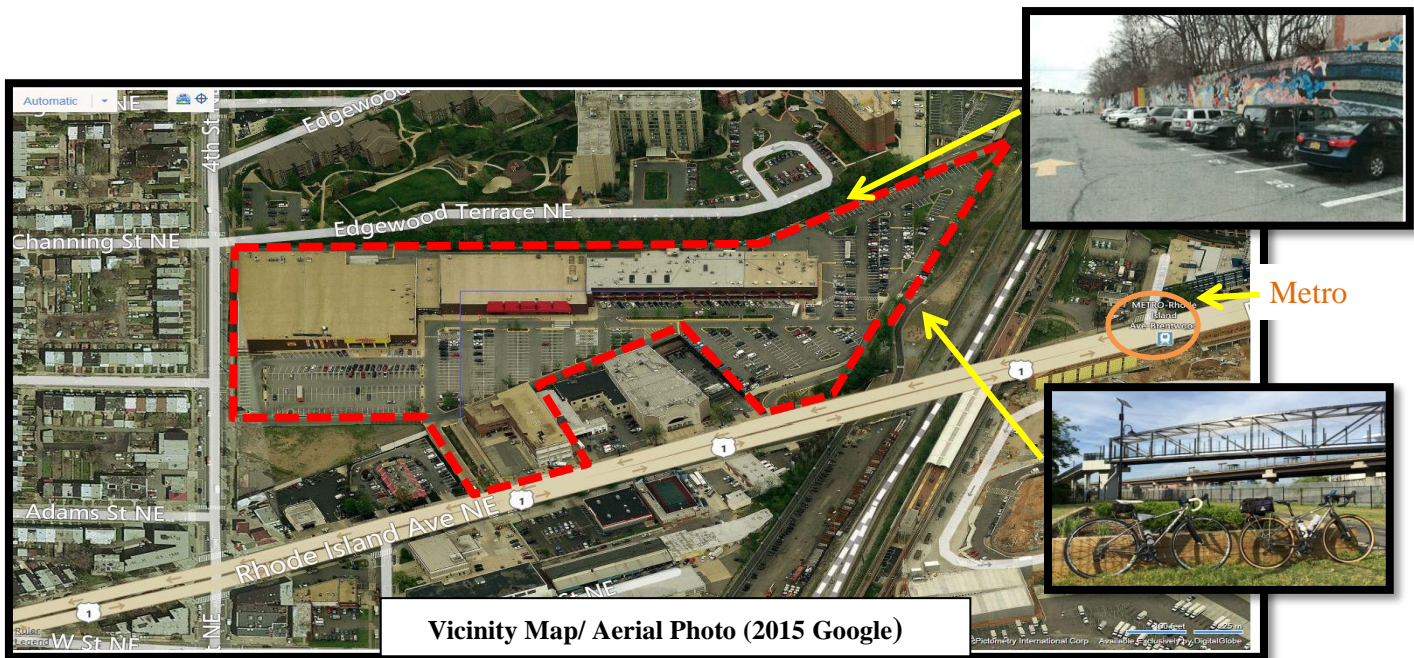
The relevant Comprehensive Plan policies that guide and support the proposed development were fully outlined in OP's setdown report referenced prior and is [attached](#) to this report for ease of reference.

III. SITE AND AREA DESCRIPTION

The 13-acre site within Square 3629, Lots 7, 813 and 814 is currently developed with a strip shopping center comprised of two, large format retail stores (circa 1984), a two story shopping mall with thirteen one-story retailers, surface parking consisting of approximately 720 spaces and a storage building, which fronts on Rhode Island Avenue. The shopping center property fronts on Rhode Island Avenue to the south, 4th Street NE to the west, Metrorail tracks and the Metropolitan Branch Trail to the east and the Edgewood Terrace Apartments to the north.

Access is provided via three curb cuts, two along Rhode Island Avenue and two at 4th Street N.E. The surface parking east of the shopping center currently serves as a commuter parking lot. A recently constructed four-story apartment building on 4th Street, a gas station at the corner of 4th and Rhode Island Avenue, a bank, fast-food chain and church properties abut the property along its south property line. A large retaining wall along the northern property line separates the property from the Edgewood Terrace apartment complex.

The entire PUD site is shown in the dashed outline on the diagram below. The Property is currently zoned **C-3-A¹**, Medium Density Commercial and no map amendment is contemplated.



The Metropolitan Branch Trail (MBT) to the west provides pedestrian and bike access to the Rhode Island Avenue Metro Station through an elevated walkway. While the project site is within the Metro Station’s half-mile walkshed the physical barrier of the large retaining wall along the north property line constrains pedestrian access to Metro for existing residents living north of the site. The site’s topography is variable, rising in elevation from Rhode Island Avenue (elevation between 54’ to 62’) approximately ten (10) to fifteen (15) feet up to the northern/rear property boundary, where the elevation is seventy (70) feet. The grade changes and large retaining walls are barriers to pedestrian and bicycle activity, and present design challenges for connectivity with neighborhoods to the north, as well as for on-site stormwater management.

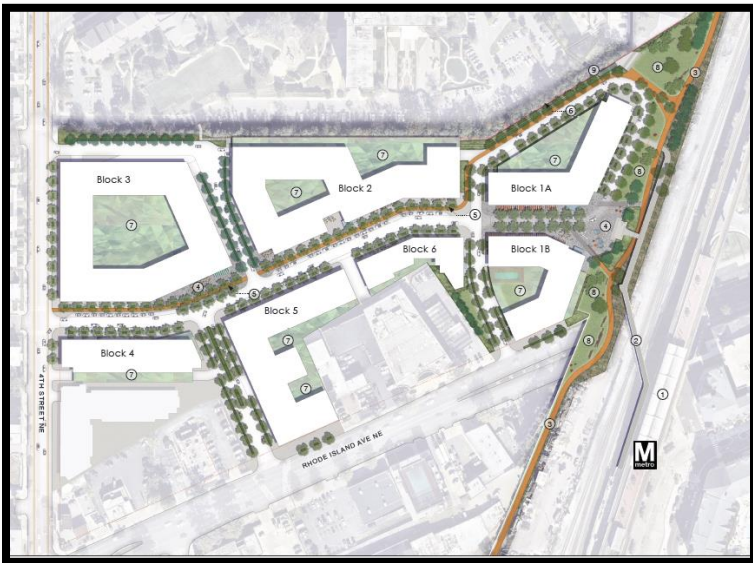
¹ MU-7 (ZR16)

IV. PROJECT DESCRIPTION

The project proposal contemplates redevelopment of the large parcel as a seven-block site with nine, seven-story mixed-use buildings, each at 90 feet in height, with below-grade parking. The overall development would be completed through:

- A Consolidated PUD approval for the first phase, which would include development of three, mixed-use buildings, including all of Block 1 and half of Block 5 in the first phase of development; and
- A First Stage PUD for subsequent phased development of six remaining blocks with six buildings. An illustrated comparison of the current overall site plan with the original presentation is shown below.

The proposed main private street through the site is intended to be a continuation of Bryant Street NE, which would end at a proposed public plaza area, abutting the connecting stairs to the Metro. Sidewalks and bike paths designed through the site are important features intended to improve the site's connectivity among the neighborhoods to the north and west with WMATA's Rhode Island Metro Station to the east. Project details are described hereafter for the Consolidated and Stage I PUD.



Site Plan - Setdown Submission – Exhibit 14A1 – L1.01I



Site Plan – Hearing Submission – Exhibit 17A1 L1.01

A. Consolidated PUD (Phase I Development)



Consolidated PUD - Phase I – Proposed Site Plan and Interim Condition – Exhibit 17A3 –L2.01

This phase would include:

- Demolition of the existing Hinkle building fronting on Rhode Island Avenue, and the existing 2-story retail structure at the eastern portion of the site, with retention of the existing one-story building to the west and approximately 288 surface parking spaces;
- Construction of three, 7-story mixed-use buildings shown on three parcels, Blocks 1A, 1B and 5B

	Use (sq. ft.)			Building Height/Stories (Maximum)		Parking
	Residential	Retail	Office	Feet	Stories	
Block 1A	185,252 sf. (212 du)	7,400 sf.	-	90 ft.	7	297 shared with 1B
Block 1B	122,572 sf. (133 du)	45,237 sf.	-	90 ft.	7	As above
Block 5B	99,093 sf. (106 du)	5,113 sf.	23,250 sf.	90 ft.	7	156

Table 1

- Provision of approximately 157,600 sf. open space areas, including:
 - *Public Plaza*: 12,650 sf. incorporating WMATA's pedestrian stairway;
 - *Bryant Street Park*: 21,780 sf. – (NE corner of site);
 - *Landscaped Green*: 22,270 sf. of park alongside the MBT, linking with the outdoor plaza area and Bryant Street Park; and open space area to the west of Block 1A and 1B, aligned with the Rhode Island Avenue entrance;
 - *Internal Roadway*: 88,600 sf. of internal roadways for public use; and
 - *Bike Trails*: 12,300 sf. throughout the site.
- Realignment of the Metropolitan Branch Trail;
- Interim internal roadway modifications with minor modifications to access points at Rhode Island Avenue;
- Provision of pedestrian connections to the north of the site;
- Temporary uses west of Block 1A and in the park area closest to the trail (Exhibit 17A3, L2.08).

Building Appearance – Blocks - 1A, 1B and 5B (Sheets 1.201-1.207, April 29, 2016)

The mixed-use buildings would be clad primarily with red, black and dark grey brick, with precast stone at the building bases at the pedestrian scale. Corner elements would accentuate the building entrances, while a mix of corrugated metal and composite metal panels would trim the panels.

The retail portion of the building on Block 1A would be along the private main street, which would lead to the proposed plaza area. The retail portion of building on Block 1B would front on Rhode Island Avenue and wrap around to the south side of the private main street opposite Block 1A.

Building 5B would present a similar warehouse feel with masonry material mixed with metal panels fronting Rhode Island Avenue. However, a saw-tooth design at the seventh floor roofline would distinguish this building from Block 1B, a portion of which would also face Rhode Island Avenue.

Ground floor units of Building 1 A would have immediate access to the plaza. Terraced areas are proposed closer to and would appear almost seamless with the MBT. Private elevated interior courtyards would be provided above the ground floor retail for each building, as well as smaller terraces, Balconies would extend the interior for some units to present a residential feel to the buildings' industrial context.

Rooflines of the buildings would appear flat, and roof structures would satisfy the penthouse requirements of the Regulations. The roof would also accommodate significant areas of **green roof (26,263 square feet)** in this phase. (**Roof Plans** - Block 1A, 1B – Sheet 1.107; Block 5B – Sheet 1.114 (*April 29 2016*))

Parking, Loading, Access and Circulation

The applicant's Comprehensive Traffic Report (CTR) was reviewed by DDOT to assess the proposed loading, parking, access and circulation for the development. DDOT's report would be presented separately in the record. The applicant is continuing to work with DDOT to address any concerns DDOT may have at this time.

Three levels of shared, below-grade parking with approximately 297 regular sized spaces and 66 compact spaces are proposed. Access would be provided off the private street west of the parcels via Rhode Island Avenue. Storage areas would be provided on each level and secured bike spaces for 120 bicycles are shown on the 1st and 2nd levels. Flexibility from the parking requirement for the building of Block 5A building is requested. This is addressed in [Section VI](#) of this report. The blocks would meet or exceed the number of bicycle parking spaces required by the Zoning Regulations and abundant parking will be found on the reconfigured surface parking lot during interim conditions.

Loading is shown on the first level for both buildings, accessed from the private street entering Rhode Island Avenue on the east side of the site. DDOT requested and OP supports a review by the applicant to potentially relocate the loading dock for Building 5B closer to the parking entrance, as the proposed location would present conflicts with vehicular traffic and pedestrian movement. The applicant has acknowledged this concern and intends to address this concern at the public hearing.

TDM

The Applicant proposes the following general TDM measures:

- The Applicant will place and fund the operations and maintenance for one year of a Capital Bikeshare Station.
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase.
- The Applicant will identify TDM Leaders (for planning, construction, and operations) at the residential and office buildings. The TDM Leaders will work with residents in the building to distribute and market various transportation alternatives and options.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will install Transportation Information Center Displays (kiosks or screens) within the lobbies of the residential multi-family buildings and the community serving buildings, containing information related to local transportation alternatives.
- The Applicant will provide each unit's incoming residents for the first two years with either a one-year membership to Capital Bikeshare or a one-year membership to a car-sharing service.
- The Applicant will provide bicycle repair stations within the bicycle rooms in the development.

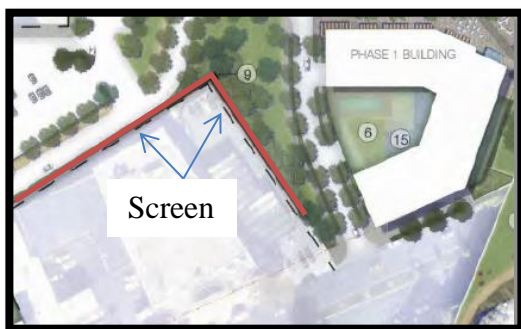
Additional TDM measures are being finalized with DDOT and would be presented in full at the public hearing.

Open Space, Public Plaza, Metropolitan Branch Trail and WMATA's Pedestrian Bridge

Up to 12,300 square feet of bike trails would run through the site to connect with the existing MBT. The location of the proposed plaza design is largely under-utilized, as it currently serves as a commuter parking lot.

The proposed public plaza, the MBT and WMATA's pedestrian bridge, in combination would play a vital role in the site's successful redevelopment and long-term vitality. Its location along a major multi-modal transportation corridor, creates a unique condition for the large site to maximize the use of four transportation modes in combination, including bike, pedestrian, bus and metro.

The trail realignment would enable the creation of an inviting stairway in the midst of a landscaped area leading to an activated, furnished, 12,650 square feet pedestrian plaza. The design would incorporate up to three access points to the MBT, including, to the north of Block 1A to join with the proposed pedestrian and bike stair to Edgewood Terrace; two access points from the plaza to the MBT; and another access east of Block 1B (Stage 1- Overall Site Plan, Sheet C-3).



The development of the Bryant Street Park to the northeast corner of the site would activate the plaza area, including the potential for special events and neighborhood activities within this area (Exhibit 17A1 L1.10 - L1.12). Trail sculptures and other art features would add appeal to the open spaces that would be provided at this end of the development site (Exhibit 17A1 - L1.13). An interim architectural screen would be included along a portion of the property line, which abuts the church property to the south. Programming and maintenance agreements of the space(s), where the property intersects with the public space and the trail should be included in the final order of approval.

Commercial and Temporary Uses

Overall, up to 312,528 million gross square feet of retail is proposed at full buildout. Phase 1 proposes a maximum of 93,756 square feet of commercial space. Phase 1 development envisions that the two story retail building to the east of the site would be demolished and the larger retail store would remain temporarily. The ground floor of Block 1B anticipates a gym as an anchor facing Rhode Island Avenue and other retail uses wrapped around the ground floor in the building’s C formation to activate the plaza area and the private street north of the building. Similarly, Block 1 A would be designed for retail/restaurant uses fronting the private street. The applicant is requesting flexibility to convert approximately 13,000 square feet of residential area on the ground floor to retail, if feasible in an area which would face the MBT. The floor to ceiling height of the ground floor for the buildings would also be adjusted, provided the height of the building remains at 90 feet.

Much of the open area east of the interim retail building and along the eastern edge of the site would be used for temporary retail kiosks (no greater than 500 square feet per location) depending on demand, to maintain activity and interest until the site is fully built out. (Sheet L2.08; April 29, 2016).

B. Stage I PUD



Stage I PUD - Site Development Phases

The data of the Stage I phases are generalized as follows:

Phase/ Block	Use (max. sq. ft.)			Building Height/Stories (Maximum)		Parking (Max.)
	Residential	Retail	Office	Feet	Stories	
2 /Block 2B	-	56,868 (M. Theatre)	-	90		142 plus 2A
3/Block 3	312,225 (368du)	82,558 (Grocery)	-	90	7	646
4/Block 2A	282,322 (311 du)	30,106	-	90	7	265
5/Block 4	127,033 (163 du)	19,595	-	90	7	125
6/Block 5A	127,319 (139 du)	17,685	-	90	7	150
7/Block 6	85,429 (91du)	8,828	-	90	7	88

Table 2

The proposed future development of six parcels in the timeline of Phases 2 through 7 would include approximately 1,072 residential units above grocery/retail and service uses on the ground floors, as preliminarily identified on the plans. A movie theatre is now proposed in Block 2, where there would now be two buildings. All buildings are proposed as seven-stories with a maximum height of 90 feet, based on the street right-of-way width of Rhode Island Avenue, as determined by the Height Act. The measuring points for the buildings are proposed according to the applicant's submitted measurements shown in the plans (Sheet 0.40, April 29, 2016).

Building Appearance

The height, massing and below grade parking layouts were presented in concept for Stage I designs and may be subject to change through a future second stage PUD review.

Parking, Loading Access and Circulation

Vehicular parking and loading proposed for Blocks 2 through 6 would be accessed primarily from the main private street and entrances off Rhode Island Avenue. Forty-foot loading berths would be provided and the applicant has requested flexibility from the required 55-foot loading berth for residential uses. The proposed grocery use in Block 3 (Phase 2) would have enclosed, 55-foot loading berths and would be accessed via 4th Street.

Overall, the development will exceed the amount of parking required by zoning. Approximately 66 on-street parking spaces will be available after the full build-out for the Bryant Street extension.

Open Space

Over 157,600 square feet of public-accessible open spaces would be included in the overall site with 12,650 square feet dedicated to a plaza area. Visual information about the landscape elements, including hardscape, site furnishings and the planting palette of street trees are provided in the landscape sheets of the plans (Sheets L2.04 to L2.07 (April 29, 2016)).

V. ZONING AND FLEXIBILITY

The Property is within the C-3-A Commercial District, which permits matter-of-right medium density development, with a density incentive for residential development within a general pattern of mixed-use development, where retail, service and office uses are the predominant uses, and where buildings do not generally exceed 8 stories in height. The following tables compare the matter-of-right development capacity of the C-3-A District with the requested Consolidated and Stage I PUDs:

A. Consolidated PUD – Phase 1

Standard	C-3-A By Right	C-3-APUD	Proposal		
			Block 1A	Block 1B	Block 5B
Uses § 741	Any use permitted in C-2 Districts under § 721 and § 741	Any use permitted in C-2 Districts under §§ 721 and 741	Residential with ground floor retail	Residential with ground floor gym	Residential, retail and office
Height in ft/stories § 770	65 ft.	90 ft.	90 ft.	90 ft.	90 ft.
FAR §771; §2405.2	4.0 (max)	4.5	2.38	3.41	3.51
Lot Occupancy % § 772	75% (res.)100% (comm.)	75% (res.)100% (comm.)	33.59% (res) 35.12% (comm.)	51.83% (res) 72.31 (comm.)	57.52 77.22
Rear Yard § 774	2.5"/vertical feet in height, but > 12' (18.75 ft)	2.5"/vertical feet in height, but ≥ 12' (18.75 ft)	59 ft. 10 ins	30 ft. 8ins	28 ft.
Side Yard § 775	None required, but if provided, then 2" in width/vertical feet in height, but ≥ 6'	None required, but if provided, then 2" in width/vertical feet in height, but ≥ 6'	21 ft 8ins and varies	13 ft. 3ins and 25 ft. 8ins	0, 32 ft.
Parking (spaces) § 2101.1					
Residential	1 space per 2 d. units	1 space per 2 d. units 106+71+52 = 229	94	80	43
Retail	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units 71+132+7 = 210	14 (Shared with 1B)	142 (Shared with 1A)	7
Office	1 space per 600 square feet of office space in excess of 2,000 square feet	1 space per 600 square feet of office space in excess of 2,000 square feet (36 spaces)	-	-	36
Bike Parking § 2101.1	5% of number of required parking spaces	5% of number of required parking spaces	127	80	37
Loading§ 2201.1	Multifamily > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Retail 1 berth @ 30 ft. 1 platform @ 100 sf 1 svc space @ 20 ft.	Multifamily > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Retail (8,000 sf+): 1 berth @ 30 ft. 1 platform @ 100 sf 1 svc space @ 20 ft.	For residential 1 berth @ 40 ft. 1 platform@ 200sf 1 svc @20ft. (Relief Necessary)	For residential 1 berth @ 40 ft. 1 platform@ 200sf 1 svc @20ft. (Relief Necessary)	For residential 1 berth @ 40 ft. 1 platform@ 200sf 1 svc @20ft. (Relief Necessary)
Multiple buildings § 2516	2 or more buildings a matter of right – on a lot not located with 25 ft. of a residence district.	2 or more buildings a matter of right – on a lot not located with 25 ft. of a residence district.	Flexibility requested	Flexibility requested	Flexibility requested

Table 3

B. Stage I PUD

As previously stated Phases 2 through 7 is presented as a Stage I PUD for review in concept with respect to the proposed building's height and massing as follows:

Standard	C-3-A By Right	C-3-A PUD	Proposal
Uses § 741	Any use permitted in C-2 Districts under § 721 and § 741	Any use permitted in C-2 Districts under §§ 721 and 741	Primarily residential with ground floor retail anchors such as a gym, grocery and movie theatre
Height in ft. § 770	65 ft.	90 ft.	90 ft.
FAR §771§ 2405.2	4.0 (max) 4.8 (with IZ)	4.5 4.8 (with IZ)	3.62
Lot Occupancy	75% (res.)100% (comm.)	75% (res.)100% (comm.)	52.40% (residential) 66.68% (commercial)
Parking (spaces) § 2101.1	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units
Residential	1 space per 2 d. units	1 space per 2 d. units	1,072 (residential)
Retail	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units	1 space/750 sf retail (if more than 3,000 sf); 1 space per 4 units	Retail: Shared between buildings 617 (retail)
Office	1 space per 600 square feet of office space in excess of 2,000 square feet	1 space per 600 square feet of office space in excess of 2,000 square feet	-
Grocery	1 space per 300 square feet of grocery space in excess of 3,000 square feet	1 space per 300 square feet of grocery space in excess of 3,000 square feet	464(Shared with retail)
Theatre	1 space per 600 square feet of theatre space	1 space per 600 square feet of theatre space	142
Loading	Multifamily > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Retail 1 berth @ 30 ft. 1 platform @ 100 sf 1 svc space @ 20 ft.	Multifamily > 50 units 1 berth @ 55 ft. 1 platform @ 200 sf. 1 svc space @ 20 ft. Retail 1 berth @ 30 ft. 1 platform @ 100 sf 1 svc space @ 20 ft.	For residential 5 berth @ 40 ft. 3 platform@ 200sf 6 svc @20ft. 3 berths@55 ft. (grocery) 1 @200ft. 1 @20ft.

Table 4

VI. REQUESTED FLEXIBILITY

Flexibility is requested from the existing Regulations as follows:

2516 Exceptions to Building Lot Control

2516.1 If approved by the Board of Zoning Adjustment as a special exception under § 3104, two (2) or more principal buildings or structures may be erected on a single subdivided lot, subject to the provisions of this section.

The project proposes 9 principal buildings on one record lot.

2516.2 This section applies to construction on a lot that is located in, or within twenty-five feet (25 ft.) of, a Residence District.

The project is located within 25 feet of the R-5-A District (RA-1 (ZR 16)).

2516.3 In addition to other filing requirements, the applicant shall submit to the Board, with the new application, four (4) site plans for all new rights-of-way and easements, and existing and preliminary landscaping and grading plans with approximate building footprints; provided:

- (a) The applicant shall also submit, either with the original application or at a later time, final landscaping and grading plans and two (2) sets of typical floor plans and elevations; and*
- (b) If the applicant elects to submit the plans referenced in § 2516.3(a) at a later date, the Board's original approval shall be conditional, subject to a later public hearing and final decision on the project as a whole.*

The submission of April 29, 2016 has the requested information (Exhibit #31 – Exhibit E Plans: Consolidated PUD Sheets L2.01 –L2.09 and Stage I PUD L1.01 – L1.22)

2516.4 The number of principal buildings permitted by this section shall not be limited; provided, that the applicant for a permit to build submits satisfactory evidence that all the requirements of this chapter (such as use, height, bulk, open spaces around each building, and limitations on structures on alley lots pursuant to § 2507), and §§ 3202.2 and 3202.3 are met.

The project proposes 9 buildings on a single record lot and would satisfy the use, height bulk and requirements except the front and rear yard setbacks, as discussed under **2516.5 (b) and (c)**.

2516.5 If a principal building has no street frontage, as determined by dividing the subdivided lot into theoretical building sites for each principal building, the following provisions shall apply:

- (a) The front of the building shall be the side upon which the principal entrance is located;*

The principal entrances of the buildings would front on the private streets proposed for the redeveloped site.

- (b) Open space in front of the entrance shall be required that is equivalent either to the required rear yard in the zone district in which the building is located or to the distance between the building restriction line recorded on the records of the Surveyor of the District of Columbia for the subdivided lot and the public space upon which the subdivided lot fronts, whichever is greater;*

OP supports the applicant's request for relief from this provision as a uniform street wall closest to the Bryant Street extension is consistent with an urban street and would support the Commission's concern regarding the appearance of a very wide street, typical of an avenue.

- (c) *A rear yard shall be required; and*
Rear yards would be provided for the proposed buildings of the Consolidated PUD (Blocks 1A, 1B and 5B). However, none are proposed for Blocks 2A, 2B, 5A and 6, which are designated for buildout in future phases.
- (d) *If any part of the boundary of a theoretical lot is located in common with the rear lot line of the subdivided lot of which it is a part, the rear yard of the theoretical lot shall be along the boundary of the subdivided lot.*

This provision would be satisfied.

2516.6 *In providing for net density pursuant to § 2516.11, the Board shall require at least the following:*

- (a) *The area of land that forms a covenanted means of ingress or egress shall not be included in the area of any theoretical lot, or in any yard that is required by this title;*
- (b) *Notwithstanding any other provision of this title, each means of vehicular ingress or egress to any principal building shall be twenty-five feet (25 ft.) in width, but need not be paved for its entire width;*
- (c) *If there are not at least two (2) entrances or exits from the means of ingress or egress, a turning area shall be provided with a diameter of not less than sixty feet (60 ft.); and*
- (d) *The requirements of paragraphs (b) and (c) of this subsection may be modified if the Board finds that a lesser width or diameter will be compatible with, and will not be likely to have an adverse effect on, the present character and future development of the neighborhood; provided, that the Board shall give specific consideration to the spacing of buildings and the availability of resident, guest, and service parking.*

The development data of Sheet 0.10 provides the total PUD area as 579,835 square feet and the total lot size of the proposed PUD as 481,915 square feet. The area of the roadways and bikeways combined (100,900 square feet) were not included in the FAR calculations.

2516.7 *Where not in conflict with the Act to Regulate the Height of Buildings in the District of Columbia, approved June 1, 1910 (36 Stat. 452, as amended; D.C. Official Code §§ 6-601.01 to 6-601.09 (2001) (formerly codified at D.C. Code §§ 5-401 to 5-409 (1994 Repl. & 1999 Supp.))), the height of a building governed by the provisions of this section, in all zone districts, shall be measured from the finished grade at the middle of the front of the building.*

Sheet 0.40 (April 29, 2016 Plan) shows the block measuring points consistent with this requirement.

2516.9 *The proposed development shall comply with the substantive provisions of this title and shall not likely have an adverse effect on the present character and future development of the neighborhood.*

The proposed development complies with the substantive provisions of the title. OP supports the requests for flexibility due to the site's limitations (rear yard) and where an urban street wall for buildings with ground floor retail would be more appropriate than the front yard requirement. Redevelopment of this site would replace a dated shopping center with one consistent with a contemporary urban format, including pedestrian and bike-friendly streetscapes, which supports the use of the existing metro system. It would provide additional neighborhood retail and service opportunities in

upgraded spaces beneficial to the neighborhood. The benefits and amenities of this project have been negotiated with the neighborhood and are outlined in [Section VII](#) of this report.

2516.10 *Before taking final action on an application under this section, the Board shall refer the application to the D.C. Office of Planning for coordination, review, and report, including:*

- (a) *The relationship of the proposed development to the overall purpose and intent of the Zoning Regulations, and other planning considerations for the area and the District of Columbia as a whole, including the plans, programs, and policies of other departments and agencies of the District government; provided, that the planning considerations that are addressed shall include, but not be limited to:*
 - (1) *Public safety relating to police and fire concerns;*
 - (2) *The environment, relating to water supply, water pollution, soil erosion, and solid waste management;*
 - (3) *Public education;*
 - (4) *Recreation;*
 - (5) *Parking, loading, and traffic;*
 - (6) *Urban design; and*
 - (7) *As appropriate, historic preservation and visual impacts on adjacent parkland;*
- (b) *Considerations of site planning; the size, location, and bearing capacity of driveways; deliveries to be made to the site; side and rear yards; density and open space; and the location, design, and screening of structures;*
- (c) *Considerations of traffic to be generated and parking spaces to be provided, and their impacts;*
- (d) *The impact of the proposed development on neighboring properties; and*
- (e) *The findings, considerations, and recommendations of other District government agencies.*

2516.11 *The Board may impose conditions with respect to the size and location of driveways; net density; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations.*

The provisions of Section 2516 (10) and (11) are collectively addressed under the PUD Evaluation and Standards regulated by Section 2403 of the Regulations – [Section VII](#) of this report.

Rear Yard – Section 774

The required residential and commercial rear yard of 18.75 feet would not be satisfied for buildings in the phases for Blocks 2A, 2B, 5A and 6, where no rear yard would be provided at the ground floor. Provision of the rear yard for Blocks 2A and 2B would create a practical difficulty, as there is a grade change to the north of those buildings which requires installation of a retaining wall. The shape of the property at the rear for Blocks 5 and 6 also creates a practical difficulty in satisfying the rear yard requirement as it would result in narrower inefficient buildings at those locations.

OP supports the requested flexibility as no adverse impact is anticipated from the reduced depth of the yard.

Section 2201- Parking

According to the data provided, parking less than the required would be provided in Blocks 5A, where 118 spaces are required and 100 would be provided.

OP would support parking relief where needed due to proximity to the metro, the availability of other transportation options, the excess of on-site parking of the overall development by 377 spaces, and the proposed on-street parking (along Bryant Street - 66 spaces).

Section 2202 -Loading – 55-ft. loading berths required: 40 feet proposed (residential uses)

Reduced loading berths are proposed for each development block of the Consolidated PUD as follows:

Loading Area	Proposed Loading Facilities	Anticipated Daily Loading Demand
Block 1A	One (1) 40' Loading Berths: One (1) 20' Service/Delivery Area	Four (4) Truck deliveries, Four (4) Van deliveries
Block 1B	One (1) 40' Loading Berth: One (1) 20' Service/Delivery Area	Four (4) Truck deliveries, Three (3) Van deliveries
Block 5B	One (1) 40' Loading Berth	Four (4) Truck deliveries, Six (6) Van deliveries

Table 5 (Comprehensive Transportation Report – Pg. 19)

All proposed buildings would have reduced residential loading berths @40 feet, which would be shared with retail uses. The grocery store proposed for Block 3 would provide the 3 required 55-foot loading berths, and related service delivery areas. The proposed sizes of the loading facilities are consistent with the requirements for contemporary residential development in the District. OP would support the requested relief.

Section 2407.10 – First Stage PUD Validity

The first-stage approval shall be valid for a period of one year, unless a longer period is specified by the Commission, or unless the Commission extends that period.

The applicant proposes that the First Stage PUD approval for the remaining six phases - Phases 2 through 7, be valid for a period of 10 years, and a Second Stage PUD must be filed within 10 years of the effective date of the Order (upon approval of this application), i.e. up to **2026** (if approved in 2016).

For the Consolidated PUD approval for:

- Block 1A
 - ✓ Approval shall be valid for a period of two years from the effective date of the Order;
 - ✓ Within the two-year time frame, an application for a building permit must be filed for Block 1A;
 - ✓ Construction of Block 1A must begin within 3 years of the effective date of the Order.
- Blocks 1B and 5B
 - ✓ Approval shall be valid for a period of 4 years from the effective date of the issued Order;
 - ✓ Within the 4 year time frame, an application for a building permit must be filed for each of Block 1B and 5B;
 - ✓ Construction for both must begin within six years of the effective date of the issued Order.

Based on the above, OP anticipates the following timing –

- Block 1A (**2016 – 2019**)
 - ✓ If the application is approved in **2016**, then the issued Order would be effective until 2018, within which an application for a building permit must be filed and construction should be anticipated to begin no later than in **2019**.
- Blocks 1B and 5B (**2016 - 2022**)
 - ✓ If the application is approved in **2016**, then the issued order would be effective until **2020**, within which an application for a building permit must be filed for both buildings and construction should be anticipated no later than 2 years thereafter, **2022**.

Thus, the full buildout of the site should be anticipated well beyond 2026.

Other Areas of Requested Flexibility:

1. Provide up to 13,000 square feet of residential area to retail uses to the east of Block 1A should the market permit;
2. Increase the floor-to-ceiling height of ground floor retail, for Phase 1 buildings, provided no additional building height;
3. Flexibility to convert one floor of Block 5B (up to 23,250 square feet) from residential to office use, depending on market feasibility;
4. Flexibility to provide interim uses prior to the application for Stage 2 and construction of the later phases;
5. Flexibility to utilize the parking and loading areas for Blocks 1A and 1B to serve the temporary uses.

OP does not object to the requested flexibility for items 1 through 5, provided that the interim uses are matter-of-right uses permitted under the existing Regulations at the time of this filing.

OP would like the applicant to elaborate on Item 5, the requested flexibility to use the parking and loading areas for Blocks 1A and B at the public hearing.

VII. PUD Evaluations and Standards

The purpose and standards for Planned Unit Developments (“PUD”) are outlined in 11 DCMR, Chapter 24. Section 2400.1 and 2400.2 states “The PUD process is designed to encourage high quality developments that provide public benefits...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 or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.” The Applicant has requested various flexibilities detailed above and also offers several public benefits and amenities. No map amendment is requested.

Per § 2403.3 PUD Evaluation Standards, the PUD regulations further state that “[t]he impact of the project on the surrounding area and upon the operations of city services and facilities shall not 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.”

Sections 2403.5 – 2403.13 of the Zoning Regulations state the definition and evaluation standards of public benefits and project amenities. Public benefits are tangible, quantifiable superior features of a proposed PUD that benefit the surrounding neighborhood or public in general to a significantly greater extent than would likely result from a by right project. A project amenity is type of public benefit that is a functional or aesthetic feature of a development that adds to the attractiveness, convenience or comfort of the occupants and immediate neighbors.

In its review of a PUD application, § 2403.8 states that “...the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” To assist in the evaluation, the Applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to the typical development of the type proposed...” (§2403.12) The existing matter-of-right development capacity of the C-3-A District with the requested Consolidated PUD for Phase 1’s development is compared as follows:

	C-3-A M-O-R (13 ac.=489,819 sf) (without streets)	C-3-A M-O-R Block 1A-80,034 sf Block 1B - 47,187 sf (without streets)	C-3-A M-O-R Block 5B - 33,784 sf (without streets)	Consolidated PUD Proposal	
				Block 1A Block 1B (without private r-o-w)	Block 5 B (without private r-o-w)
Uses	Res./Comm.	Res./Comm.	Res./Comm.	Mixed-use	Res./ Comm./ Office
Height	65 ft.	65 ft.	65ft.	90 ft.	90 ft.
FAR	4.0 (4.8 with IZ)	4.0 (329,056 sf.) 4.0 (169,056 sf.) 4.8 (with IZ)	4.8 (with IZ)	2.60 3.56	3.51
Lot Occ. %	80% res. 100% comm.	80% res. 100% comm.	80% res. 100% comm.	35.08%, 36.15% 51.86%, 69.74%	57.52%, 77.22%

Table 6

The PUD gains include 25 feet of additional height across the entire development for the Consolidated and Stage I PUD; overall, the density is within the matter-of-right permitted FAR.

The **overall FAR 3.64** (without inclusion of the street and bicycle path areas) would be below the maximum FAR permitted as a matter-of-right (672,610 square feet less density than matter-of-right).

The Applicant has offered the following amenities and benefits as an offset to the height gained through the process:

(a) *Urban design, architecture, landscaping, or creation or preservation of open spaces - §2403.9(a)*

Urban Design

In terms of urban design, the site's redevelopment will greatly improve the pedestrian realm from its current state through the ground floor building design and the proposed private streetscape and plaza elements.

The building design at the ground floor includes base articulation through the use of masonry that helps establish a comfortable pedestrian-scale along the Rhode Island Avenue streetscape. The proposed ground floor gymnasium, lobby and leasing entrances, floor-to-ceiling storefront glass, broken-up with masonry piers at predictable intervals, would create a comfortable pedestrian experience along the Avenue.

A streetscape which currently does not exist would be provided along Rhode Island Avenue and on 4th Street between the Avenue and Channing Street, as well as to the interior of the site. Streetscape elements, such as tree pits bio-retention, seating and landscaping will improve the pedestrian experience throughout the site and along the driveway access points from 4th Street and Rhode Island Avenue. The applicant will continue to engage with DDOT and public space staff concerning the public streets surrounding the site and with OP and DDOT regarding the internal private streets as the project progresses.

Architecture

The proposed architecture has an industrial vocabulary, with precast stone base at the first and second levels. A unique element of the proposed façade is the slightly projecting and recessing rectangular planes, which help break up the horizontal mass of the buildings. The upper story residential units are distinguished from the retail base of the buildings with a mixture of brick and metal panels in a complementary color scheme. (Sheet 1.513, April 29, 2016).

Landscaping and Creation of Open Space

The project would provide both on-site and off-site landscaping with streetscape plantings, raised green/softscape areas of trees, bio-retention planters, and up to 139,999 square feet of green roof area in the entire development (26,263 sf. in Phase 1). In terms of off-site landscaping, the Applicant intends to design and build hard and soft landscaping, inclusive of pathways to the trail east of the property. Off-site and on-site landscape elements with appropriate signage will direct pedestrians and bikers from the Rhode Island Avenue sidewalk to the north that will connect through property to a hardscape plaza, seating elements, lighting, trees and plantings. Existing on-site art along the retaining wall would remain to form an inviting area leading to the aforementioned stairway, which would be equipped with seating for pedestrians who may want to rest (Sheet L.1.15 April 29, 2016). Signage and way finding to the location of the MBT and pedestrian bridge to Metro would be developed consistent with the MBT signage.

(b) *Site planning, and efficient and economical land utilization - § 2403.9(b)*

The proposal would completely transform a significantly underutilized site located within 1,000 sf of a Metro station and several Metrobus lines and the MBT Trail. The development will add to the activation of the Rhode Island Avenue Metro Station area with its active retail uses, additional residents, streetscape and off-site improvements with significant open space improvements. Connectivity with an extension of the street grid and bike paths would support the variety of transportation modes and represent efficient site planning elements of the project.

A stair connecting Edgewood Terrace to the north would unify the site with neighborhood. However, access would be controlled by a gate at the request of the neighborhood due to concerns regarding crime.

(d) *Housing - § 2403.9(f)*

Up to 26% of the apartment units would be either two-bedroom or three-bedroom units, and up to 63% in the one-bedroom category.

Housing and Affordability

452 units would be provided under the Consolidated PUD, with a unit mix as follows:

Unit Type Building	2Br+den/3 Br.	2 Br.	1 Br. + Den	1 Br.	Jr. 1Br.	Efficiency	Totals
1A	13	41	41	61	34	22	212
1B	10	25	25	39	20	14	133
5B	9	20	20	29	19	10	107
Totals	32 (7.1%)	86 (19%)	86 (19%)	129 (28.5%)	73 (16.2%)	46 (10.2%)	452 (100%)

Table 7

Affordable housing is proposed as follows:

Block IA 80,034 sf.	GFA % of total (square feet)	Units	Income Type	Control Period	Affordable Unit Type
Total	185,252 - 100%	212	All	Life of Project	-
Market Rate	17,0432 - 92%	195	Market	Life of Project	-
IZ	11,115 - 6% 3,705 - 2%	12 5	80% AMI 50% AMI	Life of Project	2Br+den, (4); 1Br (8) 2Br (1); Jr. 1Br+ Eff. (4)
Affordable/Non IZ	NA	NA	NA	NA	

Table 8

Block IB 47,187 sf.	GFA % of total (square feet)	Units	Income Type	Control Period	Affordable Unit Type
Total	122,572 -100%	133	All	Life of Project	-
Market Rate	12,766 - 92%	122	Market	Life of Project	-
IZ	7,354 - 6% 2,451 - 2%	8 3	80% AMI 50% AMI	Life of Project	2Br+den, (3); 1Br (5) 2Br (1); Jr. 1Br+ Eff. (2)
Affordable/Non IZ	N/A	-	-	-	-

Table 9

Block 5B 33,784 sf.	GFA % of total (square feet)	Units	Income Type	Control Period	Affordable Unit Type (#)
Total	99,093 - 100%	107		Life of Project	-
Market Rate	91,166 - 92%	98	Market	Life of Project	-
IZ	5,946 - 6% 1,982 - 2%	6 3	80% AMI 50% AMI	Life of Project	2Br+den, (2); 1Br (4) 2Br (1); Jr. 1Br+ Eff.(2)
Affordable/Non IZ	N/A	-	-	-	-

Table 10

(e) *Environmental benefits- § 2403.9(h)*

An important feature of the site’s sustainability would be the inclusion of stormwater run-off controls where none currently exists. While the site would be re-graded, the proposed extensive landscaping, bio-retention and underground stormwater capture would ensure that water entering the District’s system would be pollutant-controlled. Similarly, the heat island effect would be significantly reduced by the replacement of the shopping center’s expansive parking area with buildings with up to 139,999 square feet of green roofs upon full buildout. In the interim, the landscaping and open green areas would also contribute to the District’s sustainability goal in reducing the heat island effects of extensive surface lots. The project would attain a LEED Silver rating certification. However, the applicant should continue working with DOEE to attain a higher rating upon complete buildout.

(f) *Uses of special value to the neighborhood or the District of Columbia as a whole § 2403.9 (i)*

The project itself is a benefit and amenity to the District as a whole. Beyond the provision of residential unit where none exists, the vast site would anchor the revitalization of the corridor to the west, similar to the anticipated development of the recently approved Brookland Manor PUD redevelopment site further east at Montana Avenue.

The proposed pedestrian stairway north of the site, with a plaza and other functional landscaping elements will ultimately add vitality to the surrounding neighborhood, the internal areas of the site, and to the MBT. The residential units and the location of retail closer to the trail would provide the added benefit of contributing to the safety of the connections between the Metro and the Metropolitan Branch Trail. These elements would also assist in improving Metro’s ridership by residents within the station’s walkshed. The applicant will continue to work with DDOT to ensure the benefits of the proposed transportation improvements including the installation of traffic signals, a Capital Bikeshare Station and the TDM measures are timely coordinated and distributed.

The security objectives for the trail and existing residents to the north would also be enhanced through the provision of an on-site office for MPD at no cost to the District, which is included in the security plan (Exhibit 31A). This collaboration by the applicant and MPD would be in addition to trail amenities in the vicinity of the site including signage within branding of the MBT and for neighborhood business along the trail.

The Bryant Street Park and green connection to the plaza area would be programmed for community events as, well as passive recreation. (Sheets L.1.10- L1.18; April 29, 2016).

A summary to date **benefits and amenities package** is provided in the following table:

The applicant will provide additional details regarding the management and allocation of the amenities prior to final action.

BENEFIT OR AMENITY	MITIGATION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	APPLICANT PROFFER
OVERALL PUD					
Market rate housing (none currently exists)		X	X		
Affordable housing (IZ) (in perpetuity) (\$3.8M) (See Housing Affordability)		X	X	X	
Superior Architecture		X	X	X	X
Continuation of street grid		X	X	X	
MBT Improvements	X	X	X		X
Preservation of public art	X	X	X		X
Environmental Benefits	X	X	X	X	X
Participation in an Employment Program		X	X		

BENEFIT OR AMENITY	MITIGATION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	APPLICANT PROFFER
CONSOLIDATED PUD					
Emergency call box along trail (\$15K)		X	X		X
Space assignment for MPD and enhanced security		X	X		X
Transportation services for seniors of Edgewood Commons once per week for 5 years	X	X	X		X
Improved connectivity to surrounding neighborhoods - stairway connections		X	X		
Smartrip, zipcar, Bikeshare membership for 2 years	X	X	X	X	
Transit screen in lobbies	X	X	X		
Bike room in building	X	X	X		
Dedication of 157,000 sf. of private open/green space for public use including internal roadways, bike trails public plaza and green space		X	X		X
New retail uses – grocery / movie theatre, gymnasium and temporary retail uses on open areas in Phase I		X	X		X
Environmental benefits, Green roof	X	X	X	X	
LEED Silver Certification	X	X	X	X	
Participation in an employment program. Partnership with DC Workforce Investment to create and fund an employment program		X		X	X
Partner with a Ward 5 company to engage small and local businesses in this project		X	X		X
Explore RI AVE BID District		X	X		X
SMD Request contributions to: Edgewood Adult Reading P’gm Beacon House: CDC Food Pantry Program: McKinley Tech Greenhouse P’gm and Edgewood rec. Summer Camp:		X	X		X
To be included at Stage II Phases					
Installation of traffic signal at Bryant and 4 th St	X	X	X		
Installation of traffic signal with reconfigured entrance of Edgewood Commons and Channing Street	X	X	X		X
Install and maintain Capital Bikeshare along MBT for one year	X	X			X
Restore or replace art on exterior wall at 4 th Street	X	X	X		
4 th Street Beautification		X	X		X

TABLE 11

VIII. AGENCY REFERRALS

OP held an interagency meeting on January 2016, which was well attended by several agency representatives. The application was referred to the following government agencies for review and comment:

- Department of Energy and the Environment (DOEE);
- Department of Transportation (DDOT);
- Department of Public Works (DPW);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD);

OP is satisfied that the applicant worked diligently with DDOT, DOEE, FEMS and MPD to address transportation, environmental and security concerns presented at the interagency meeting. Collaboration with these agencies is anticipated to be ongoing throughout the life of this project. Agencies' reports would be submitted separately to the record.

IX. COMMUNITY OUTREACH

The applicant held over 50 community meetings with the ANC and neighborhood associations since setdown of the application, including:

- ANC5E, ANC5E10;
- Edgewood, Eckington and Brentwood Civic Associations;
- Community Preservation and Development Corporation (CPDC);
- Mt. Calvary Church; Coalition for Smarter Growth; and
- Rhode Island Avenue Main Street.

The Applicant continues to work with the ANC to refine elements of the amenities package. The ANC's meeting would be held on May 17th, 2016. Comments would be forwarded to the record and/or presented at the scheduled public hearing.

X. SUMMARY

OP supports the overall proposed uses for the large site, and the important amenities for residents of Ward 5. The development's mix of uses would contribute positively to pedestrian activity and the overall vitality within the walkshed of the Metrorail Station and the Metropolitan Branch Trail. The benefit and amenities package is significant in addressing the community's concerns regarding crime within and the surrounding neighborhood, as well as DDOT's concerns regarding the potential traffic impacts anticipated at full build-out of the site. The applicant will continue to work with DDOT throughout the development process.

The proposal is in conformance with the First Stage PUD and Consolidated PUD for development of the site and is not inconsistent with the Comprehensive Plan.

The following table outlines the applicant's responses to the Commission's and OP's comments at setdown. OP will continue to work with the applicant to address areas where additional information may be requested by the Commission at the public hearing prior to final action.

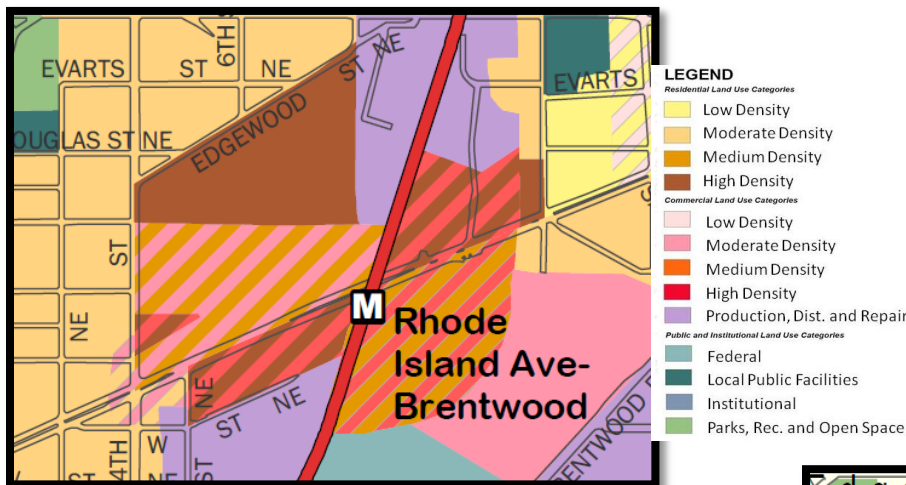
Commission and OP Comments at Setdown	Applicant's Responses
The streets seem too wide.	The applicant has addressed this concern by varying the width of the pedestrian zones to create a more comfortable scale between buildings. Sheets L 1.17-1.19
Pursue discussions with DDOT to consider materials and design for the private streets and access to parking and loading	The applicant continues to have ongoing discussions with DDOT which will continue throughout the design and building phases.
Collaborate with DDOT on signage consistent with the MBT. Collaborate with MBT agencies to provide amenities in support of the MBT as noted in the report.	Ongoing.
Provide more information about external lighting for the entire development.	The applicant has included a security plan. Exhibit 31A to the record.
Provide more information about landscaping – Work with Urban Forestry on tree species and soil volume	The applicant will work with DDOT and Urban Forestry to comply with the District's standards.
Consider an increase beyond 8% as affordable units, which may include levels of “deeper” affordability beyond 80% AMI, and/or provide them as larger unit sizes (at least 2- bedroom units).	The applicant will elaborate on this at the public hearing. Up to the time of this report, no additional information was provided.
Provide a discussion on the site's proposed energy distribution, with consideration of renewable energy sources and efforts to meet or exceed stormwater management requirements.	The applicant is continuing to meet with DOEE on sustainability initiatives for the site. However, inclusion of solar energy panels would potentially negatively impact the benefits of the site's stormwater management.
Additional information should be provided prior to the public hearing regarding potential uses and the parking and loading impacts for the temporary uses proposed for Block 5 (Phase I Development).	Block 5 B will now be considered as part of the Phase I development consisting of office, retail and residential use. Parking and loading has been provided. DDOT and the applicant will continue to refine the proposed location of the loading.
Refinement of the plaza area and the immediate surrounding open areas, prior to the final design.	For an improved design, the applicant will continue to work with DDOT and OP to refine elements of the plaza area and other open space features as it would relate to the public realm.
Provide proposed bicycle spaces for both phases of development, including long and short term parking.	The overall development will exceed the number of required bike parking spaces. A capital Bikeshare station would also be provided on the MBT.
Provide additional detail and specificity with regard to the public benefits and amenities.	The applicant has proposed a significant amenity package in consultation with the community, as indicated prior.

Table 12

COMPREHENSIVE PLAN MAPS AND POLICIES

The proposed PUD must be determined by the Zoning Commission to be not inconsistent with the Comprehensive Plan and with other adopted public policies (§ 2403.4).

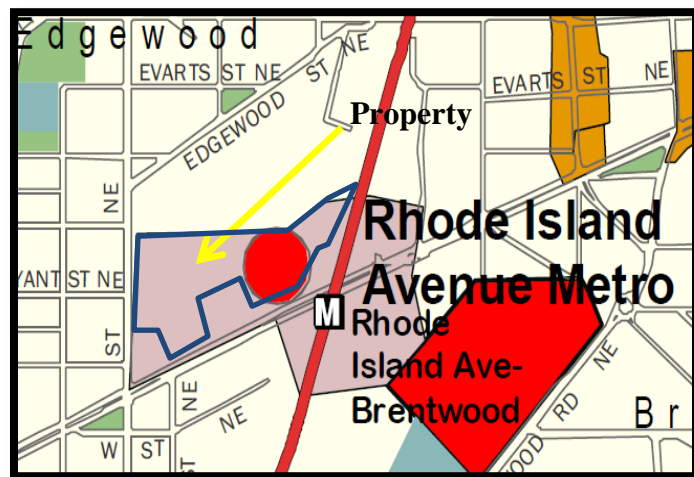
A. Future Land Use Map



The Future Land Use Map designation for the Property is striped Moderate-Density Commercial, Medium-Density Residential. The overall density (FAR 3.62, exclusive of private streets) would be consistent with the Map designation, as would the mix of uses proposed.

B. General Policy Map

The Generalized Policy Map designates the Property as part of an “Enhanced/New Multi-Neighborhood Center” which is to meet the day-to-day needs of residents and workers in the adjacent neighborhoods, but include depth and variety. Their service areas are typically one to three miles. These centers are generally found at major intersections and along key transit routes and may include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses, and office space for small businesses although their primary function remains retail trade.



Mixed-use infill development is encouraged to provide new retail and service uses, and additional housing and job opportunities.

In conjunction with the Rhode Island Avenue Metro Station, the parcel is designated a Land Use Change Area, where redevelopment should include exemplary site and architectural design. It is anticipated that as the development phases are refined, the development would contribute to the high quality residential, commercial and multi-modal transit area envisioned along the Rhode Island Avenue corridor.

C. Comprehensive Plan Policies

The Property is located in the Upper Northeast Area of the Comprehensive Plan. There are several policies within the Upper Northeast Area Element, as well as policies in the Citywide Framework Element, which encourage a mix of uses particularly for underutilized areas of the Metrorail Station and connectivity among the variety of transportation option along the corridor. In addition, the proposal would particularly further policies of the Land Use, Transportation, Housing, Environmental Protection, Economic Development, Parks Recreation and Open Space and Urban Design Area Elements of the Comprehensive Plan, as outlined below.

An OP sponsored study by ULI in 2014, also includes general guidance for the immediate area around the Metrorail Station.

Upper Northeast Area Element (UNE):

Planning and Development Priority

- *Retail choices in Upper Northeast need to be expanded... Many of the commercial areas in Upper Northeast are dominated by used car lots, carry-outs, liquor stores, automotive uses and other activities that are not conducive to neighborhood shopping...Rhode Island Avenue ...and the areas around the Metro stations have the potential to become pedestrian-oriented shopping districts. 2407 (e)*
- *There is general—though not universal—agreement that the Rhode Island Avenue, Brookland/CUA, and Fort Totten Metrorail stations are logical locations for future development. The stations are currently adjoined by parking lots ...that do not take advantage of their proximity to Metro. These areas may provide opportunities for apartments, condominiums, townhomes, and other types of moderate and medium density housing...2407 (i)*

UNE-1.1.3: Metro Station Development: *Capitalize on the presence of the Metro stations at Rhode Island Avenue... to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. 2408.4*

UNE-1.1.6: Neighborhood Shopping: *Improve neighborhood shopping areas throughout Upper Northeast... encourage ... pedestrian-oriented retail development along Rhode Island Avenue. 2408.7*

UNE-1.2.1: Streetscape Improvements: *Improve the visual quality of streets in Upper Northeast, especially along...Rhode Island Avenue...Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways.” 2409.1*

UNE-2.1.4: Northeast Gateway Urban Design Improvements: *...development that includes ground floor retail uses and upper story housing would be desirable. The surrounding area is under-served by retail uses and would benefit from new restaurants, local-serving stores, and other services. 2415.4*

UNE-2.5.1: Rhode Island Avenue/Brentwood Metro Station: *Encourage the development of additional medium-to high-density mixed use development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. 2415.5*

UNE-2.5.2: Redevelopment of Older Commercial and Industrial Sites: *Encourage the long-term reuse of older commercial and industrial sites in the Rhode Island Avenue Metro station vicinity with higher-value mixed uses, including housing. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.6*

UNE-2.5.3: Pedestrian Improvements: *Enhance pedestrian connections between the neighborhoods around the Rhode Island Avenue Metro station and the station itself. This should include improvements to the “public realm” along Rhode Island Avenue, with safer pedestrian crossings, street trees, and other amenities that make the street more attractive. 2415.7*

The redevelopment of this older strip shopping commercial center within walking distance of a Metro Station would transform the site as a mixed-use residential and retail development which is desired by the neighborhood and supported as a development priority of the Plan.

Land Use Element

LU-1.2.2: Mix of Uses on Large Sites *Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. 305.7*

LU-1.3.1: Station Areas as Neighborhood Centers: *The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. 306.10*

LU-1.3.2: Development Around Metrorail Stations: *Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly station in areas...with large amounts of vacant or poorly utilized land in the vicinity of the station entrance...306.11*

LU-1.3.4: Design To Encourage Transit Use: *Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping and security measures... 306.13*

LU-1.3.6: Parking Near Metro Stations *Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters. 306.15*

Policy LU-2.1.11: Residential Parking Requirements *Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. 309.16*

The proposed site planning improvements, including the bike paths, realignment of the trail and public plaza are intended to promote access to the Rhode Island Metro Station and bicycle use along the Metropolitan Branch Trail (MBT). The applicant intends to work with DDOT to refine elements related to the MBT and proposed use of public space with the potential trail realignment.

Transportation Element

T-1.1 Land Use-Transportation Coordination *In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping... The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes. Travel times are reduced and there is better use of public transportation investments. ... Future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. 403.1, 403.2*

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*

T-2.2.2: Connecting District Neighborhoods *Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. 408.6*

T-2.3.2: Bicycle Network *Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way. 409.9*

T-2.3.A: Bicycle Facilities *Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11*

T-2.3.D: Bicycle Sharing *Support the expansion of bicycle sharing kiosks throughout the District to develop a complete bicycle-sharing network and encourage bicycling. 409.14*

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 proposal presents several opportunities to improve pedestrian facilities through improved sidewalks throughout the site, and pedestrian and bicycle connectivity for residents living north of the site through two proposed stairways. These investments would strengthen the land use/transportation links that is envisioned for new developments by the Comprehensive Plan.

Housing

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*

The proposed development would provide over 1,500 residential units where none currently exists on the large site near a metro station and bicycle trail, helping to address the need for new housing on currently non-residential sites in the District.

Environmental Protection Element

Policy E-2.2.4: Alternative Energy Sources *Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. 610.6*

Policy E-2.2.5: Energy Efficient Building and Site Planning *The planning and design of new development should contribute to energy efficiency goals. 610.7*

Policy E-3.1.1: Maximizing Permeable Surfaces *Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2*

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-4.2.3: Control of Urban Runoff *Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 619.8*

The project would be LEED Silver certified upon final completion. Several elements including bio-retention swales, landscaping where none existed, tree plantings and extensive green roofs (133,999 sf) would be included. OP would encourage the applicant to explore other site sustainability measures, as well as energy efficiency on the site, as may be recommended by the District Department of the Environment and Energy (DDOE).

Economic Development

ED-1.1.5: Use of Large Sites *Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access,*

planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13

The new mixed use development, including new uses such as a grocery store would provide improved employment opportunities for immediate residents and the District as a whole. The proposal for the redevelopment of this large site would potentially help in the revitalization of the immediate neighborhood and could spur additional development improvements along the Rhode Island Avenue corridor.

Parks, Recreation and Open Space

PROS-1.4.3: Parks on Large Sites Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the city should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. 807.6

PROS-2.2.2: Park Safety and Security Design parks, trails, and recreational facilities to improve public safety. Avoid creating hidden and difficult to access areas where security problems or vandalism could result. Lighting, fencing, building materials, and other design components should be selected to enhance the safety of park users. Park lighting shall be compatible with adjacent residential neighborhoods. 810.6

PROS-3.1.6: Compatibility with Parklands Maintain and design public and private development adjacent to the edges of open spaces and parks to be compatible with these parklands and improve park access and safety. 812.14

PROS-3.3.3: Small Park and Mini-Park Cluster Improvements Prioritize improvements of small park and mini-park clusters in areas with limited access to parks and open space and a growing population. Apply common themes, such as sustainability, place-making, or connectivity to plan, enhance, and maintain the small parks as a system. 814.6a

PROS-4.3 Open Space and the Cityscape Improving open space is part of the District's broader vision of "building green and healthy communities." The following policies seek to increase the amount of open space in the city and protect open space where it exists today. Although these spaces are often small, they collectively make an important contribution to the livability of the city. 819.1

- *Policy PROS-4.3.2: Plazas in Commercial Districts Encourage the development of outdoor plazas around Metro station entrances, in neighborhood business districts, around civic buildings, and in other areas with high volumes of pedestrian activity. Use the planned unit development process to promote such spaces for public benefit and to encourage tree planting, public art, sculpture, seating areas, and other amenities within such spaces. 819.4*
- *Policy PROS-4.3.3: Common Open Space in New Development Provide incentives for new ... buildings to include "green roofs", rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5*

The proposal would provide an immediate benefit with respect to recreational open space on the site in the first phase of the site's development. The proposed plaza would be an inviting area for transit and trail users, replacing an under-utilized parking lot. Other small areas throughout the development would provide opportunities for landscaped open spaces

Urban Design

UD-1.4.1: Avenues/Boulevards and Urban Form: Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. (§906.4)

UD-2.2 Designing for Successful Neighborhoods Not all neighborhoods have a strong sense of identity, however. Some are negatively affected by dilapidated buildings, poorly maintained properties, vacant storefronts, and worse. ... Infill development ... create a real opportunity to establish a stronger identity, and to create neighborhood centers where they are lacking today. 910.2

- The prospect of significant future growth in the city's neighborhoods will require a heightened focus on architectural quality in both well established and emerging areas. ... greater emphasis on design compatibility and appropriate scale is needed. ... the priority should be on setting a higher design standard and defining a stronger, more positive image. 910.3
- High quality materials that are durable and rich in texture and details should be encouraged. 910.4

UD-2.2.5: Creating Attractive Facades Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.

UD-2.2.8: Large Site Development Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. 910.16

UD-2.2.9: Protection of Neighborhood Open Space Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. 910.18

UD-2.3 The Design of New Neighborhoods ...large sites provide some of the city's best opportunities for distinctive architecture as well as the application of green design and low impact development principles... They can and should improve neighborhood connectivity, create new open space, and define a stronger identity for adjacent area. ...represent an unparalleled opportunity to knit the city together... and represent a major component of our inclusive city. 911.1

UD-2.3.2: Large Site Scale and Block Patterns Establish a development scale on large sites in keeping with surrounding areas. "Superblocks" (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington's neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures. 911.4

UD-2.3.3: Design Context for Planning Large Sites Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. 911.6

UD-3 Improving the Public Realm This element has three objectives:

- Improving the appearance and vitality of street and sidewalk space
- Balancing security and aesthetic considerations in public realm design
- Encouraging superior public building and infrastructure design. 912.2

The design policies in support of these objectives are referenced in Section 913.8 through 913.15, and 913.18 through 913.20, including (in short):

- Improving streetscape design;
- Management of sidewalk space;
- Streetscape design and street function;
- Street lighting;
- Streetscape and mobility;
- Enhanced streetwalls;
- Improving the street environment;
- Neighborhood public space;
- Private sector streetscape improvements;
- Programming of outdoor space; and
- Signage.

The project represents a significant improvement to the public realm, to the area around WMATA's pedestrian stairway, connections to the bike trail, the proposed public plaza with furniture and future programming of the plaza area. The applicant will continue to work with DDOT and OP in the refinement of the plaza area and the immediate surrounding open areas, prior to the final design.

ULI Study (2014)

With the addition of PUDs under review and not yet presented, the corridor within a mile of the Rhode Island Metro Station is expected to have a substantial influx of residents, as development progresses as anticipated under the programs and plans noted above. As such, continued infrastructure and public realm planning, among other considerations, are important factors that will facilitate the success of the area. The following ULI Study conducted in 2014 provided recommendations for the commercial future of Rhode Island Avenue (ULI TAP – Recommendations):

- *Redevelopment ... should include significant, well-designed, publicly accessible open space, along with developer commitments to maintain those open spaces. – Prioritizing Open and Recreational Spaces, Pg. 11, Paragraph 3, (2014))*
- *The Panel acknowledged that any current and future retail in the study area will suffer significant competition from neighboring retail nodes in the District, including Monroe Street Market, 901 Monroe, Brookland Station, Brookland Manor redevelopment, McMillan Reservoir, and the H Street corridor. The market could support an increase of 1,200 new households with an average annual income of \$65,000 in the study area...However, because of retail competition of nearby submarkets, the Panel cautioned that this increase in households would only fuel as much as 48,500 square feet (SF) of new retail development in the study area – analogous to the size of one grocery store.*
- *The Panel also suggested creating additional medium scale residential density along Rhode Island Avenue, with neighborhood-scale retail along Rhode Island Avenue and 4th Street, NE. This area would also be the site for the new Maker District – in large part because it exhibits the most limited connectivity of all sites in the study area, and therefore is a logical receiving zone for Maker uses.*