

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING



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Office of the Director

## Memorandum

**TO:** District of Columbia Zoning Commission

**FROM:** *USJ*  
Harriet Iregoning, Director

**DATE:** February 2, 2007

**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

This is an application by the Horning Brothers (the Applicant) for 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 to rezone the property from R-3 to R-5-A is requested to accommodate the proposed development of 187 townhomes.

### OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends the setdown for a public hearing. The project will contribute to the housing revitalization of this quadrant of the District and it supports the District's policy that affordable housing units are made available on new development projects. While up to one third of the proposed 187 units would be dedicated to low-middle income families, the remainder of units would be sold at market rate to enable the creation of a mixed income community, essential to the revitalization of Ward 8. 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 has asked the applicant to:

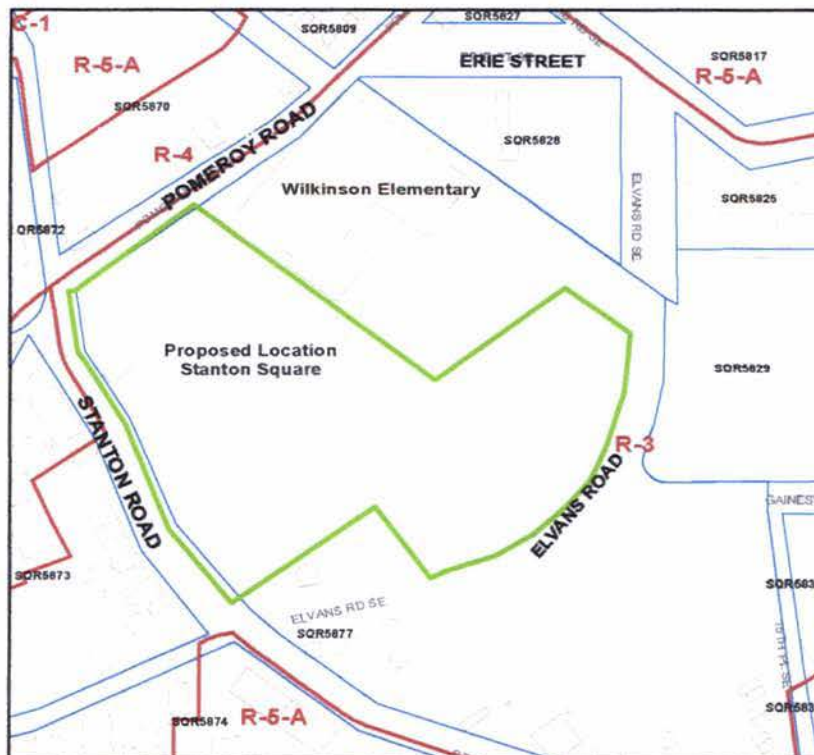
- Document the application of "green design" elements for the residential development;
- Meet with WASA and/or the Department of the Environment on the proposed storm water and erosion controls for the site to determine its adequacy due to the area's soil association;
- Document DHCD's financial agreement for this project; and
- Provide material samples at the public hearing.

ZONING COMMISSION  
District of Columbia  
CASE NO. 05-35  
EXHIBIT NO. 13

ZONING COMMISSION  
District of Columbia  
CASE NO.05-35  
EXHIBIT NO.13

**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 steeply towards the west, with a sharp 32-foot drop which divides the property into a lower and upper portion.



**PROJECT DESCRIPTION**

The site layout includes 187 new townhomes and dedicated public streets, a private 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. In an earlier submission before the Zoning Commission on January 6, 2006, the project included 127 residential units on 14 lots. At that meeting the Commission requested information on the percentage of green space in the project due to what seemed like too much impermeable surface in the design.

In response to the Commission's concerns regarding the extent of impermeable surface in the project, the applicant's recent submission of December 2006 shows a reduced roadway area with an increase in the total building area. According to the applicant, this has allowed for a corresponding increase in the affordable housing component of the project. In addition, the applicant has also stated that DDOT's right-of-way requirements for wider streets constrain the design for increased open space. As such, waivers from DDOT will be required, since the proposed right-of-way do not meet DDOT's width requirements.

A redesigned landscape plan also includes a tot lot and terraces supported by four retaining walls in the steeply sloped area of the site. This would accommodate a walking path and a stair to the upper level residential area. The smaller modular retaining walls reflected in the images provided are intended to stabilize the steep slope while providing a landscaped connection between the two areas. Extensive landscaping would be included throughout the development by providing shade trees strategically located to create interlocking canopies at maturity.

The submitted site plan data is tabulated as follows:

<b>Requirement</b>	<b>R-5-A (MOR)</b>	<b>R-5-A /PUD</b>	<b>Proposed Design</b>
<b>Height</b>	40' (3-stories)	60' (3 stories)	<b>Variable- up to 40.25 ft.</b>
<b>FAR</b>	0.9	1.0	<b>0.9</b>
<b>Lot Occupancy</b>	40%	40%	<b>31%</b>
<b>Gross Floor Area</b>	317,930 Sq. ft.	353,256 Sq. ft.	<b>318,024 Sq. ft.</b>
<b>Green Space Roadway</b>	N/A	N/A	<b>30% 29%</b>
<b>Parking</b>	1 per dwelling unit	1 per dwelling unit or 187 spaces	<b>226 spaces</b>

Table 1

The applicant is proposing a variety of two and three bedroom single-family townhouses in support of a site plan which includes five sizes of townhomes with rear-loaded and front-loaded garages.

Number of Units	Unit Type by Size
187	
43	14' x 36' RL
20	14' x 36' 2-story
51	16' x 36' RL
10	18' x 36' FL
50	18' x 36' RL
13	20' x 36' SL

The town home structures are designed to complement the new development in the surrounding neighborhood, including the Townes at Hillsdale located at the corner of Pomeroy and Stanton Road. A mix of building materials would be typical and would be carried throughout the site. The façade details would be integral to ensuring a variety in the streetscape.

Table 2

Streets of varying widths were designed 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 37 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 226 parking spaces.

All residences would be for sale, with up to two-thirds at market rate to encourage diversity in incomes in the new neighborhood.

**ZONING**

The site is designed to conform to the permitted height, lot occupancy and FAR of the PUD related map amendment from R-3 to R-5-A. The applicant is requesting that the project be approved in accordance with the special exception requirements of Sections 353 and 2516 for new residential development in the R-5-A Zone.

The following table compares the R-3, R-5-A Districts and R-5-A/PUD standards, with the project's proposals:

Requirement	R-3	R-5-A (MOR)	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 - 14 feet- 20 feet)
FAR	None prescribed	0.9	1.0	0.9
Lot Occupancy	40 %	40%	40%	31%
Rear Yards	20 feet	20 feet	20 feet	6 feet (Needs Relief)
Side Yards	8	8 feet	8 feet	4 feet ( Needs Relief)
Off Street Parking	1 per dwelling unit	1 per dwelling unit	1 per dwelling unit or 187 spaces	226 spaces

Table 3 – Townhouses (187 units)

**FLEXIBILITY**

Variance relief is required from the rear and side yard requirements as 6 feet and 4 feet respectively are proposed. The applicant has stated that this is necessary due to the slope of the property and the need to provide front-loaded and rear loaded parking. The applicant will further elaborate on the trade-offs in the design and layout of the development which necessitates this relief prior to the public hearing.

**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 187 new residential units for the District, one third of which would be dedicated to affordable housing for low to middle-income families. Of equal benefit are the proposed market rate units which would ensure a diversity of income to the neighborhood. The proposed site design focuses the homes towards the street frontage, including along Stanton Road and Pomeroy Street. This improves the residential character of Stanton Road, as well as public safety along a much neglected thoroughfare. The community has supported the development of single family townhomes rather than the garden-style apartment complexes typical of the area and the R-5-A District.

OP believes that the requested flexibility is minimal in comparison to the benefits that would be derived in providing additional homeownership opportunities 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 understands that the applicant held several meetings and discussions with neighborhood leaders concerning the proposed development and the community is in support of the proposal. 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, the Department of Health, and Fire and Emergency Management Services prior to OP’s final report. Comments from WASA and DOH (Stormwater Management and Soil Erosion Divisions) would assess the adequacy of stormwater and soil erosion control measures. The recently created District Department of the Environment (DDOE) informed OP that compliance with the

storm water regulations and ground water standards are already required. However, staff is being hired to provide early assessment comments to OP regarding stormwater controls and low-impact development principles for PUD applications.

#### COMPREHENSIVE PLAN AND PUBLIC POLICIES

Section 2403.4 also requires 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 indicates that it 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 Ward 8. The residential use will 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 District’s housing capacity and to Ward 8’s housing revitalization.

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

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 will provide residents with easy access to employment destinations in the District and Maryland in support of smart growth principles, including the creation of a range of housing opportunities and choices. 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 62 affordable units, the majority of the 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 west of the project site in terms of 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 and the Fort Stanton neighborhood in general.

#### 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.

The new Comprehensive Plan and Land Use Map (Dec. 2006) (awaiting NCPC and Congressional reviews), designate the Fort Stanton Neighborhood within the Far Southeast/Southwest Planning Area. Planning and Development Priorities include more housing suitable for families and young homeowners (1907.2(c)) in this sector, and includes addressing the low rate of homeownership by providing more owner occupied housing in new construction, as well as encouraging the construction of single family homes (Policy FSS 1.1.12). This development also meets the policy direction which seeks to replace existing housing patterns with mixed-income housing (FSS-2.6.3). The housing opportunities directive under FSS-2.3.2 encourage compatible infill development on vacant and underutilized land within the Fort Stanton neighborhood with an emphasis on low to moderate density housing designed for families. The proposal includes two and three bedroom residences, scarce in new developments and more recently catered to younger urban condominium-seeking residents. The policy also directs environmentally

sensitive development in the area as “special care should be taken to respect the area’s topography, and avoid erosion...”

### **GENERALIZED LAND USE MAP**

The existing and future Generalized Land Use Map recommends the subject property for moderate density residential. The proposed development at an FAR of 0.9 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 amenities of the proposed application thus far are the market rate townhomes for moderate income residents and the dedication of public streets into the District’s transportation network. The proposal is supported by DHCD financing to include affordable housing for low income residents.

The design includes front loaded and rear loaded garages with access provided by private alley systems. The architecture and landscaping will enhance new construction in the neighborhood. The residential design, including slab on grade and English basements, are efforts to respect the topography of the site and limit the amount of grading that may be necessary to accommodate the development.

With respect to the proposed density of the development, the applicant has explained that the number and sizes of the units are instrumental to the design in an effort to create a diverse streetscape. The use of differing scales and materials would help create a dynamic streetscape along the Stanton and Pomeroy street frontages, as well as through the interior of the site. The street grid pattern is compatible with the surrounding street system and its’ intent is to focus views on green space as well as the individual unit architecture. The landscaped garden retaining walls are an integral feature of the site due to the severe topography which separates the site into an upper and lower level. Smaller green spaces throughout the site front the units and have been included in the private alley system.



New dedicated public streets and sidewalks would connect to the surrounding neighborhood. The applicant's initial 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 including 226 spaces off-site and 37 on-street parking spaces. This exceeds the required number of spaces required by § 2101. A revised traffic analysis would be 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 that may/could be provided. LEED certification for new construction is available at <https://www.usgbc.org/>.

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.

Overall, the proposed development will be an asset to the community, since it will further residential needs for the District and Ward 8 consistent with the Zoning Regulations, Comprehensive Plan and the Generalized Land Use Map (existing and future).

#### **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) and DDOE;
- D.C. Water and Sewage Authority; (WASA) and
- Department of Housing and Community Development (DHCD).

#### **COMMUNITY COMMENTS**

According to the applicant, ANC 8A has given preliminary support to the development concept as submitted. The applicant has held several meetings with community members, including the ANC and the Anacostia Coordinating Council to discuss the project and a suitable amenity package. The ANC's recommendation will be forwarded to the Commission prior to the public hearing.

#### **RECOMMENDATION**

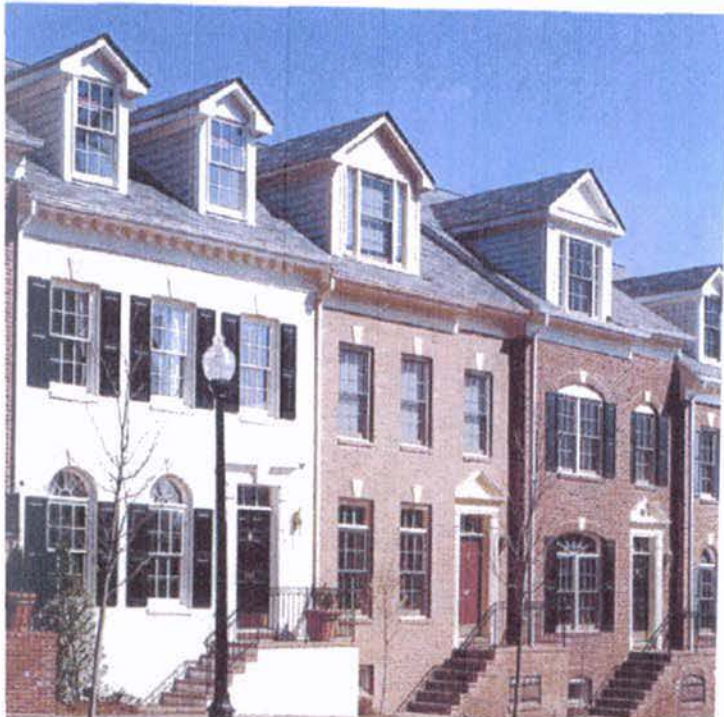
OP supports the proposal to provide moderate density single-family housing for low and moderate income residents in this quadrant of the District. The project is supportive of smart growth principles as the map amendment from R-3 to R-5-A would accommodate a more compact building design as an alternative to the more consumptive development pattern of the lower density residential land use. The provision of sidewalk areas would connect to the street system to encourage a walkable community, which is a key component of smart growth. In addition, the development would be allow the vacant parcel to be integrated into a long-standing community already served by infrastructure and the public transportation system of Metrorail and Metrobus.

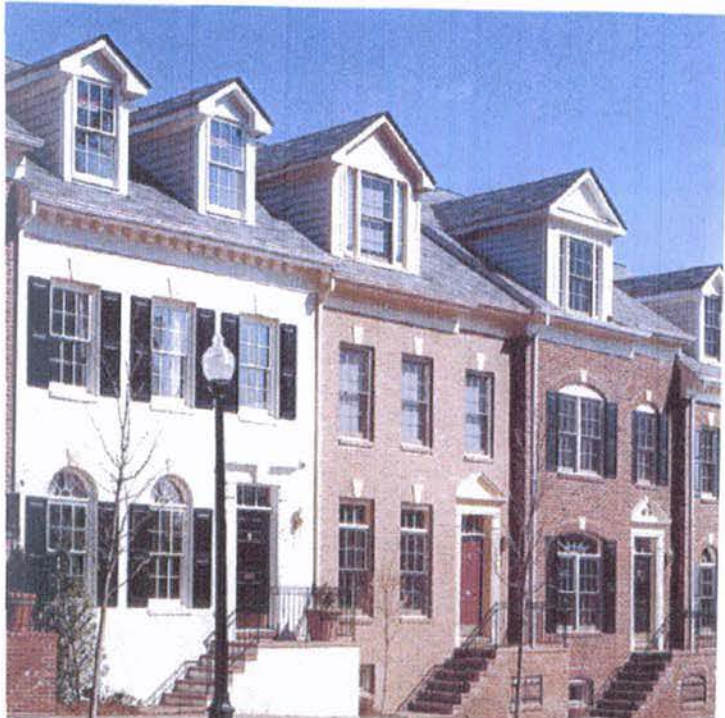
OP believes that the proposed PUD is not inconsistent with the elements of the Comprehensive Plan and recommends that the application be set down for public hearing. OP will present a more detailed review based on comments of other relevant agencies prior to the public hearing.

OP recommends that the applicant meet with WASA and DOH to determine adequacy of their stormwater and soil erosion controls before the public hearing. OP would encourage the applicant to document the green elements in the residential designs consistent with LEED requirements and DHCD's financial agreement for this project. Material samples are also recommended at the public hearing.

**ATTACHMENTS:**

1. Examples of Building Facades
2. Open Green Perspectives







**OPEN GREEN PERSPECTIVE**

NOVEMBER 01, 2006

**STANTON SQUARE**  
WASHINGTON DC.

HORNING BROTHERS  
HOR.026A.06

