




## MEMORANDUM

**TO:** District of Columbia Zoning Commission

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

**DATE:** June 28, 2013

**SUBJECT:** Zoning Commission Case No. 13-08: **Setdown Report** for Consolidated Planned Unit Developments and Zoning Map Amendments for Square 5914 at Alabama Avenue and 13<sup>th</sup> Street, SE

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### I. SUMMARY RECOMMENDATION

Square 5914, LLC (Applicant) has submitted an application for consolidated Planned Unit Development (PUD) and related map amendment to rezone Square 5914, Parcels 229/160, 229/103, 299/151, 299/163 and Lots 6 and 7 from the R-5-A to the C-3-B zone. The property is in the Congress Heights neighborhood in the southeastern quadrant of the City. Overall, the mixed use development around the Congress Heights Metro Station (Metro) is not inconsistent with the Comprehensive Plan recommendation for a transit oriented, medium density development and, as such, the Office of Planning (OP) recommends that the proposed PUD and related map amendment be **set down for public hearing**.

If set down, OP will continue to work with the Applicant to provide the following additional information prior to a public hearing:

- Details of the proffered benefits and amenities package;
- Requirements of § 2516.1 that are not adequately met;
- Justification for the additional building height requested, and the extent of the reduction in the “level of quality and experience” of the residential use if the additional height was not permitted;
- Truck circulation illustrations demonstration the difficulties that would be encountered with a large truck accessing and/or exiting the property;
- A TDM Plan;
- The Applicant’s commitment to First Source Employment and CBE Agreements;
- Affordable units mix and their locations within the building;
- Details of the set aside program for local and small businesses, including the square footage of space to be set aside, the number of retailers that would be accommodated, and the time period for the reduced rate; and
- Additional architectural drawings or details that may be requested by the Zoning Commission at the set down meeting.

### II. SITE DESCRIPTION

The subject property, Square 5914, Lots 6 and 7 and Parcels 229/160, 229/103, 299/151, and 299/163, has a total land area of 88,486 square feet (2.03 acres) and is located between 13<sup>th</sup> Street, SE on the west and Malcolm X Elementary School on the east and along Alabama Avenue to the

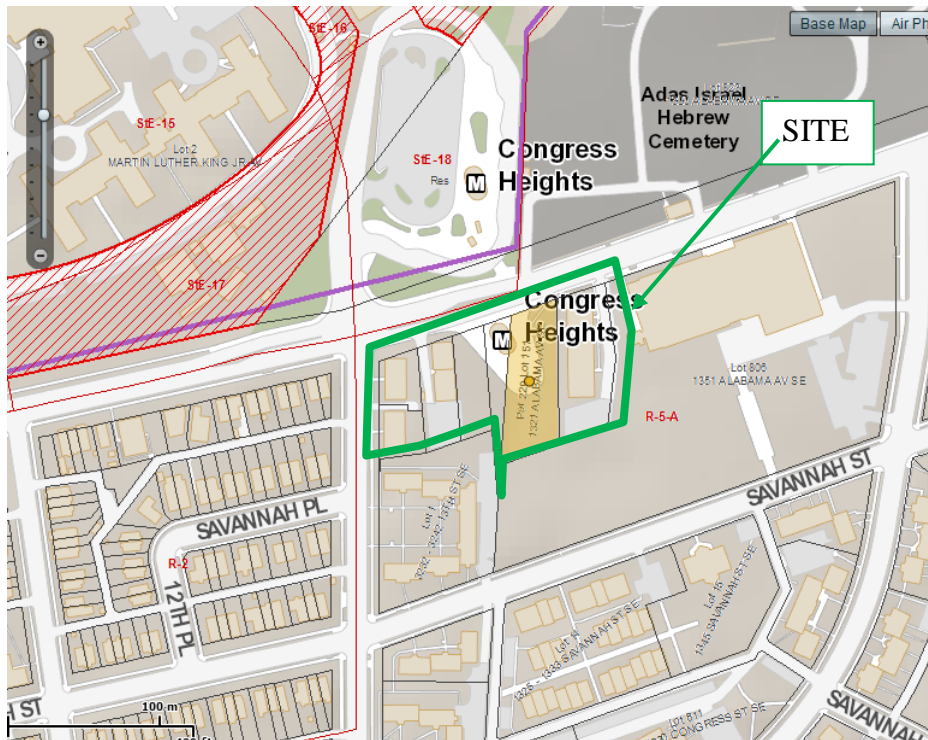


north. Current improvements on the property include 4, three-story garden apartments which are vacant or substantially vacant and the Congress Heights Metro Station entrance and plaza. The property is zoned R-5-A.

### III. AREA DESCRIPTION

The area north of the site is dominated by the St Elizabeths East Campus, the Congress Heights Metro transit center with a Metro entrance and a terminus/beginning or stop for a number of bus routes, and the Adas Isreal Hebrew Cemetery. The historic St. Elizabeths East Campus has the new St. Elizabeths Hospital with the remainder of the campus Master Planned and zoned<sup>1</sup> to be developed with a variety and mix of uses including residential, commercial, institutional, hospitality, educational and civic uses. The portion of the campus adjacent to the Metro transit plaza would be one of the main entrance points into the campus. It is envisioned to be developed as an active center with ground floor retail and other uses to activate the area, complemented by open spaces that allow easy pedestrian movements and congregation.

To the west of 13<sup>th</sup> Street, the properties are developed with two-story duplexes in the R-2 zone. The area to the south of the site and east of 13<sup>th</sup> Street is developed with 2- and 3-story garden apartments in the R-5-A zone. West of the site and beyond the Malcolm X Elementary School are apartments and the Shops at Park Village, a strip commercial center in the C-2-B zone.



Site Location and Zoning Map

### IV. PROJECT DESCRIPTION

The proposed development would consist of two buildings, an 8-story “office building” and a 9-story “residential building”. At the base of both buildings would be ground floor retail encircling

<sup>1</sup> ZC Order 12-08, March 29, 2013

the Metro entrance plaza area and fronting on Alabama Avenue and 13<sup>th</sup> Street. The buildings would appear as one but would function independently with no internal connections. The buildings combine for a total of approximately 446,000 square feet of space at 5.03 FAR.

The 8-story commercial building would have 236,000 square feet of office space and 8,650 square feet of ground floor retail and a height of 93.91 feet. 132 parking spaces would be provided below grade plus two at grade spaces. The 4 required loading berths and associated platforms and service delivery spaces would be provided at grade, at the rear of the building. Both the loading and the parking facilities would be accessed via a newly created private alley on the eastern and southernmost portions of the site exiting on to 13<sup>th</sup> Street. The 8<sup>th</sup> floor of the building would be set back from the building's edge to allow for a large terrace with views across St. Elizabeths campuses towards western portion of the City.

The residential building would be 9-stories at a height of 92.89 feet and would have 209,931 square feet of residential space (205-215 units), 7,600 square feet of ground floor retail and 1,519 square feet of office space. 62 below grade parking spaces and 24 above grade parking spaces would be provided. Parking and loading facilities would also be to the rear of the building and would also be accessed via the new private alley. The rear of the building extends two floors with a landscaped terrace on its roof open to the sky. This allows light and air into the apartments and reduces the massing of the building adjacent to the existing apartments to the south. The residential building includes balconies on the upper levels on the building and along the Alabama Avenue frontage nearest the rotunda, and townhouse style elements with red brick to complement the residential use along 13<sup>th</sup> Street. Both the residential and the office buildings would be a mixture of tan colored brick mainly with sienna colored brick accents, precast trim and glass curtain wall elements.

The approximately 6,000 square feet Metro plaza at the center of the residential and commercial buildings would form the focus of the development. The ground floor of the buildings would have retail uses with extended ceiling heights that front directly on Alabama Avenue, the Metro entrance and plaza, and on 13<sup>th</sup> Street to activate those spaces. The entrance into the office building is accessed from an accentuated entrance off the plaza while the residential entrance is marked by a rotunda on the second level of the building. To further activate this space, the residential building would have a gym with patio space on the second level.

## **V. ZONING AND PUD RELATED MAP AMENDMENT**

The site is currently zoned R-5-A. Generally, R-5 residential districts allow flexibility of design and permits, in a single district, all types of urban residential development if they conform to the height, density, and area requirements. Institutional and semi-public buildings that would be compatible with adjoining residential uses are permitted. Specifically, R-5-A districts permits moderate height and density uses.

The proposed C-3-B district permits medium density development, with a density incentive for residential development within a general pattern of mixed-use development. This zone is also recommended to be compact in area and located on arterial streets, in uptown centers, and at rapid transit stops.

The following table is a comparison of the R-5-A, C-3-B, C-3-B/PUD standards and the proposed development.

Requirement	R-5-A (Matter of right)	C-3-B (Matter of right)	C-3-B /PUD	Proposal	Deviation
Lot Area	As prescribed by the Board pursuant to § 3104	15,000 sf.	15,000 sf.	88,846 sf.	Conforms
Height (max.)	40 ft.	70 ft.	90 ft. <sup>2</sup>	Office: 93.83ft. Residential: 92.89 ft.	Relief required
FAR (max.)	0.9	5.0 (total) 6.0 (with IZ) 4.0 (non-residential limit)	5.5 (total) 4.5 (non-residential)	5.03 (total) 2.4 (residential) 2.6 (non-residential)	Conforms
Lot Occupancy (max)	40%	75%	100%	64.7%	Conforms
Rear Yard (min)	20 ft.	Office Blg.: 2.5 ins./ft. of height but not less than 12 ft.  Office Blg.: 2.5 ins./ft. of height but not less than 12 ft.	Office Blg.: 2.5 ins./ft. of height but not less than 12 ft.  Residential Blg.: 2.5 ins./ft. of height but not less than 12 ft.	Office Blg.: 23.58 ft.  Residential Blg.: 21.0 ft.	Conforms
Side Yard	3 in./ft. of height; not less than 8 ft.	Office Blg.: None required but if provided 2 ins./ft. of height but not less than 6 ft.  Residential Blg.: None required on corner lot.	Office Blg.: None required but if provided 2 ins./ft. of height but not less than 6 ft.  Residential Blg.: None required on corner lot.	Office Blg.: 21 ft.  Residential Blg.: none	Conforms
Courts	Open Court: 4 ins./ft. of height, but not less than 10 ft.  Closed Court: 4 ins./ft. of height, but not less than 15 ft.  Court Area: 2 x the square of the width of the height of the court, but not less than 350 sf.	Residential Blg. Closed Court Width: 4 ins./ft. of height, but not less than 12 ft. = 26.58 ft.  Residential Blg. Closed Court Area: 2 x the square of the width of the height of the court, but not less than 350 sf. = 1,410 sf.  METRO Pedestrian level open court width: 5.33 ft.  METRO Pedestrian level open court area: 56.18 sf.  METRO Second Floor Residential level open court width: 31.16 ft.  METRO Second Floor Residential level open court area = 1943 sq. ft.	Residential Closed Court Width: 4 ins./ft. of height, but not less than 12 ft. = 26.58 ft.  Residential Blg. Closed Court Area: 2 x the square of the width of the height of the court, but not less than 350 sf. = 1,410 sf.  METRO Pedestrian level open court width: 5.33 ft.  METRO Pedestrian level open court area: 56.18 sf.  METRO Second Floor Residential level open court width: 31.16 ft.  METRO Second Floor Residential level open court area: 1943 sq. ft.	Residential Blg.: Closed Court: 45 ft.  Residential Blg. Closed Court Area: 3,923 sf.  Metro Open Court width: 32.0 ft  METRO Second Floor Residential level open court width: 6,089 sf.  METRO Second Floor Residential level open court area: 75 ft.  METRO Second Floor Residential level open court area: 8,844 sf.	Conforms

<sup>2</sup> The Zoning Commission may grant an additional 5% increase in height provided the increase in height is essential to the successful functioning of the project and consistent with the evaluation standards of Chapter 24 (§ 2405.3).

Requirement	R-5-A (Matter of right)	C-3-B (Matter of right)	C-3-B /PUD	Proposal	Deviation
Roof Structure	<p><u>Residential and Commercial Bldg.:</u></p> <p>One structure per building</p> <p>1:1 setbacks</p> <p>18.5 ft. high</p>	<p><u>Residential and Commercial Bldg.:</u></p> <p>One structure per building</p> <p>1:1 setbacks</p> <p>18.5 ft. high</p>	<p>Residential and Commercial Buildings:</p> <p>One structure per building</p> <p>1:1 setbacks</p> <p>18.5 ft. high</p>	<p><u>Residential Bldg.:</u></p> <p>3 structures</p> <p>1:1 not met in all locations</p> <p>Variable heights</p> <p><u>Office Bldg.:</u></p> <p>1 structure</p> <p>1:1 setbacks</p> <p>Variable heights</p>	<p>Relief Requested</p> <p>Relief Requested</p> <p>Relief Requested</p> <p>Conforms</p> <p>Conform</p> <p>Relief Requested</p>
Parking (min.)	1 for each dwelling unit	<p><u>Residential Bldg.</u></p> <p>1/4 dwelling units = 52</p> <p><u>Office:</u></p> <p>1/1,800 sf. = 1</p> <p><u>Retail:</u></p> <p>1/750 sf. in excess of 3,000 sf. = 8</p> <p><u>Office Bldg:</u></p> <p><u>Office:</u></p> <p>1/1,800 sf. in excess of 2,000 sf = 114</p> <p><u>Retail:</u></p> <p>1/750 sf. in excess of 3,000 sf. = 8</p> <p>TOTAL = 182</p>	<p><u>Residential Bldg.</u></p> <p>1/4 dwelling units = 52</p> <p><u>Office:</u></p> <p>1/1,800 sf. = 1</p> <p><u>Retail:</u></p> <p>1/750 sf. in excess of 3,000 sf. = 18</p> <p><u>Office Bldg:</u></p> <p><u>Office:</u></p> <p>1/1,800 sf. in excess of 2,000 sf = 114</p> <p><u>Retail:</u></p> <p>1/750 sf. in excess of 3,000 sf. = 8</p> <p>TOTAL = 182</p>	<p><u>Residential Bldg.</u></p> <p>68</p> <p><u>Office:</u></p> <p>1</p> <p><u>Retail:</u></p> <p>8</p> <p><u>Office Bldg:</u></p> <p><u>Office:</u></p> <p>130</p> <p><u>Retail:</u></p> <p>8</p> <p>TOTAL = 216</p>	Conforms
Loading	Apartment house or multiple dwellings over 50 units: 1 berth @ 55 ft., deep 1 platform @ 200 sf. 1 service delivery @ 20 ft. deep	<p><u>Residential Bldg</u></p> <p>1 berth @ 55 ft, deep 1 platform @ 200 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Office Bldg:</u></p> <p>Office:&gt;200,00 sf. 3 berth @ 30 ft, deep 3 platforms @ 100 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Retail:&gt; 20,000 sf.</u></p> <p>1 berth @ 30 ft, deep 1 platform @ 100 sf. 1 service delivery @ 20 ft. deep</p>	<p><u>Residential Bldg</u></p> <p>1 berth @ 55 ft, deep 1 platform @ 200 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Office Bldg:</u></p> <p>Office:&gt;200,00 sf. 3 berth @ 30 ft, deep 3 platforms @ 100 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Retail:&gt; 20,000 sf.</u></p> <p>1 berth @ 30 ft, deep 1 platform @ 100 sf. 1 service delivery @ 20 ft. deep</p>	<p><u>Residential Bldg</u></p> <p>1 berth @ 30 ft, deep 1 platform @ 100 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Office Bldg:</u></p> <p>Office: 3 berth @ 30 ft, deep 3 platforms @ 100 sf. 1 service delivery @ 20 ft. deep</p> <p><u>Retail:</u></p> <p>1 berth @ 30 ft, deep 1 platform @ 100 sf. 1 service delivery @ 20 ft. deep</p>	Relief Requested Residential: 1 berth @ 55 ft, deep 1 platform @ 200 sf.
Bicycle Spaces	n/a	<p><u>Residential Bldg:</u></p> <p>60</p> <p><u>Office:</u></p> <p>80</p>	<p><u>Residential Bldg:</u></p> <p>60</p> <p><u>Office:</u></p> <p>80</p>	<p><u>Residential Bldg:</u></p> <p>60</p> <p><u>Office:</u></p> <p>80</p>	Conforms

## **VI. FLEXIBILITY**

The following flexibility has been requested from the Zoning Regulations:

### Associated Map Amendment from R-5-A to C-3-B

The Comprehensive Plan recommends mixed medium density residential and medium density commercial development on the site. The requested map amendment to the C-3-B zone is not inconsistent the Comprehensive Plan.

### Two Buildings on a Single Lot

Currently, the subject property is divided into a number of lots and would be combined into a single lot of record with two theoretical lots for each of the buildings. Having two buildings on the lot requires special exception review under §§ 3104, 2516. § 2516.1 states: “*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 Applicant has requested that the Zoning Commission retain jurisdiction to hear the requested special exception concurrently with the proposed map amendment and PUD. OP recommends that the Applicant provide an assessment of § 2516.1 their prehearing submissions if the application is set down for a public hearing.

### Height

The requested C-3-B zone allows a height of up to 70 feet and up to 90 feet in a PUD. The height of the office building would be 93.83 feet while the residential building would be 94.89 feet. § 2405.3 states:

*“The Commission may authorize the following increases; provided, that the increase is essential to the successful functioning of the project and consistent with the purpose and evaluation standards of this chapter . . .:*

*(a) not more than five percent (5%) in the maximum height;”*

The application states that the additional height would allow 15-foot floor to ceiling height to provide superior retail spaces; 9-feet for the office floors to provide superior office spaces; and residential floors of 9.3-feet. The Applicant needs to describe more fully the justification for the additional height and what would be the extent of the reduction in the “level of quality and experience” for the lower floor to ceiling height of the residential use if the additional height was not permitted by the Commission.

### Loading

The Applicant requests relief to reduce the required loading facility for the residential building. Section 2201.1 requires a 55-foot loading berth, a 200-foot platform and a 20-foot service/delivery area. The Zoning Commission “may reduce or increase the amount of such facilities [loading berth facilities] depending on the uses and the location of the project” pursuant to § 2405.6. The Applicant proposes to replace the 55-foot berth with a 30-foot loading berth. The Applicant indicates that a large truck would have difficulty accessing a 55-foot loading berth from Alabama Avenue of 13<sup>th</sup> Street. The Applicant should provide illustrations demonstration the difficulties that would be encountered with a large truck accessing and/or exiting the property.

### Multiple Roof Structures of Unequal Height and Substandard Setback

The Applicant requests relief for multiple roof structures, enclosures of unequal heights, and setbacks that do not meet the 1:1 ratio from bounding walls. Exhibit A, pages 2.8, 2.9 and 2.10

shows the multiple roof structures and where the 1:1 ratio is deficient, but there is no single plan that shows the heights of the enclosures that do not meet the required height. The Applicant should provide drawings more clearly showing the areas of non-conformity.

## VII. PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the Zoning Regulations, and be compatible with the surrounding community, the application requests that the proposal be reviewed as a consolidated PUD. This will allow the use of the flexibility stated in § 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 or quality of public benefits and that it protects and advances the public health, safety, welfare, and convenience.*

The application requests a change in zoning of the property which would allow approximately 55-feet of additional building height and 4.13 FAR above R-5-A limits. The increase in FAR and height would be consistent with the Comprehensive Plan recommendation for increased intensity at a transit station and would allow for the addition of office and retail uses at this location.

Section 2403 further outlines the standards under which the application is evaluated:

*2305.3 The PUD standards further provide that the “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.”*

The information submitted seems to indicate that the proposal would not adversely affect the surrounding community or city services. Additional details are requested in other portions of this report in order to address and determine the adequacy of the offered public amenities and benefits.

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. 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 application has offered the following amenities and benefits as an offset to the additional development gained through the application process:

### *Urban Design, Architecture, Landscaping or Creation or Preservation of Open Space*

The application provides that the project exhibits all the characteristics of exemplary urban design and architecture through the massing, height and articulation of the buildings. The office building

would be mainly a tan colored brick with sienna colored brick accents, precast trim and painted aluminum windows. The ground floor retail areas will have 15-foot heights with a distinctive entrance lobby. The rotunda at the residential building provides a unique feature and helps pedestrians walking along Alabama Avenue and 13<sup>th</sup> Street. The residential building also features balconies that distinguish it from the office building. Further, the side of the residential building along 13<sup>th</sup> Street would have red brick and articulated store fronts to complement the residential buildings along 13<sup>th</sup> Street. Extensive landscaping around the building frontage would be provided with the buildings pulled back from the property line to provide additional space and additional landscaping and pedestrian ways of approximately 19-feet along Alabama Avenue and approximately 22-feet along 13<sup>th</sup> Street.

#### *Site Planning, and Efficient and Economical Land Utilization*

The subject property is currently underutilized, at a Metro station that is also served by several Metrobus lines and along a major arterial roadway. The property would be developed with a mix of residential, office and retail uses that are envisioned for the property. The proposed ground floor retail uses would create more active uses along Alabama Avenue and around the Metro plaza. The application also included shadow studies (Exhibit A, pages 2.11 and 2.12) demonstrating the impact of the new development on neighboring properties.

#### *Transportation Features*

The proposal would reduce the number of curb cuts to one along Alabama Avenue and a second along 13<sup>th</sup> Street. Vehicles would access the parking and loading facilities through a private alley on the eastern and southern portions of the site and exit on 13<sup>th</sup> Street.

The project proposes 78 residential spaces, 62 of which are in a one-level, below grade parking garage in the residential building and 132 parking spaces in a two level of below grade parking garage in the office building. Sixty bicycle parking spaces would be provided in the office building and 80 spaces in the residential building. In addition, 30 spaces would be provided on the sidewalk with 15 DC Bikeshare spaces. OP will work with DDOT to ascertain if the proposed number of parking spaces is excessive at a metro station.

The Applicant has submitted a Comprehensive Transportation Scoping Documents for the Transportation Study to DDOT and DDOT has provided comments (Exhibit G). OP recommends that the Applicant submit a transportation demand management plan for the project prior to any public hearing.

#### *Environmental Benefits*

The written submission of the application states that both buildings would be designed to meet LEED Silver Certification. OP would encourage the Applicant to pursue at least a Gold certification. The Applicant has also submitted its Green Area Ratio calculation, Exhibit A, page 6.2, and shows GAR of 0.25 which meets the requirement for the C-3-A zone.

#### *Employment and Training Opportunities*

OP encourages the Applicant to address the project's commitment to First Source Employment and CBE Agreements.



*Housing and Affordable Housing*

The project would create 205-215 new residential units on the site. The application indicates that the project would provide 8% of the residential gross square footage or 15,516 square feet of its units as affordable to households making up to 80% of AMI. This designation of 8% of the residential units as affordable meets the Inclusionary Zoning requirement for workforce housing. Additional information is needed regarding the unit mix and their locations within the building.

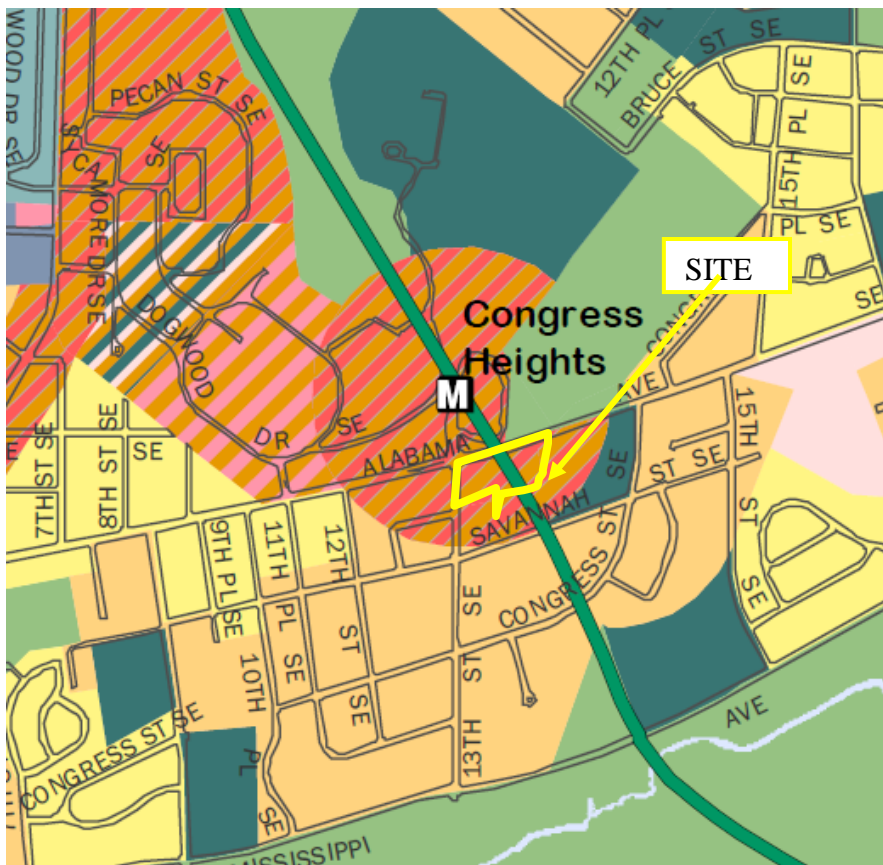
*Uses of Special Value to the Neighborhood or the District of Columbia as a Whole*

The Applicant is proposing to provide space for neighborhood retailers at a reduced rate. The Applicant should provide the details of the program and specify the square footage of space to be set aside, the number of retailers that would be accommodated, and the time period for the reduced rate.

The proposed development would be one of the first of its type in Ward 8 and its location at the Metro station would encourage other development in the area. It would bring new retail offerings as well as opportunities and affordable retail space for local businesses.

The Applicant states that they are in conversations with the ANC and other community members. Should the project be set down, OP would continue to work with the Applicant to advance an appropriate level of amenities and benefits for the project including those added through community engagement.

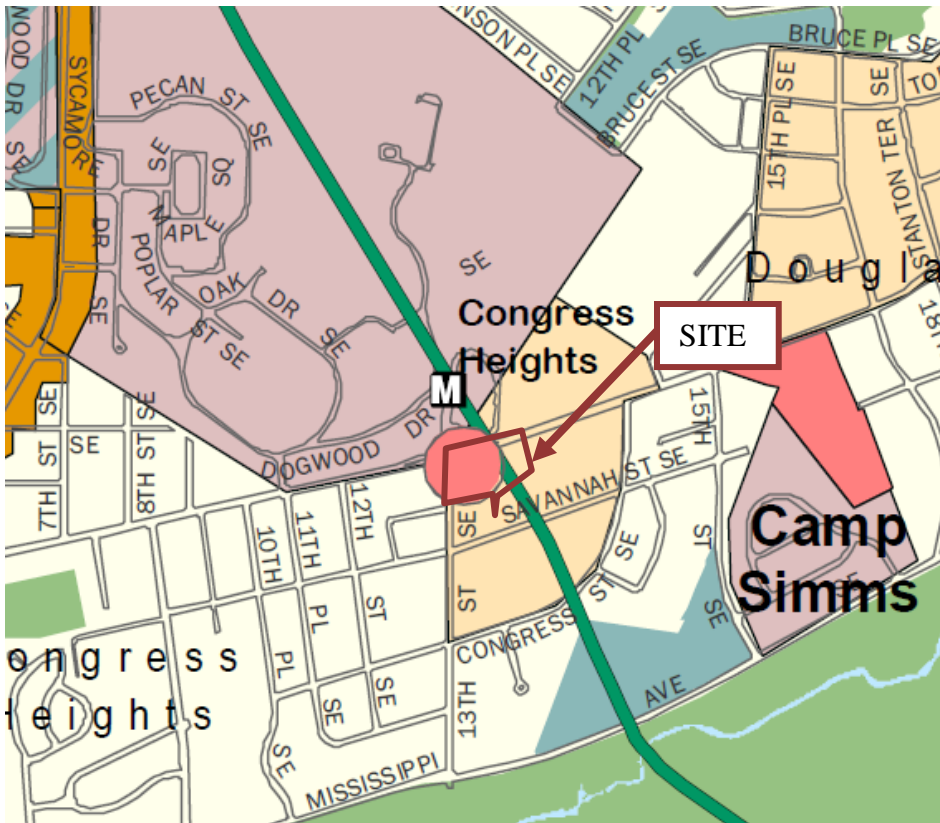
**VIII. COMPREHENSIVE PLAN**



**Future Land Use Map**

The Future Land Use Map designates the subject site for a mix of medium density residential and medium density commercial uses. The proposed C-3-A zoning, which is intended to accommodate a more intense mixed use residential, office and retail project, is not inconsistent with the land use designation.

## Generalized Policy Map



The Generalized Policy Map designates the site as a Neighborhood Enhancement Area, where the guiding philosophy is to “ensure that new development “fits-in” and responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map.” Further, the “unique and special qualities of each area should be maintained

and conserved, and overall neighborhood character should be protected as development takes place.” and “New development in these areas should improve the real estate market, reduce crime and blight, and attract complementary new uses and services that better serve the needs of existing and future residents.” The property is also within an area designated a New Neighborhood Center. The proposal is consistent with these recommendations as the development would include new housing for existing residents and bring new residents to the area. The commercial portion of the development with its office and retail would also serve these residents.

The Comprehensive Plan provides the following policy guidance:

### Land Use Element

#### **Policy 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 stations in areas with weak market demand or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.*

The proposed development at the Congress Heights Metro Station would replace underutilized property around the station. The transit oriented development with employment, retail and residential uses will maximize transit ridership through the provision of bike space and other

transportation demand management systems. The proposed development would help to spur and encourage other developments in the wider Congress Heights area.

***Policy 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. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots.

The proposal to increase the pedestrian ways along Alabama Avenue and 13<sup>th</sup> Street and activate the plaza area with retail uses would enhance the safety, comfort and convenience for those who would use the metro station. Additional bicycle racks along with the existing Bikeshare station would provide facilities for users of the Metro station.

***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.

The proposal provides below grade parking and the entrance and exit points that should not inhibit traffic movements. The location of the entrance and exit points would not break up the building facades and therefore would provide an attractive street level for both buildings. The number of parking spaces provided would exceed the number required by the Zoning Regulations.

***Policy LU-2.4.6: Scale and Design of New Commercial Uses*** Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.

The proposed use-mix, height, massing, scale, and design are appropriate for this transit location and is not inconsistent with the Comprehensive Plan. The shadow studies show that the light and air to the adjacent uses would not be negatively impacted. Along the 13<sup>th</sup> Street frontage, the proposal would have office uses instead of retail uses to help minimize the level of activity across from the residential use.

### **Transportation Element**

***Policy T-1.1.5: Joint Development*** Attract new riders to the transit system by fostering transit-supportive commercial and residential joint development projects on Washington Metropolitan Area Transit Authority (WMATA) owned or controlled land and on private properties adjacent to Metrorail stations

WMATA is a partner in the proposed transit oriented development, which would bring new businesses and residents to the area.

## **Housing Element**

### **Policy H-1.1.3: Balanced Growth**

*Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher density housing.*

The proposed development would better utilize the property around the Metro station to increase workforce house in the area to complement other housing types existing and planned for the Congress Heights area.

***Policy 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.*

The subject property is recommended to be a mixed used development with residential, commercial and retail uses and is within an area designated to be a neighborhood commercial center, and is at a metro station.

### **Policy H-1.2.2: Production Targets**

*Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in the city over the next 20 years should be affordable to persons earning 80 percent or less of the area-wide median income (AMI). Newly produced affordable units should be targeted towards low-income household.*

The 8% of affordable housing proposed for the site would be for persons earning up to 80% of AMI.

## **Environment**

### **Policy E-3.2.1: Support for Green Building**

*Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.*

The Applicant proposes LEED Silver certification for both buildings and also meets the GAR score of 0.25

***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 paved surfaces.*

The proposal would increase tree planting along the public right-of-way. Additionally, 28,340 square feet of green roof would be provided to reduce runoff.

## **Urban Design**

***Policy UD-3.1.7: Improving the Street Environment*** Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

***Policy UD-3.1.8: Neighborhood Public Space*** Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.

The proposal buildings would be set back from the property line to provide additional space for pedestrian ways and landscaping. The development would have ground floor retail uses with entrances fronting on Alabama Avenue as well as around the Metro plaza to provide activity and outdoor seating area. Small office uses along the 13<sup>th</sup> Street frontage would activate the street while respecting the residential street.

## **Far Southeast/Southwest Area Element**

***Policy FSS-1.1.1: Directing Growth*** The presence of the Anacostia Metrorail Station and the coming redevelopment of the St. Elizabeths Hospital site, including the consolidation of the Federal Department of Homeland Security, offer an unprecedented opportunity to catalyze economic development in the Far Southeast/Southwest area. . . .Additional opportunities for future housing development and employment growth in the Far Southeast/Southwest should be directed to the area around the Congress Heights Metro Stations, and along the “Great Streets” corridors of Martin Luther King Jr., Avenue SE and South Capitol Street. Provide improved transit and automobile access to these areas and improve their visual and urban design qualities. Any increase in zoning or density around the Metro station shall only be available through a planned unit development with the expectation that commensurate benefits shall accrue to the neighborhood in terms of education and job opportunities, new and affordable housing for homeownership, improved urban design, and public infrastructure improvements. The planned unit development shall provide civic and cultural amenities, promote quality in design of buildings and public spaces, support local schools, create opportunities for cultural events and public art, and enhance the public realm by addressing safety and cleanliness issues.

The application is being reviewed as a PUD and would promote new and affordable housing, improve transit access and promote quality in the design of the buildings and adjacent public spaces, including the Metro plaza area. The Applicant states that they are working with the community to identify specific amenities and benefits that are needed in the neighborhood.

***Policy FSS-1.1.10: Minority/Small Disadvantaged Business Development*** Provide technical assistance to minority-owned and small businesses in the Far Southeast/Southwest to improve the range of goods and services available to the community. Joint venture opportunities, minority business set-asides, business incubator centers, and assistance to

*community-based development organizations should all be used to jumpstart local business and provide jobs in the community.*

The Applicant states that they are working with the community to identify persons who may benefit from locating on the site with the Applicant providing incentives such as reduced rental rates to help to jumpstart local business. If the application is set down, the Applicant should provide additional information about this program.

***Policy FSS-2.4.1: Congress Heights Metro Station Mixed Use Encourage reuse of the Congress Heights Metro station site and its vicinity with mixed use medium density residential and commercial development through the use of planned unit developments that promote new economic development. Development on the site should be cognizant of the adjacent lower density neighborhood to the west and south, provide a connection to the future development on the St. Elizabeths Campus, and create a stronger sense of identity and gateway for the Congress Heights neighborhood. Medium density development on the portions of the northwest quadrant of Square 5814 would be compatible with the adjacent lower density neighborhood to the west and south with appropriate design review through a Planned Unit Development process. Strongly encourage WMATA to make its land available for joint development around the Congress Heights Metro Station.***

WMATA is a part of the team for the proposed medium density mixed use development. The building would be located so as not to affect the light and air of adjacent uses. Loading and parking areas are to the rear of the site and the buildings are set back from the property line to minimize noise to the residents to the south. Retail uses are concentrated along Alabama Avenue and around the Metro plaza area. The façade of the residential building along 13<sup>th</sup> Street would be of red brick which is similar to the houses along 13<sup>th</sup> Street and with articulations to mimic townhouse units.

## **XI. AGENCY REFERRALS**

If set down for a public hearing, the application would be referred to District government agencies for review and comment, including:

- Department of Transportation (DDOT);
- Department of the Environment (DDOE);
- Fire and Emergency Medical Services Department (FEMS);
- DC Water;
- DC Public Schools (DCPS);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- Department of Employment Services (DOES); and
- Department of Health (DOH).