

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



RECEIVED
D.C. OFFICE OF ZONING
2005 DEC 28 PM 1:30

Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

~~DISTRICT OF COLUMBIA~~
~~DISTRICT OF COLUMBIA~~

FROM: *W.S. McN*
Ellen McCarthy, Director

05-35
11

DATE: December 27, 2005

SUBJECT: ZC 05-35 - Consolidated PUD and Map Amendment - Setdown Report
Stanton Square – Square 5877, Lots 60-61, 78, 832, 835, 853-858, 873, 878, 879.

APPLICATION

Horning Brothers (the Applicant) is requesting a hearing before the Zoning Commission of a consolidated PUD and related Map Amendment for the proposed development – Stanton Square – to be located at the intersection of Pomeroy Road and Stanton Road, Southeast, in Square 5877 on lots 60-61, 78, 832, 835, 853-858, 873, 878, and 879. The consolidated lots comprise approximately 8.1 acres, or 353,256 square feet of land, currently zoned R-3. The PUD related map amendment is also to a rezone of the property from R-3 to R-5-A to accommodate the proposed development.

OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends the application be set down for public hearing. The proposed development conforms to the Generalized Land Use Map and Comprehensive Plan objectives for the area and supports the District’s policy that affordable housing units are made available on new development projects. In addition, the project will contribute to the housing revitalization of this quadrant of the District.

The applicant has requested a PUD related rezoning of the property from R-3 to R-5-A and OP believes that the request can be supported as proposed. OP recommends that the applicant highlight the application of “green design” elements for the residential development, obtain the First Source Agreement Memorandum and any other necessary agreements relating to the affordability of the units before final action is taken by the Commission.

SITE DESCRIPTION

The 8.1-acre site, currently zoned R-3 is located on Stanton Road between the Hillsdale and Fort Stanton neighborhoods, just north of Suitland Parkway. It is an irregularly shaped property bound by Elvans Road to the south and east, Stanton Road to the west, Pomeroy Road to the northeast and Wilkinson

Elementary School to the north. According to the applicant, the undeveloped property slopes downward steeply towards the west, with a sharp 32-foot drop which divides the property into a lower and upper portion.



PROJECT DESCRIPTION

According to the applicant’s submission, 127 residential units are proposed on 14 lots. The applicant is proposing a variety of two and three bedroom townhouses designed to cater to residents of varying income levels. The townhomes would vary in size, as follows:

Townhomes	127	Size
Type A	16	20’ x 35’ (2,440 Sq. Ft)
Type B	24	20’ x 35’ (2,440 Sq. Ft)
Type C I	31	20’ x 35’ (2,440 Sq. Ft)
Type C II	56	18’ x 33’ (2,064 Sq. Ft)

The developer requested flexibility to modify the dimensions of the homes to respond to market conditions. OP has no information at this time regarding the modified dimensions for future market conditions.

The town home structures are designed to complement the surrounding neighborhoods through the type of materials and design. Included in the site layout are new streets, an alley system for access to rear

loading garages, preservation of open space along the most steeply sloped portion of the site, and an on-site storm water management system. Streets of varying widths were laid out to accommodate two-way traffic with parallel parking on one or both sides of the street for streets between 30 and 38 feet wide. On-street parking is expected to provide approximately 66 additional spaces for residents' guests. Garages will be included on each residential lot to accommodate the number of required residential parking spaces. Altogether, the development will provide up to 320 parking spaces.

The applicant intends to include extensive landscaping throughout the development by providing shade trees strategically located to create interlocking canopies at maturity. Evergreens would be used for privacy screening.

ZONING

The site is designed to conform to the permitted height, lot occupancy and FAR for the requested PUD and its related map amendment from R-3 to R-5-A. The following table compares the R-3, R-5-A zones and R-5-A/PUD standards, with those proposed for the project:

Table 1 – Townhouses¹ (127 units)

Requirement	R-3 Zone Requirement	Matter-of-Right R-5-A	R-5-A /PUD	Proposed
Height	40' (3-stories)	40' (3-stories)	60' (3 stories)	Variable- up to 40.25 feet
Min. Lot Area	3,000	Prescribed by the Board	Prescribed by the Board	N/A
Min. Lot Width	20'	TBD	TBD	Variable (Units vary in width - 18 feet/20 feet)
FAR	None prescribed	0.9	1.0	0.8
Lot Occupancy	40 %	40%	40%	23.5%
Rear Yards	20 feet	20 feet	20 feet	11 feet (Needs Relief)
Side Yards	8	8 feet	8 feet	8 feet
Off Street Parking	1 per dwelling unit	1 per dwelling unit	2 per dwelling unit or 254 spaces	320 spaces

¹ New dwellings are special exception uses in the R-5-A zone; The townhouses will be built in groups of buildings under § 410.1

Section 410

The applicant is requesting that the project be approved in accordance with the special exception requirements of Sections 353 and 410 for new residential development in the R-5A Zone, and for groups of one-family dwellings with division walls erected from the ground up to be deemed a single building.

OP understands that while the development may be done in phases, all buildings within a group will be erected simultaneously (§ 410.2). All the front entrances of each group are shown abutting a street (§410.3) and there are no service entrances shown on the plan. In addition, no exterior stairways are proposed (§ 410.5). Each separate dwelling within each building group has adequate free access at the front and rear of the units (§ 410.6 (a)) and OP notes at least 2 on-street fire hydrants are provided to serve the residences. OP will rely on the Fire Department's report to determine the adequacy of the hydrants and their preferred locations.

The height of the buildings was measured according to the requirement of § 410.7, as submitted in the applicant's statement. While there are more than four dwellings in each building facing the abutting streets, as shown in the plan (§ 410.8), § 410.12 (a) allows relief from this requirement, provide the applicant complies with the provisions of §§ 410.4 and 410.5. OP does not believe that the group of buildings will adversely affect the present or future character of the neighborhood, as discussed in the subsequent sections of this preliminary report.

FLEXIBILITY

The applicant requests variance relief from the rear yard requirement of 20 feet, since the proposal will only provide 11 feet. The applicant will elaborate on the trade-offs in the design and layout of the development which necessitates this relief prior to the public hearing. No other flexibility is requested at this time.

PUD EVALUATION STANDARDS

In order to maximize the use of the site consistent with the Zoning Regulations and be compatible with the surrounding community, the applicant is requesting that the proposal be reviewed as a consolidated PUD. 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." This will 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."

The new residential community will create 127 new residential units for the District, allowing for affordable housing opportunities and incentives for families through the provision of two and three bedroom townhomes. At this time, the project only requires flexibility from the rear yard requirement of 20 feet. OP believes that this flexibility is minimal in comparison to the benefits that would be derived in providing homeownership for underserved middle income District residents.

Section 2403.3 requires that the impact of the project on the surrounding area and on the operation of city services and facilities shall not be found to be unacceptable, but instead shall be found to be either

favorable, capable of being mitigated, or acceptable given the quality of the public benefits in the project.

OP believes that the project would be beneficial to the surrounding neighborhood as it would increase the housing stock on long vacant parcels of land. Therefore, no residents would have been displaced to accommodate the development. However, OP will rely on comments regarding impacts on city services from relevant city agencies, including DDOT, WASA, D.C. Public Schools, the Department of Health, DDOT and Fire and Emergency Management and the Metropolitan Police Department prior to OP's final report. The applicant's meeting with OP included recommendations for follow-up with these agencies, particularly WASA and the D.C. Department of Health (Stormwater Management and Soil Erosion Divisions) for assessment of the adequacy of their stormwater and soil erosion control measures.

COMPREHENSIVE PLAN AND PUBLIC POLICIES

Section 2403.4 also require that the proposed PUD is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site.

Preliminary evaluation of the development proposal is consistent with the Comprehensive Plan including the following Major Themes of the Plan:

- Section 102 - Stabilizing and Improving District Neighborhoods
- Section 110 – Promoting Enhanced Public Safety
- Section 111 – Providing for Diversity and Overall Social Responsibilities

The proposed development will provide much needed upgraded infill housing in a neglected ward of the District. The residential use would help improve public safety in the neighborhood, as it will provide more “eyes on the street.” Overall, this infill development will be a significant contribution to the housing of the District's and Ward 8.

The proposed development meets many of the goals and objectives of the Comprehensive Plan as outlined in the Housing, Urban Design, and Land Use Elements.

The General Objectives for Housing (Section 302.1) is *“to stimulate production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed at desired locations.”*

The Stanton Road location would provide residents with easy access to employment destinations in the District and Maryland. The property is located along many Metrobus routes, within a five minute ride to the Anacostia Metrorail Station or the Congress Heights Metrorail Station, both approximately one mile from the development. Additionally, Suitland Parkway provides access to many major routes in the District and Maryland.

Further, the Plan includes objectives for Low-and Moderate-Income Housing (Section 303.1), which is supported by the application as follows:

- (a) To provide for the housing needs of low- and moderate-income residents;*
- (f) To reduce the overall cost of housing among low- and moderate-income households.”*

While the development will provide up to 10 affordable units, the majority of the 127 units would be targeted to moderate income residents, which are currently underserved with respect to affordable housing in the District.

The proposal is also consistent with the following policies and objectives of the Urban Design Chapter, particularly Sections 712 and 713 as follows:

712 AREAS IN NEED OF NEW AND IMPROVED CHARACTER

- 712.1** *The areas in need of new and improved character objective are to encourage new development or renovation and rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity.*
- 712.2** *The policies established in support of the areas in need of new and improved character objective are as follows:*
 - (a) Encourage well-designed developments in areas that are vacant, underused, or deteriorated. These developments should have strong physical identities;*
 - (b) Encourage in-fill development of attractive design quality in deteriorated areas to stabilize the physical fabric and to encourage renovation and redevelopment;*

The development proposal is supportive of the above policies. As an infill development it would provide a strong physical identity for the immediate neighborhood and would further the stabilization of the Stanton Road neighborhoods. It establishes a residential scale and character along this major route in the southeast portion of the District. The proposed design of residential frontages along Stanton Road would encourage neighborhood activity during the day and evening hours.

Objectives for residential neighborhoods are included in Section 1102.1 and OP believes that this project supports Section 1102.1 (b), which is to enhance other neighborhoods and achieve stability. The proposal would complement the recent development of the Hillsdale Townhomes to the north of the project site in terms of design and housing type. In addition, it would enhance the current improvements to the housing stock, and improve the stability of previously declining neighborhoods along Stanton Road.

WARD 8 GOALS AND POLICIES

The Ward 8 Element of the Comprehensive Plan focuses on increasing the levels of homeownership, providing housing opportunities for low and moderate income households and encouraging new development in areas with vacant land (§§ 1908. 1(a), 1920.1 (f), 1920.1(g)). As discussed above, OP believes that this project would further those goals.

GENERALIZED LAND USE MAP

The Generalized Land Use Map recommends the subject property for moderate density residential. The proposed development at an FAR of 0.8 is not inconsistent with the Comprehensive Plan's Generalized Land Use Map. Therefore, OP supports the PUD-related rezoning request to accommodate the moderate density residential proposed for the site.

PUBLIC BENEFITS AND AMENITIES

Section 2403.9 addresses the requirement for public benefits and amenities as follows:

“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;*
- (b) Site planning, and efficient and economical land utilization;*
- (c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;*
- (f) Housing and affordable housing;*
- (h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*
- (i) Uses of special value to the neighborhood or the District of Columbia as a whole;*

The main amenity of the proposed application is the dedication of 8 to 10 townhomes to affordable housing specifically for low-income residents with the remainder sold as market-rate. Based on the applicant's preliminary submission, the townhomes are built to the street, some with wrap around front porches at the ends of each building unit. Garages are rear loaded, with access provided by alley systems. The design, architecture and landscaping will complement new construction in the neighborhood, as well as provide continuity in the design of new housing in Ward 8.

The applicant will continue to work with the community to improve its amenity package that may be of special value to the immediate neighborhood, including the Wilkinson Elementary School.

OP is generally supportive of the design, site planning and the efficient land utilization of the site for the proposed buildings. New streets and sidewalks would connect to the surrounding neighborhood, as the design is not intended to create a gated community off Stanton Road. The project is well within the matter-of-right standards for the R-5-A District and the majority of the R-3 Zone District requirements, including lot occupancy, side yard requirements and FAR.

The applicant's traffic study concluded that the proposal would not have any appreciable adverse traffic impacts on the local area. Sufficient parking would be provided on-site for up to 320 spaces. This exceeds the required number of spaces required by § 2101. The application and its traffic analysis have been referred to DDOT for staff comments.

The applicant should document the environmental amenities provided in the site design, including the energy efficiency of the units, and water conservation measures provided. Indoor environmental quality could be enhanced through the use of low-emitting materials, including adhesives, sealants, paints, carpet, composite wood and agrifiber. These are accredited by the US Green Building Council (USGBC), which provides the LEED certification for new construction.

https://www.usgbc.org/Docs/LEEDdocs/LEED-NC_checklist-v2.1.xls . **OP is supportive of the applicant's design which preserves the steepest slopes of the site as an environmental amenity.**

Overall, the proposed development will be an asset to the community since it will further residential needs for the District and Ward 8.

AGENCY REFERRALS AND COMMENTS

The applicant has agreed to consult with the following agencies for input on the project's impact on city services:

- District Department of Transportation (DDOT);
- Department of Health (DOH);
- D.C. Water and Sewage Authority; (WASA)
- D.C. Fire and Emergency Management Services; (D.C. FEMS)
- Department of Public Works (DPW); and
- D.C. Public Schools (DCPS)

COMMUNITY COMMENTS

According to the applicant, the ANC 8A has given preliminary support to the development concept as submitted. The applicant will meet with the ANC to obtain their formal recommendation prior to the public hearing

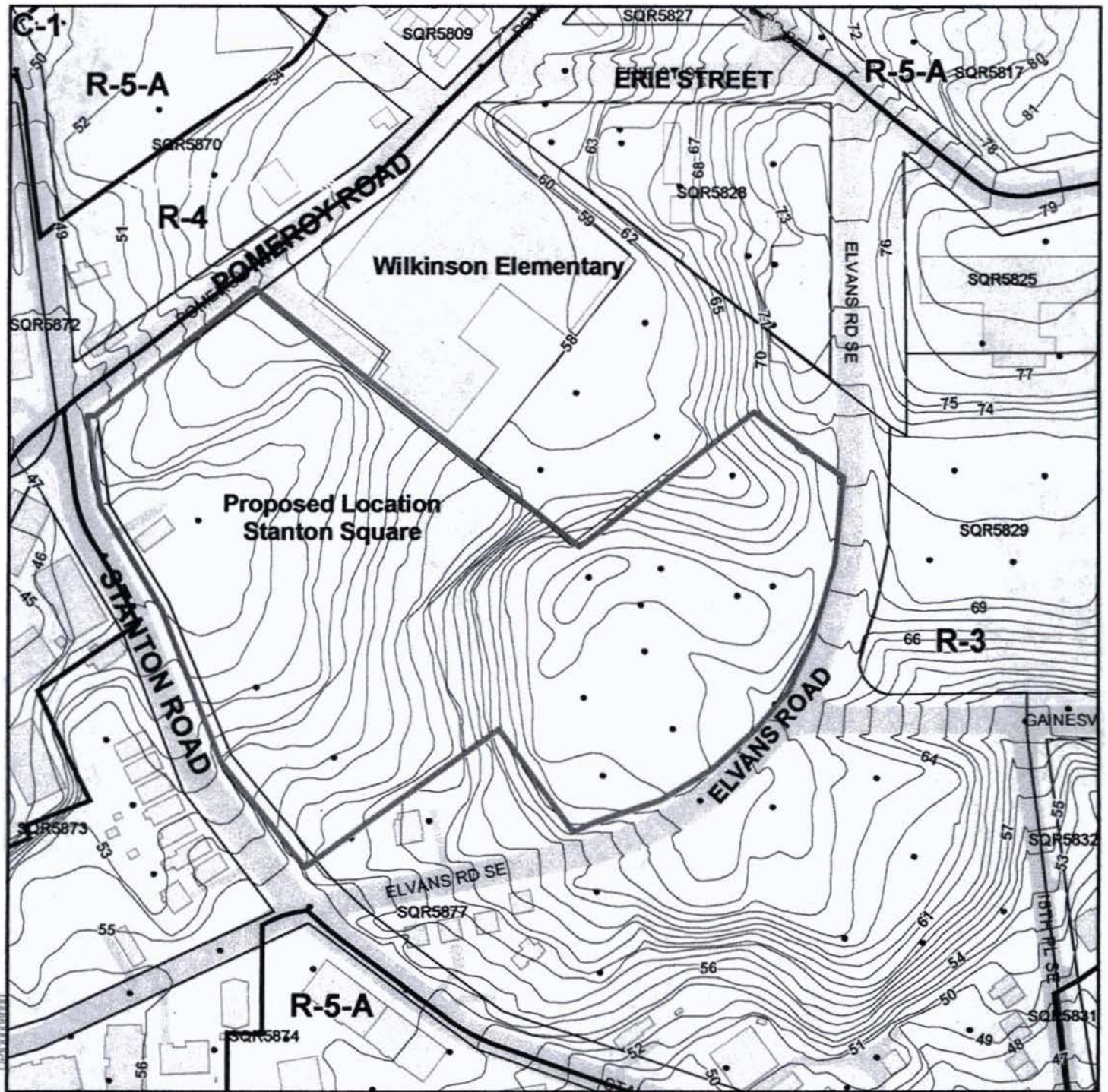
RECOMMENDATION

OP supports the proposal to provide moderate density single-family housing, for low and moderate income residents in this quadrant of the District. OP believes that the proposed PUD is not inconsistent with the elements of the Comprehensive Plan and recommends that the application be set down for public hearing. OP will present a more detailed review based on comments of other relevant agencies prior to the public hearing.

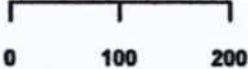
OP recommends that the applicant obtain the First Source Agreement Memorandum, a specific list of amenities and any other agreement relating to the affordability of the units, as well as to indicate on the site plan the units to be designated affordable before the scheduled public hearing. In addition, **OP recommended the applicant discuss the designation of the private streets and proposed paving materials with DDOT, if the streets are not to be built according to DDOT's standards.**

ATTACHMENTS:

1. Zoning Map (with 1meter contour elevations)
2. Aerial Photo



feet



ZC 05-35 Stanton Square

Consolidated PUD and Map Amendment

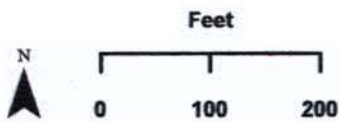
★ ★ ★ Government of the
 District of Columbia
 Anthony A. Williams, Mayor

Office of Planning ~ December 14, 2005

This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate. Oblique imagery ©2003 Pictometry International

Legend

- Zoning Districts
- Roads
- Major Roads
- Buildings
- Elevation Contours - 1m
- Spot Elevations



ZC 05-35 Stanton Square





Consolidated PUD and Map Amendment

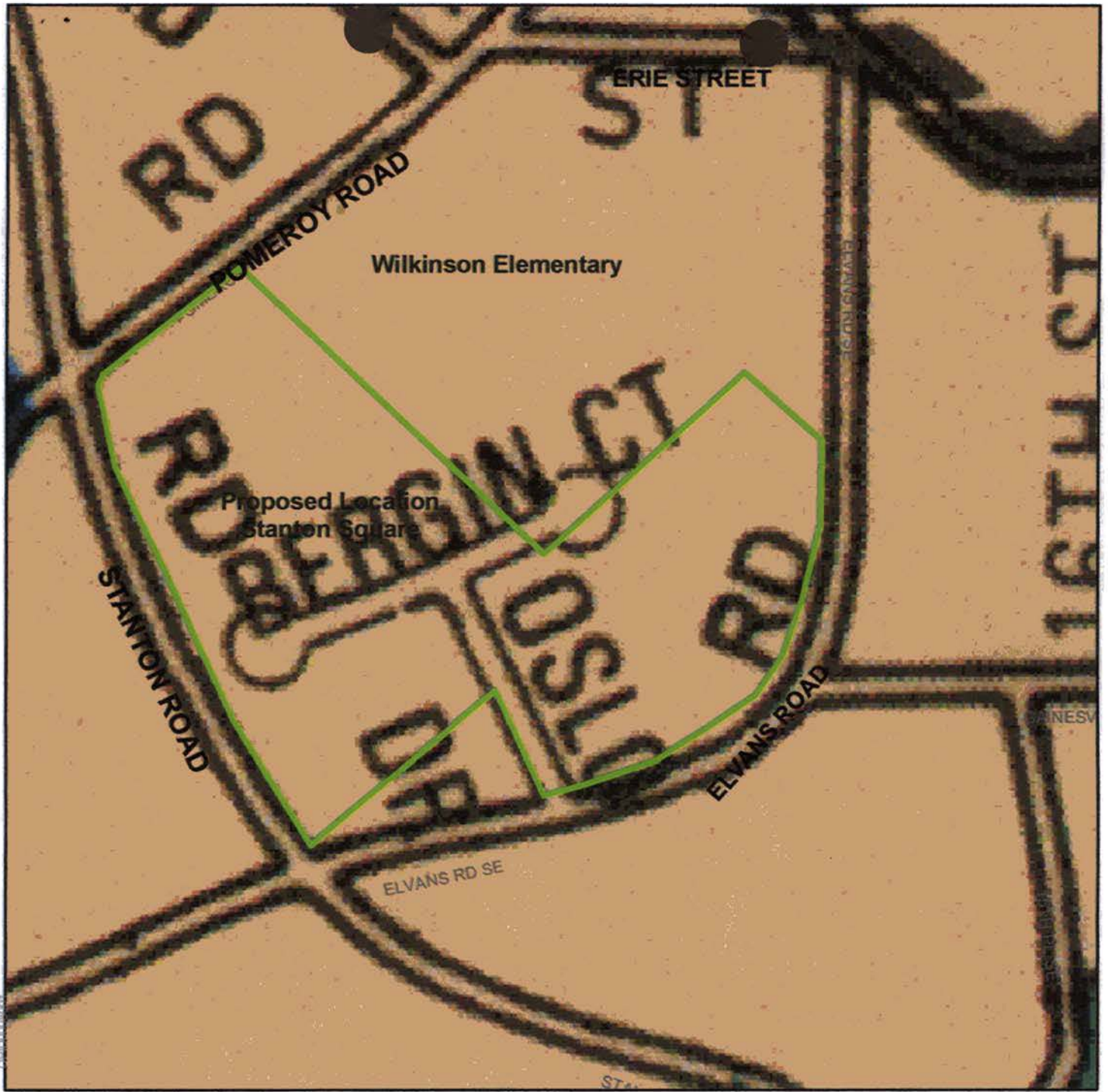
★ ★ ★ Government of the
 District of Columbia
 Anthony A. Williams, Mayor

Office of Planning - December 14, 2005

This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate. Oblique imagery ©2003 Pictometry International

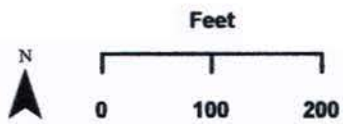
Legend

-  Zoning Districts
-  Roads
-  Major Roads
-  Buildings



ZC 05-35 Stanton Square

**Generalized LandUse Map
- Moderate Density-**





★ ★ ★ Government of the
District of Columbia
Anthony A. Williams, Mayor

Office of Planning ~ December 14, 2005

This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate. Oblique imagery ©2003 Pictometry International

Legend

-  Roads
-  Major Roads