

The Townhomes at Stanton Square

Stanton Road and Pomeroy Road, S.E.



Horning Brothers

**APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION
FOR
CONSOLIDATED REVIEW AND APPROVAL OF A
PLANNED UNIT DEVELOPMENT AND ZONING MAP AMENDMENT**

November 11, 2005

ZONING COMMISSION

CASE No. 05-35

EXHIBIT No. 2

ZONING COMMISSION
District of Columbia

CASE NO.05-35

EXHIBIT NO.2

DEVELOPMENT TEAM

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PREFACE

This document is the statement of Stanton Square LLC and Horning Brothers, in support of an application for the consolidated review and one-step approval of a Planned Unit Development, and a corresponding amendment to the Zoning Map, for the property located in Square 5877, at the intersection of Stanton Road and Pomeroy Road, S.E. The Subject Property is made up of Lots 60, 61, 78, 832, 835, 853, 854, 855, 856, 857, 858, 873, 878, and 879 of Square 5877. This application requests the consolidated review and approval of a PUD and related Zoning Map amendment application in order to develop a residential project on the property. The PUD includes the new construction of 127 townhomes in 21 different strings of 3 to 8 units each. This project will establish an affordable residential opportunity for high-quality, for-sale homes in the District on previously undeveloped land.

Submitted in support of this application are completed application forms, a notice of intent to file a PUD (with property owner list and certification of mailing), architectural drawings, a zoning map of the Subject Property and surrounding area, and a Surveyor's plat of the property. As set forth in Exhibit F, this statement and the attached documents meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

I. INTRODUCTION

A. Summary of Requested Action

This document is the application of Horning Brothers¹ (“Applicant”) to the Zoning Commission of the District of Columbia (“Commission”) for the consolidated review and one-step approval of a Planned Unit Development (“PUD”) and a corresponding amendment to the Zoning Map for the site. The project site is made up of the following contiguous lots in Square 5877, at the intersection of Stanton Road and Pomeroy Road, S.E. (the “Subject Property”): 60, 61, 78, 832, 835, 853, 854, 855, 856, 857, 858, 873, 878, and 879. The site consists of approximately 353,256 square feet of land, or 8.1 acres, and is located in the Moderate Density Residential land use category as shown on the District of Columbia Generalized Land Use Map.

The Applicant will create a 127-unit townhome development called Stanton Square, composed of two development clusters with strings of 3 to 8 townhomes in each cluster. The proposed project situates 7 of the strings, or about 48 townhomes, on the upper portion of the site to take advantage of impressive views of the downtown Washington skyline. The lower portion of the site will contain 14 strings with a total of about 79 townhomes. The site design respects the natural contours of the Subject Property, yet seamlessly integrates the upper and lower portions of the project through common design and layout. The homes themselves, featuring front yards and optional porches, will be oriented to create an active and pedestrian friendly streetscape; vehicular access will be achieved in the rear of the townhomes. The project will provide homeownership opportunities in an underserved part of the District, and will also provide 8–10 townhomes that will satisfy the requirements for workforce affordable housing.

¹ Stanton Square LLC is the current owner of the site. The Applicant and Stanton Square LLC have entered into a contract whereby the Applicant will act as fee developer for the site upon approval of this project by the Zoning Commission.

The site is currently zoned R-3. The Applicant requests a Zoning Map amendment for the site from the R-3 District to the R-5-A District to accommodate the proposed development plan. The Zoning Map amendment will allow for a more appropriate residential density given the size and topography of the Subject Property. The proposed height of the townhomes and density of the project fully satisfy the underlying R-5-A District standards. Rezoning the site to the R-5-A District is consistent with the Subject Property's Moderate Density Residential land use category designation on the Generalized Land Use Map. There are numerous R-5-A Zone Districts in close proximity to the Subject Property, as shown in the attached Exhibit A.

B. The Applicant

Horning Brothers has served the Washington, D.C., metropolitan area with high-quality residential communities and commercial properties for more than 40 years. Founded by brothers Joseph and Larry Horning in 1958, the firm first owned and managed The Chesapeake, a Connecticut Avenue apartment building landmark, while establishing the development and construction facets of their business. Early on, Horning Brothers earned a reputation for careful development and superior management of its properties. They have built and still manage over \$400 million in apartment communities and retail shopping centers. The 2,500 units of housing in the City provide homes to over 5,000 residents of the District of Columbia.

Throughout its history, Horning Brothers has been active in the revitalization of Washington D.C.'s neighborhoods. The Hornings are the only developers to have built housing and/or retail shopping in every ward of the City except Ward 2. They were one of the first developers to invest in rebuilding the dilapidated H Street NE and 14th St. NW corridors following the 1968 riots, which erupted after the assassination of Dr. Martin Luther King, Jr.

Reflecting a long-standing commitment to the City, Horning Brothers President Joseph Horning has worked with six of the seven non-profit community development corporations (CDCs) chartered by the City. Horning Brothers continues its tradition of quality development in the City, specifically the Columbia Heights neighborhood.

C. Project Goals and Objectives and Benefits of Using the PUD Process

The Applicant's goal is to create new homeownership opportunities for residents of Ward 8, in an area of the District that lacks new for-sale construction projects. The proposed project will infill a currently vacant lot to anchor and strengthen the surrounding neighborhoods of Hillsdale and Fort Stanton. The PUD process is the appropriate means of making this happen as it gives the community and District agencies the tools to ensure that it is well-designed and best meets the needs of the community. The PUD and Zoning Map amendment process will allow the Applicant to use the Subject Property in a manner that is compatible with its land use designation and surrounding existing uses in the neighborhood, yet is not possible under the existing R-3 Zone District.

D. Development Timetable

The Applicant hopes to start construction by fall 2006 and expects that the total construction period will last approximately 32 months.

II. THE PROJECT SITE

A. Site Location

The proposed PUD site is composed of approximately 8.1 acres or 353,256 square feet. The site is located on Stanton Road in between the Hillsdale and Fort Stanton neighborhoods

approximately one-half mile north of Suitland Parkway in Southeast Washington. The Subject Property is irregularly shaped and is bounded by Stanton Road to the west, Elvans Road to the south and east, the Wilkinson Elementary School directly to the north, and Pomeroy Road to the northwest. The Subject Property is currently undeveloped, and has steep topography and slopes generally to the west, with a sharp 32-foot drop effectively dividing the site into an upper and a lower portion. Where the Subject Property borders Wilkinson Elementary School, it is surrounded by a large concrete retaining wall.

B. Project Description

The architectural drawings and plans depicting the design and layout of the proposed project are attached as Exhibit B. Stanton Square will be a 127 unit townhome development composed of two development clusters with strings of 3 to 8 townhomes. The proposed project situates 7 of the strings, or about 48 townhomes, on the upper portion of the site to take advantage of impressive views of the downtown Washington skyline. The lower portion of the site will contain 14 strings with a total of about 79 townhomes. The site design respects the natural contours of the Subject Property, yet seamlessly integrates the upper and lower portions through common design and layout.

As shown on the attached Exhibit B, a new street system will be created to serve the clusters of the townhomes and to link the development to the surrounding roadway network. The width of these streets will vary between 16 and 22 feet, which allows for two-way traffic, and 30 and 38 feet, which allows for two-way traffic and parallel parking on one side and both sides of the street, respectively. Additionally, the fronts of the homes, with front yards and, at the homeowner's options, front porches, are oriented towards the new and existing streets.

The townhomes that are proposed for the site are expected to be of two dimensions, 20 feet wide by 34 feet deep, and 18 feet wide by 33 feet deep.² All units will have two garage parking spaces accessed from the rear of the units via alleys. In addition, 66 additional guest parking spaces will be made available throughout the site. The units will occupy two different conditions: flats and uphill. Each will be three stories. All of the units will have family rooms and garages on the first floor, kitchens and living areas on the main floor, and most will have three bedrooms on the third floor; others will have two bedrooms. The facades of the townhomes will be a combination of vinyl siding, wood trim, and either brick or Sim-Stone, depending on customer preference and market conditions. The roofs will be either asphalt shingles or metal.

The total gross floor area included in the PUD is 288,824 square feet which creates a total FAR of 0.8, below the 1.0 FAR guideline for a PUD in the R-5-A District. This FAR also is below the 0.9 maximum FAR permitted in the R-5-A District as a matter-of-right. The townhomes will have heights of 28 feet, 9 inches, measured to the ceiling of the top story, less than the 40-foot height permitted in the R-5-A District as a matter-of-right. The R-5-A District requires one parking space for every dwelling unit. The PUD will contain a total of 320 parking spaces, over two spaces per unit.

C. Tabulation of Development Data

Site Area: 353,256 square feet

Requirement	R-5-A PUD Guidelines / Matter of Right	Project Design
FAR	1.0 (PUD) / 0.9 (MOR)	0.8
Building Height	60 feet (PUD) / 40 feet (MOR)	28'-9" to ceiling; 43'-3 1/2" total

² In order to respond to market conditions, the Applicant requests flexibility to modify these dimensions as necessary.

Lot Occupancy	40%	23.5%
Gross Floor Area	353,256 s.f. x 1.0 FAR <u>Total: 353,256 s.f. (PUD)</u> 353,256 s.f. x 0.9 FAR <u>Total: 317,930 s.f.</u> <u>(MOR)</u>	<u>Total: 288,824 s.f.</u>
Rear Yard	20 feet	11 feet
Side Yard	Not required under special exception, but otherwise 3 inches per foot of height of building, but not less than 8 ft	8 feet
Parking	127 total spaces, one for each residential unit	320 total spaces

D. Flexibility under the PUD Guidelines

The PUD Process was created to allow greater flexibility in planning and design than is possible under conventional zoning procedures. The PUD regulations specifically allow the Zoning Commission to approve any zoning relief that would otherwise require the approval of the Board of Zoning Adjustment (“BZA”). The Applicant requests that the Zoning Commission approve the proposed townhome project in accordance with Sections 353 and 410, regarding special exception approval of new residential buildings in the R-5-A District. The Zoning Commission has the authority to grant this special exception approval as part of the PUD application. Section 2405.7 of the Zoning Regulations authorizes the Zoning Commission “to approve any use that is permitted as a special exception and which would otherwise require the approval of the Board of Zoning Adjustment.” In addition, Section 2405.8 of the Zoning Regulations states that the Zoning Commission is not required to apply the special exception standards normally applied by the BZA and that BZA approval is not subsequently required once the Zoning Commission approves the special exception. Finally, the Applicant requests a

variance from the 20-foot rear yard requirement for the R-5-A district. Extensive shared passive recreation space is present throughout the site, and the deviation is necessary to accomplish the street-oriented, rear-loaded project design.

III. PLANNING ANALYSIS

A. Introduction

Through the PUD process, the Applicant will develop a new residential community on a vacant infill site that creates 127 new homeownership opportunities for the residents of Ward 8 and the District of Columbia, and attracts potential new residents to the District. The rezoning of the Subject Property will allow for the creation of well-designed affordable housing opportunities that presently are limited in the surrounding neighborhood. The proposed project will provide residents of this area with high-quality, for-sale, two and three bedroom townhomes with front yards, optional front porches, and rear yards in a wonderfully designed community, with numerous options for active and passive recreation areas, that do not presently exist in this neighborhood. Moreover, the project will not result in the displacement of any residents. The proposed project is complementary to the existing neighborhood and is entirely consistent with the matter-of-right zoning requirements of the requested R-5-A District.

B. Land Use Impact

The Land Use Element of the Comprehensive Plan supports incentives for residential development east of the Anacostia River. Additionally, the draft Executive Summary of Homes for an Inclusive City: A Comprehensive Housing Strategy for Washington, D.C. sets forth a ten-year plan for improving the District's housing and affordable housing. Below are core recommendations of this Strategy:

- “The government of the District of Columbia should . . . increase[e] residential development throughout the District”:
 - “The District of Columbia should increase the supply of housing by at least 55,000 units to accommodate a growth in population of 100,000”;
 - “The location of new production envisioned by the task force should support a balanced growth policy, which will allow increases in population density”; and
 - “Both assisted and market-rate housing produced in the District should adhere to high architectural and urban design standards, providing housing with amenities and access to transportation for all neighborhood residents.”
- “The government of Washington, D.C. should accelerate its efforts to preserve and increase high-quality affordable housing for both owners and renters”

The Applicant will create 127 new units of attractive, high-quality housing in an underserved area of the District. The project creatively adapts a challenging site to develop a residential complex of appropriate density that is complementary to the garden style apartments, townhomes, and single-family detached housing in the project’s immediate vicinity. The Applicant will develop a highly desirable residential community, with extensive greenspace and passive recreation area, that will anchor the Hillside and Fort Stanton neighborhoods. Moreover, the Applicant will reserve 8–10 townhomes as affordable units.

C. Zoning Impact

The District of Columbia Generalized Land Use Map recommends Moderate Density Residential land use in the neighborhood of the Subject Property. The moderate density category includes row houses and garden-style apartments as its predominant uses. Thus, the proposed rezoning of the Subject Property to R-5-A is consistent with the Generalized Land Use Map.

D. Environmental Impact

As more specifically detailed in Exhibit G of this statement, there is no adverse environmental impact that will result from this project being constructed. While the Subject Property is currently forested, many of the trees are non-native or invasive species. The Applicant will seek to minimize the number of native specimen trees that will need to be removed from the Subject Property as it undertakes improvements necessary to utilize the full development potential of the challenging site.

The increased use in water and sanitary services will not have a significant effect on the District's systems. All major utilities except electricity currently are located in the streets surrounding the site. Electrical service is provided above ground to developments across the street from the Subject Property. The project's stormwater management and erosion control plans will prevent impacts to adjacent property and minimize the effects to existing stormwater systems. An on-site bio-retention basin is planned for the treatment of water quality. The required erosion control procedures will be implemented during the construction of the project.

E. Facilities Impact

The proposed project will not have an adverse impact on the public facilities that it will rely on for service. The Subject Property is located along the following Metrobus routes: 94 (Stanton Road-Anacostia Line) and the W6 and W8 (opposite directions of the Garfield-Anacostia Line). A stop for the 94 route is located at the corner of the Subject Property at the intersection of Pomeroy and Stanton roads. The site is approximately a five minute ride by bus or auto to the Anacostia Metrorail Station; the Anacostia station is approximately 1 mile from the Subject Property. The 94 bus also provides Metrobus service to the Congress Heights Metrorail Station, which is approximately 1.24 miles from the Subject Property.

IV. PUD EVALUATION STANDARDS

A. Public Benefits and Project Amenities

This consolidated application will achieve the goals of the PUD process by providing high quality residential development on the Subject Property with significant public benefits to the neighborhood and the District as a whole.

1. Urban Design and Architecture

The proposed townhomes are designed to complement and elevate the level of architectural quality and design in this area of the District. The impact of 127 new townhomes at this location will set a design standard for this area, giving the Stanton Road thoroughfare an architectural significance that it has lacked in the past. Furthermore, the townhomes are built to the street, with yards at the front and automobile entry and parking from rear alleys. There will be no gates or barriers preventing members of the public from gaining access to the site. This design connects the homes to the public streets, incorporates the entire development into the existing neighborhood, and enhances the walkability of the streets; it does not create a self-contained suburban-style village.

2. Site Planning

Pursuant to Section 2403.9(b) of the Zoning Regulations, “[s]ite planning, and efficient and economical land utilization” are public benefits and project amenities to be evaluated by the Zoning Commission. The proposed density of the project is entirely appropriate for the Subject Property. The FAR (0.8) and lot occupancy (23.5%) of the project are well within the matter-of-right standards for the R-5-A District.

The site plan for the proposed project makes efficient use of a site that poses many topographical challenges. While a steep 32-foot slope requires that the project be divided into two parts, the site plan seamlessly ties these two parts together, so that the project functions as a whole. Not only are the layouts of the upper and lower areas of the site similar in their design, but the areas are linked by both stairs and a walking path that winds its way down the slope of the hill. Units at the top of the steep slope take advantage of spectacular views of Downtown and the Monumental core.

3. Effective and Safe Vehicular and Pedestrian Access

The proposed project provides “effective and safe vehicular and pedestrian access,” which the Zoning Regulations consider to be a public benefit and project amenity. The lower portion of the project provides three means of access to Stanton Road and one access point to Pomeroy Road. The connections to the surrounding streets allow pedestrians and vehicular traffic to enter and exit the development safely and efficiently. The new internal road system allows for two way traffic. Safe and inviting sidewalks will be created along the surrounding public streets and throughout the site to encourage pedestrian activity and also mitigate and pedestrian/vehicular conflicts.

The proposed development provides residents with 320 parking spaces. Guest parking is provided in 66 designated parallel parking spaces located along the interior roadway system, enhancing vehicular access to and from residents’ homes. In addition, a significant amount of on-street parking spaces are available on Stanton Road, Elvans Road, and Pomeroy Road surrounding the Subject Property. In total the project provides 320 parking spaces for 127 homeowners. This is well above the R-5-A requirement of 1 space per every dwelling unit.

The Applicant has engaged O.R. George & Associates as the traffic engineering expert to analyze the impacts of the proposed project on the surrounding street system. The traffic engineer's report will be submitted to the District Department of Transportation, the Office of Planning, and the Zoning Commission as soon as it is completed.

4. Housing and Affordable Housing

Under Section 2403.9(f) of the Zoning Regulations, the PUD guidelines state that the production of housing and affordable housing is a public benefit that the PUD process is designed to encourage. In support of this important goal, the proposed PUD project will add 127 new for-sale residential units to the Hillsdale and Fort Stanton neighborhoods. As noted above, the project will include 8–10 townhomes of affordable housing.

5. Revenue for the District

According to Section 2403.9(i), “[u]ses of special value to the neighborhood or the District of Columbia as a whole” are deemed to be public benefits and project amenities. The addition of 127 new households will result in the generation of significant additional tax revenues in the form of property, income, sales, and employment taxes for the District.

6. First Source Employment Program

Section 2403.9(e) of the Zoning Regulations states that “employment and training opportunities” are representative public benefits and project amenities. The Applicant will enter into an agreement to take reasonable measures to participate in the Department of Employment Services (“DOES”) First Source Employment Program to promote and encourage the hiring of District of Columbia residents during the development and construction process.

7. Local, Small and Disadvantaged Businesses

The use of local firms in the development and construction of the project is a representative public benefit and project amenity pursuant to Section 2403.9(e). The proposed project will make a commitment to use as many LSDBE's as possible during the development of the project.

8. Uses of Special Value to the Neighborhood

The Applicant will discuss the project with various community organizations and ANC Commissioners in the area surrounding the Subject Property, as well as representatives of Wilkerson Elementary School. The Applicant will work with these individuals and organizations in order to create a community amenities package that addresses the needs of the surrounding area.

9. Comprehensive Plan

According to Section 2043.9(j), public benefits and amenities include ways in which the PUD advances the "major themes and other policies and objectives of any of the elements of the Comprehensive Plan." As described in greater detail in Section V below, the PUD is consistent with and furthers many elements and goals of the Comprehensive Plan.

V. COMPLIANCE WITH COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters numerous goals and policies enumerated in the Comprehensive Plan.

The purposes of the Comprehensive Plan are to:

- (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development;
- (2) Guide executive and legislative decisions and matters affecting the District and its citizens;
- (3) Promote economic growth in jobs for District residents;
- (4) Guide private and public development in order to achieve District and community goals;
- (5) Maintain and enhance the natural and architectural assets of the District; and
- (6) Assist in

conservation, stabilization and improvement of each neighborhood and community in the District (D.C. Code § 1-245(b) (1994 Supp.)).

The proposed project significantly advances these purposes by furthering the social and economic development of the District through the creation of approximately 127 new residential units (with or 8–10 townhomes of affordable housing and substantial open recreational space) over currently vacant land, enhancing the urban environment in the immediate neighborhood.

A. Compliance with Major Themes

Three major themes that are applicable to this project were adopted as part of the Comprehensive Plan. The Applicant's proposal is consistent with these themes as follows:

1. Stabilizing the District's Neighborhoods

The Comprehensive Plan's primary residential neighborhood objectives include the enhancement and stabilization of the District's neighborhoods and the protection of residential neighborhoods from non-residential and disruptive uses. Development in the Hillside/Fort Stanton area of 127 new townhomes will certainly help achieve that goal. When residents own their homes, they generally will live in their homes longer and are more concerned with the value and upkeep of their residences. The Applicant believes that the establishment of the homeowners' association, with 127 members, will have a sufficiently broad membership base to provide proper maintenance and upkeep of the roadway system and common areas of the project.

The Subject Property is located in a primarily residential neighborhood. A new development of townhomes in this neighborhood will not be disruptive, and in fact provides a new type of residential opportunity for existing residents of the neighborhood. As noted above, no displacement of residents will occur as a result of this application. These townhomes will provide residents with an interim housing opportunity from a rental apartment to a single-family

home, or alternatively provide an attractive housing opportunity for someone who is looking to minimize the amount of work that is necessary to maintain a single-family home. Furthermore, this project will continue the momentum initiated by the new construction and redevelopment that has taken place over the past few years in this area, and will help make the neighborhood even more attractive to new development, while respecting the existing surrounding residential community. For these reasons, the proposed project is consistent with the Comprehensive Plan's goals for strengthening existing neighborhoods.

2. Respecting and Improving the Physical Character of the District

The project has been designed to be completely complementary to the surrounding neighborhood. The townhomes are built up to the street; this fronting, when combined with the front yards and optional front porches adorning each structure and sidewalk system, create an attractive and intrinsically walkable community. The townhomes are oriented towards the surrounding neighborhood. The development also provides usable, secure green space that can be utilized as tot lots or other forms of recreation. While undeveloped wooded tracts of land and large parks can be found in this part of Southeast, few intimate community spaces, such as proposed in this project, exist. By designing green space near Stanton Road, not creating an internally focused development, and laying out the townhomes to accommodate the topography of the site, the Applicant recognizes the significance of Stanton Road as a major thoroughfare in the neighborhood, enhances the quality of the residential neighborhood, and respects the physical character of the site.

3. Preserving and Ensuring Community Input

The Applicant is committed to having a long-term, positive impact east of the Anacostia River, particularly in Ward 8. The Applicant understands that to have an impact that is embraced by the community, it is necessary to gain community input on the projects that it undertakes. As the Comprehensive Plan states in Section 102, “citizen participation in civic improvement starts from the interest that people have in their neighborhood blocks and in their day-to-day relationships.” As noted above, the Applicant will meet with neighborhood organizations to receive their input on the proposed project and community amenities package.

B. Compliance with Major Elements

The Comprehensive Plan also contains 11 major elements. The proposed project furthers the objectives and policies of several of these elements as follows:

1. Housing Element

According to Section 302.2 of the Comprehensive Plan, it is the goal of the District to:

- “Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives” (10 DCMR § 302.2(a));
- “Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused” (10 DCMR § 302.2(e)); and
- “Encourage the private sector to meet housing needs through the development of infill housing” (10 DCMR § 302.2(f)).

The proposed development is consistent with the housing provisions of the Comprehensive Plan as it creates 127 new townhouses in an area that is identified on the District of Columbia Generalized Land Use Map to be a moderate density residential area. The proposed project will create new homes in a community with significant for-sale housing needs on property that is currently vacant and unused. The high-quality affordable community will serve as an anchor that strengthens and enhances the surrounding residential neighborhood.

2. Transportation Element

The objective of the streets and alleys portion of the Transportation Element, laid out in Section 505 of the Comprehensive Plan, is to:

- “Provide a system of streets and alleys to ensure access to all sections of the District” (10 DCMR § 505.1);
- “Promote private-sector involvement in the development of sidewalks and pedestrian paths to complete the District’s pedestrian system” (10 DCMR § 505.2(d));
- Ensure “adequate parking will exist for occupants and other users” in accordance with the Zoning Regulations (10 DCMR § 505.2(e)); and
- “Require a systematic program for the maintenance and repair of streets.” (10 DCMR § 505.2(f)).

The Applicant will enhance the existing road network of the District by creating an internal street system on the Subject Property that allows for two way traffic and several access and egress points to the proposed development. Furthermore, the sidewalks of the proposed development will be connected to the existing sidewalk system on Elvans, Stanton, and Pomeroy Roads. The sidewalks on these streets will be safer and more user-friendly with the removal of overgrown vegetation as well as the integration of a complete pedestrian sidewalk system for the surrounding neighborhood. The building out of the townhomes to the sidewalk also enhances the appearance and walkability of the pedestrian streetscape. Finally, in the proposed development at least two parking spaces exist per dwelling unit, which is well above the parking ratio that is required in the R-5-A District.

3. Urban Design Element

According to Section 701 of the Comprehensive Plan, it is the goal of the Urban Design Element:

“To promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District’s aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient” (10 DCMR § 701.1).

The proposed development will reflect the beneficial architectural qualities of the surrounding residential neighborhoods. In site planning and architectural detailing, the project will emphasize and help strengthen a neighborhood identity for this area. The project proposes an appropriate number and density of residential units, while allowing for sufficient private and public open space for the residents. The townhomes are oriented towards the street at the front, yet also have auto access through the rear alleys.

The Comprehensive Plan also sets forth the following objective for areas in need of new and improved character:

“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” (10 DCMR § 712.1).

The intersection of Stanton Road and Elvans Road currently lacks “a strong, positive physical identity.” The addition of the proposed development to this area will strengthen the identity of this intersection. Attractive views of the side and front elevations of the townhomes as one walks or drives along Stanton Road will also provide passersby with a stronger sense of place than previously existed at this location.

4. Generalized Land Use Map

The Land Use Element of the Comprehensive Plan sets forth the following goal:

“[W]here appropriate, [encourage] the rehabilitation and new construction of detached and row housing . . .” (10 DCMR § 1104.1(h)).

The Comprehensive Plan Generalized Land Use Map includes the Subject Property in the moderate density residential land use category. The moderate density residential land use category envisions row houses and garden apartments as the predominant uses. The proposed project is entirely consistent with the Generalized Land Use Map designation of this site.

5. Ward 8 Goals and Policies

Section 1900 of the Comprehensive Plan, which focuses on the needs of Ward 8, sets forth a series of goals for the community that are met or enhanced by this project:

- “Increase the number of owner-occupied and single-family housing units in the ward” (10 DCMR § 1908.1(a));
- “Provide housing opportunities for low- and moderate-income households by promoting the construction and renovation of a range of housing types” (10 DCMR § 1908.1(f));
- “Preserve and enhance the distinguishable physical qualities of Ward 8 neighborhoods” (10 DCMR § 1920.1(b));
- “Encourage developments that respond to the prominent ridgelines of Ward 8 and the horizontal skyline of the District so as to maintain and enhance the physical image and character of the ward and the city” (10 DCMR § 1920.1(e));
- “Encourage new development in areas with vacant or underused land to secure a strong, positive physical identity” (10 DCMR § 1920.1(g)); and
- “Suggest ways to increase the currently low level of homeownership in Ward 8” (10 DCMR § 1901.1(h)).

One of the focus areas of the Ward 8 Plan is to increase low levels of homeownership. Only 15 percent of occupied housing units in Neighborhood Cluster 37, which is composed of the Barry Farm, Fort Stanton, and Hillside neighborhoods, are owner-occupied.³ One of Cluster 37’s primary objectives is to set a goal for the percentage of homeownership in the Cluster.⁴ Based on the 2000 census count of 2,745 occupied housing units in the Cluster,⁵ the proposed project will increase the number of owner-occupied housing units to 19 percent of the total number of occupied housing units in Cluster 37. In the process, the project will provide a strong, high-quality development that also respects the physical aspects of the Subject Property. Moreover, this project takes a challenging site with steep topography and transforms it into a vibrant residential community that provides many residents with spectacular views of the District’s skyline.

³ These numbers, taken from the DC Neighborhood Cluster Profile, Cluster 37, at http://www.neighborhoodinfodc.org/nclusters/nbr_prof_clus37.html (last visited October 7, 2005), are for the year 2000.

⁴ Citizen’s Guide to Mayor Anthony A. Williams’ Proposed FY 2003 Budget: Cluster 37, at 7, at <http://www.dcwatch.com/mayor/020318b37.pdf>.

⁵ DC Neighborhood Cluster Profile, *supra* note 3.

Ward 8 actions in support of urban design also include the following action:

“encourage increased design quality in all development projects reviewed through the planned unit development (PUD) process” (10 DCMR § 1921.1(a)(2)(A)).

The Applicant believes that the proposed project will help elevate the standard for design quality for this area. The proposed project will help to further revitalize an area of Ward 8 that has already been significantly stabilized as a result of redevelopment projects that include; Washington View, Overlook Condominiums, and the Townes at Hillsdale.

In this way, the Subject Property also helps to meet the Ward 8 goals for land use and zoning. Ward 8 objectives for land use/zoning include the following:

- **“Promote healthy and secure residential and nonresidential environments through selective renewal, rehabilitation and neighborhood revitalization programs” (10 DCMR § 1929(1)(b));**
- **“Minimize existing or potential conflicts between residential uses and nonresidential uses” (10 DCMR § 1929(1)(d));**
- **“Locate more intensive land uses in areas of the ward which, by virtue of existing or planned infrastructure, can accommodate and support these uses” (10 DCMR § 1929(1)(f)); and**
- **“Promote and enhance the ward’s low density character, open spaces and stable neighborhoods” (10 DCMR § 1929(1)(g)).**

Because the site is surrounded on three sides by streets with existing infrastructure that can accommodate the proposed use and intensity of the development, the location of this project fits the stated objectives of the Ward 8 Plan. While the proposed project will have a higher number of units than would be permitted under the existing zoning, it will complement the neighborhood because of its moderate density, its preservation of open space, and its contribution to the neighborhood’s stability. In addition, the project’s proximity to the Wilkerson Elementary School could be viewed as a benefit, as the project provides students with a safe community to walk through or past on their way to and from school.


For all of the above-mentioned reasons, the Applicant believes that the proposed PUD is not only consistent with the Ward 8 Elements of the Comprehensive Plan, but was designed in direct response to satisfy these specific objectives.

VI. CONCLUSION

For the foregoing reasons, the Applicant submits that the consolidated PUD and Zoning Map amendment application meet the standards of Chapter 24 of the Zoning Regulations; are consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, and safety and convenience of the citizens of the District of Columbia; satisfy the requirements for approval of a consolidated PUD and Zoning Map amendment; provide significant public benefits; and advance important goals and policies of the District of Columbia. Therefore, the consolidated PUD application and Zoning Map amendment should be approved and adopted by the Zoning Commission.

Accordingly, the Applicant respectfully requests the Zoning Commission set the PUD and accompanying Zoning Map amendment applications down for a public hearing at the earliest possible date.

Respectfully submitted,
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