

**MEMORANDUM**

**TO:** District of Columbia Zoning Commission

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

**DATE:** March 3, 2017

**SUBJECT:** Case No. ZC 16-26: **Setdown Report** for a Consolidated Planned Unit Development and PUD-Related Map Amendment for 4620-4624 Wisconsin Avenue, N.W., filed by Goulston and Storrs PC for Wisconsin Owner LLC.

**PROPOSAL OVERVIEW**

Wisconsin Owner, LLC, the applicant, filed a petition for a Consolidated Planned Unit Development (PUD) and a related Map Amendment to rezone the site from MU-4 to MU-7 to accommodate a 130-140 unit residential building with approximately 12,119 square feet of ground floor and lower level retail use.

**OFFICE OF PLANNING RECOMMENDATION**

The Office of Planning (OP) recommends the case be set down for public hearing. This project will provide new housing and retail space within close proximity to the Tenleytown Metrorail station. The proposed development is not inconsistent with the Comprehensive Plan or the Future Land Use Map.

OP notes that the depressed portion of public space improvements along Wisconsin Avenue may be considered an areaway in which case the current configuration may be considered non-compliant with public space regulations. OP believes that this matter can be addressed prior to the public hearing should the Commission choose to set the case down.

**AREA DESCRIPTION**

Address	4620-4624 Wisconsin Avenue, N.W.
Legal Description	Square 1732 , Lots 45 and 49 comprising 23,741 sq. ft.
Ward / ANC	3 / ANC 3E
Lot Characteristics	Located mid-block, sloping down from south to north and from east to west.
Existing Development	A four-story commercial office and retail building at 4620 and 4622 Wisconsin, accessory surface parking, and three (3) residential units located at 4624 Wisconsin.
Existing Zoning	MU-4: Medium density mixed use development.
Adjacent Properties	North: A small three-story office building. South: A six-story mixed used building with residential and ground floor retail (ZC# 10-23). East: Across Wisconsin Avenue, low-rise retail and office buildings, radio and television transmission towers, including a five-story office building West: Immediately adjacent to a public alley, beyond which are one-family and semi-detached residential dwellings.
Surrounding Neighborhood Character	Commercial and residential uses along Wisconsin Avenue, with lower density residential to the west and commercial uses to the east.

## **SITE LOCATION**

The subject property is a total of 23,741 square feet in area and is located midblock from the northwest corner of Wisconsin Avenue and Brandywine Street, N.W. The site is in a rectangular shape, extending westward to a twenty-foot wide public alley that runs north and south. With the exception side which abuts the public alley, the site is surrounded on all sides by commercial zone districts.

The subject property is located one block north of the Tenleytown Metrorail station on the Red Line. Wisconsin Avenue is served by several Metrobus routes providing service throughout the District and into Montgomery County.

## **PROPOSAL**

The Applicant proposes to construct an eight-story mixed use building with retail on the ground and lower level and residential units on the upper floors. The existing structures at 4620 and 4624 Wisconsin Avenue will be partially retained and reused, with a new building constructed above the majority of the existing structure. The existing improvements not slated for reuse would be removed.

Residential access to the building would be on the east side of the site (Wisconsin Avenue NW), and would include a lobby, existing elevators, leasing office, and existing stairwell that would provide access to the mechanical penthouse on the roof. Six units would be located on the western side of the first floor. Between eighteen or nineteen units would be located on each of floors two through eight. The majority of the units (130) would be studio or one-bedroom, and 6 units would be two-bedroom. The application indicates that the building would be in compliance with Inclusionary Zoning for the provision of affordable units, or eight percent of the residential gross floor area, approximating 11 one-bedroom/studio units and 1 two-bedroom unit.

Floors two through six would be set back from the west lot line facing the one-family dwellings across the public alley, a distance between twelve and twenty-six feet. This setback would allow for the provision of a terrace above the first floor of the building and outdoor recreational space for the units that abut it. Balconies would be provided for some of the other units.

The majority of the first floor street frontage would be devoted to retail space, with access directly from the public sidewalk along Wisconsin Avenue. There are five separate retail entrances proposed, bifurcated by a single residential entrance. The portion of the first floor below the terrace would be devoted to storage, service-related uses, include loading, with the remainder of the basement level to be used as retail parking and storage, along with residential parking and seventy-two (72) bicycle storage spaces. The existing parking garage ingress/egress point will remain, however a new loading berth, electrical vaults and circulation space are also proposed on this basement level. All vehicular access to the building would be from the alley, as currently exists.

The building is arranged vertically in a series of ascending set-backs from the alley at levels 2, 5, 6 and the roof level. There is a habitable penthouse which will house a fitness center and other residential amenities, including a large roof terrace on the western side of the floor. The remainder of the roof at this level, created by various setbacks, will be improved as a green roof. Above the habitable penthouse will be a mechanical roof with appropriate screening.

The existing three levels of underground parking, including the stairwell and elevator cores would remain intact and reused. Fronting Wisconsin Avenue, the building would be covered with grey and white metal paneling with large rectangular windows, similar to the large rectangular windows of other buildings

facing Wisconsin Avenue. The façade would be punctuated with larger rectangular framing of yellow composite metal panels. This yellow accent would frame the windows which lack balconies. The western facing façade would include grey and beige brick, metal panels, punched windows and balconies with perforated metal railing in acknowledgement of the residential development west of the site. The southern façade would be primarily obstructed by an existing building and the northern façade will likely be predominately obstructed by a future by-right building. Both facades however, mimic the eastern and western façade materiality.

New sidewalks and landscaping would be installed along Wisconsin Avenue, with terracing and monumental stairs responsive to the sloping topography. Street furniture, including tables, benches, five bicycle racks and trash receptacles would be added to Wisconsin Avenue. Five new trees (three new street trees) would be planted within public space.

At completion, the building will include a residential gross floor area of 122,545 square feet and approximately 12,119 square feet of retail gross floor area.

## ZONING

The applicant is requesting a PUD-related map amendment from MU-4, a moderate density mixed use district, to MU-7/PUD, a medium density mixed use district. C-3-A/PUD is located to the immediate south of the subject property, at the corner of Wisconsin Avenue and Brandywine Street. MU-4 abuts the subject property to the north, east and west. To the west of the public alley is the R-2 District.

Both MU-4 and MU-7 are described as mixed use districts allowing for a variety of uses, including residential and commercial. MU-4, as described under G § 400.3, is designed to *“Provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District of Columbia outside of the central core...”* MU-7, as described under G § 400.6, *“Be located on arterial streets, in uptown and regional centers, and at rapid transit stops.”*

The following Table 1 is a comparison of the MU-4, MU-7/PUD and the proposed development.

Table 1

Permitted/Allowed	MU-4	MU-7	MU-7/PUD	Proposal
<b>Building Height (max.)</b>	50 feet	65 feet	90 feet	90 feet
<b>FAR (max.)</b>	2.5/3.0*	4/4.8*	5.76	5.67
-Non-Residential	<u>1.5</u>	<u>2.5</u>	<u>3.35</u>	<u>.51</u>
<b>Lot Occupancy (max.)</b>	60%	80%	75%	89.9%
-Residential	75%*		80%*	<b>Relief required.</b>
-Non-Residential				
<b>Gross Floor Area</b>				
-Residential	59,353	54,604	57,216	122,545 SF
-Non-Residential	<u>35,611</u>	<u>59,353</u>	<u>79,532</u>	<u>12,119 SF</u>
<b>-TOTAL</b>	59,353/71,223* SF	113,957 SF	136,748 SF	134,664 SF
<b>Parking (min.)</b>				
-Retail	>3,000 SF, 1.33/1000	>3,000 SF,	1.33/1000 SF	12
-Residential	SF	1.33/1000 SF	3000 SF =12	<u>45 (1 per 3 units)</u>
<b>-TOTAL</b>	1 per 3 dwellings	1 per 3 dwellings	1 per 3 = 47 (140 units)	74 spaces total provided (57 required)

			max) 30 (with 50% reduction)	
<b>Loading (min.)</b> -Retail  -Residential	1 berth @ 30' deep 1 platform @ 100 SF 1 berth @ 55' deep 1 platform @ 200 SF 1 service/delivery @ 20' deep	1 berth @ 30' 1 platform @ 100 SF 1 berth at 30' 1 platform @ 100 SF 1 service/delivery @ 20'	1 berth @ 30' deep 1 platform @ 100 SF 1 berth @ 55' deep 1 platform @ 200 SF 1 service/delive ry @ 20' deep	1 berth @ 30' deep 1 platform @ 100 SF 1 service delivery space at 20'
<b>Rear Yard (min.)</b>	(§ 405.2) 15 feet	(§ 405.3) 2.5"/1' vertical distance to highest point of roof or parapet. (§ 405.4) Rear yard may be measured at a horizontal plane 25' above grade. 21.8 feet	(§ 405.3) 2.5"/1' vertical distance to highest point of roof or parapet. (§ 405.4) Rear yard may be measured at a horizontal plane 25' above grade.	Varies; <b>relief requested</b> for ~11.10' depth (above 25' horizontal plane)
<b>Side Yard</b>	None required.	None required.	If provided: 2" width for every 1' height of building.	16.8' (15' required)
<b>Roof Structure (max.)</b>	1 roof structure Setback distance equal to height Enclosing walls of equal height		1 roof structure Setback distance equal to height Enclosing walls of equal height	1 roof structure Setback distance <u>not</u> equal to height. <b>Relief required.</b> Enclosing walls of equal height.
<b>Green Area Ratio</b>	.30	.25	.25	.25

\* Inclusionary Zoning (IZ) bonus

As can be observed from the table above, the MU-7/PUD district allows for greater building height, lot occupancy and FAR than the MU-4 district.

## **RELIEF**

The following relief is required from Title 11, Subchapter G of the Zoning Regulations:

### **Rear Yard** (§405.3-405.5)

The application is requesting flexibility for the rear yard setback minimum, specifically identified as setback #3 in Exhibit A-21. Above twenty five feet in height, a minimum rear setback of 21.987' is required (as measured on a horizontal plane from the alley/property line). There are a total of six rear yard setbacks proposed; only one is noncompliant.

### **Lot Occupancy** (§404.1)

This section establishes maximum allowable lot occupancy of 80% in the MU-7 zoning designation. The application is proposing a project with a lot occupancy of 89.9%, exceeding the allowable maximum.

### **Penthouse Setback** (§1502.1)

Penthouses, mechanical equipment screening, rooftop pool platforms, roof decks, trellises and guard rails shall be setback from the edge of the roof upon which it is located by:

- A) The distance equal to its height from the front building wall of the roof upon which it is located;
- B) A distance equal to its height from the rear building wall of the roof upon which it is located.

The subject application proposes Elevator Core #1 (servicing the penthouse) to be 16.8 feet in height. This would be setback from the penthouse level parapet by 10.625 feet and 14.95 feet from the property line.

The Office of Planning will work with the applicant to further refine and define these requests and obtain comments from other agencies prior to public hearing, should the Commission set down the application.

## **PUD EVALUATION STANDARDS**

The purpose and standards for Planned Unit Developments are established in Subtitle X 300:

- 300.1 The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that a PUD:*
- (a) Results in a project superior to what would result from the matter-of-right standards;*
  - (b) Offers a commendable number or quality of meaningful public benefits; and*
  - (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.*

The applicant has requested a related change in zoning of the property to gain 40 feet in building height and approximately 25,342 square feet in floor area over that permitted as a matter-of-right. Public benefits proposed by the applicant are discussed below.

The proposed mixed-use development would replace the two existing commercial buildings, within close proximity to transit. It would complement other mixed-use developments that have taken place within Tenleytown over the last decade, including Cityline at Tenley and Tenley Hill Condominiums, and improve retail opportunities and housing opportunities within the corridor.

**PUBLIC BENEFITS AND AMENITIES**

Section 305.2 outlines “Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.”

The application includes the following public benefits of the proposed PUD:

<b>Public Benefit</b>	<b>Proffer</b>
Housing	New market-rate housing.
Affordable Housing	8% of net residential area (7,195 square feet) to be affordable; half reserved for households earning no more than 50% AMI and half for households earning no more than 80% AMI.
Urban Design	Context sensitive design; high quality materials consistent neighborhood characteristics.
Site Planning	Pedestrian oriented uses and design; incorporating the natural grade.
Streetscape	Improved streetscape
Environmental	LEED-Gold certification.
Special Value	Neighborhood-serving retail and enhanced public space.

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

The site plan proposes improvements to the public space adjacent to the building that would include the following:

- Special entrance paving;
- Monumental stairs;
- Street edging and border of mixed ground covers and perennials;
- Planting of three street trees on Wisconsin Avenue; and two small ornamental trees on Wisconsin;
- Five bicycle racks on Wisconsin Avenue;
- Street furniture, including;
  - Benches;
  - Seat block;
  - Tables with seating;
  - Trash cans; and
  - Outdoor patio area along Wisconsin Avenue for use by commercial tenants.

Environmental Benefits

The applicant proposes a LEED Gold rating, and would include the following:

- Bicycle storage
- green roofs to mitigate heat island effects

Site Planning and Land Use

- Undergrounding of utilities
- Rehabilitation of underutilized site
- Combination of new public and private spaces
- Mixed use project in an appropriately identified area

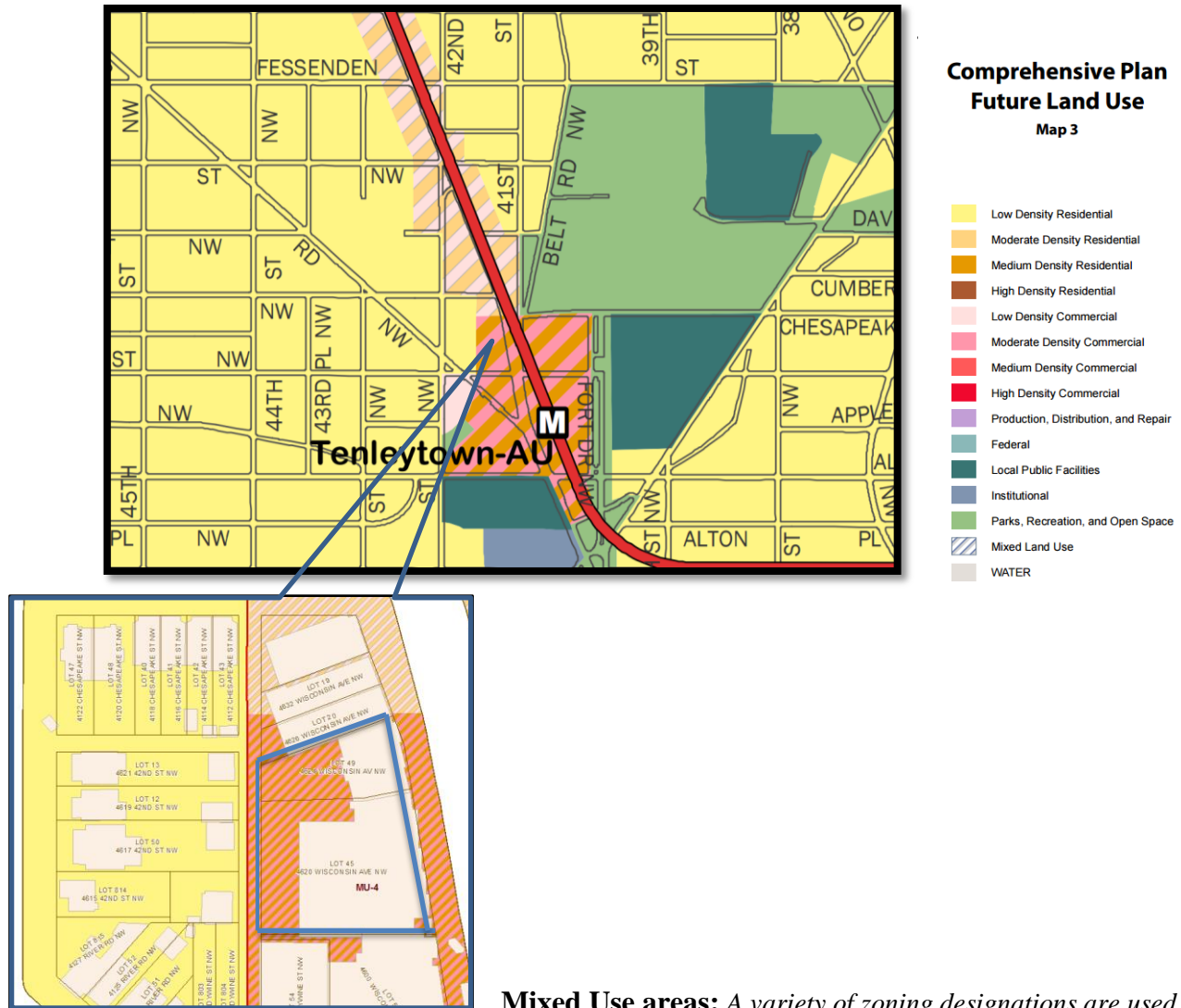
Uses of Special Value

- The addition of 12,119 square feet of ground floor retail
- Potential renovation of the Chesapeake House (in the amount of \$250,000), retail leasing support, and access to the project’s penthouse amenity space – additional detail is needed.

The Office of Planning will request more information from the applicant and comments from DDOT and DDOE prior to public hearing, should the application be set down by the Commission to further refine this request.

### COMPREHENSIVE PLAN AND PUBLIC POLICIES

**COMPREHENSIVE PLAN FUTURE LAND USE MAP:** The site of this proposed PUD is identified as “Mixed Land Use” consisting of Moderate Density Commercial and Medium Density Residential.



**Mixed Use areas:** A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. Residential uses are permitted in all of the commercial zones. Mixed Use areas may have commercial zoning. The city has developed a number of designations specifically for mixed use areas. (Sec. 225.21)[emphasis added]

**Medium Density Residential:** This designation is used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. . .(Sec. 225.5)

**Moderate Density Commercial:** This designation is used to define shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and

service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A, C-2-B, and C-3-A, although other districts may apply.(Sec. 225.9)

In this case the applicant has requested a MU-7 PUD; MU-7 is the ZR16 equivalent of the C-3A.

The zones in the 1958 regulations that were identified as “mixed-use” and medium density are identified in the following Table 2 and represent a range of density:

**Table 2**

Medium Density	MoR (IZ)	PUD
SP-1 (Special Purpose) medium density (§ 500.4)	4.0 (4.8)	4.5
W-2 (Waterfront) medium density (§ 900.3)	4.0 (4.8)	4.0
C-2-A medium density (§ 105.1(d))	2.5 (3.0)	3.0
C-2-B medium to high density (§ 105.1 (d))	3.5 (4.2)	6.0
C-3-A medium density (§ 740.4)	4.0 (4.8)	4.5
C-3-B medium density (§ 740.6)	5.0 (6.0)	5.5
CR (Mixed Uses) (§ 105.1 (c))	6.0 (7.2)	8.0

The ZR16 zones that correlate to the above zones are in the following Table 3:

**Table 3**

Medium Density	MoR (IZ)	PUD
MU-1 Mixed-use moderate density (G-§ 300.2)	4.0 (4.8)	5.76
MU-13 Mixed-use medium density (G-§ 500.4)	4.0 (4.8)	5.76
MU-4 Mixed-use moderate density (G-§ 400.3)	2.5 (3.0)	3.6
MU-5 Mixed-use medium density (G-§ 400.4)	3.5 (4.2)	5.04
MU-7 Mixed-use medium density (G-§ 400.6)	4.0 (4.8)	5.76
MU-8 Mixed-use medium density (G-§ 400.7)	5.0 (6.0)	7.2
MU-10 Mixed Use medium-high density (G-§ 400.9)	6.0 (7.2)	8.64

Table 2 above identifies that the bonus density available as a matter-of-right through the provision of Inclusionary Zoning (IZ) units exceeds the bonus available through a PUD with the exception of the CR zone.

Table 3 lists the FAR that can be considered through a PUD under the ZR16 regulations which reflects the change in how FAR is calculated for PUD purposes. The ZR16 regulations took a straight forward approach of permitting a maximum flexibility of 20% increase in FAR.

This application requests consideration of a 5.67 FAR of which 0.51 would be non-residential, which is within the range of medium density categories and not inconsistent with Comprehensive Plan emphasis on residential use as the higher density designation.

Section 226 of the Land Use Element of the Comprehensive Plan talks to how to use the Future Land Use and Generalized Policy maps. Section 226 c. states:

- c. *The densities within any given area on the Future Land Use Map reflect all contiguous properties on a block—there may be individual buildings that are higher or lower than these ranges within each area. Similarly, the land use category definitions describe the general character of development in each area, citing typical building heights (in stories) as*

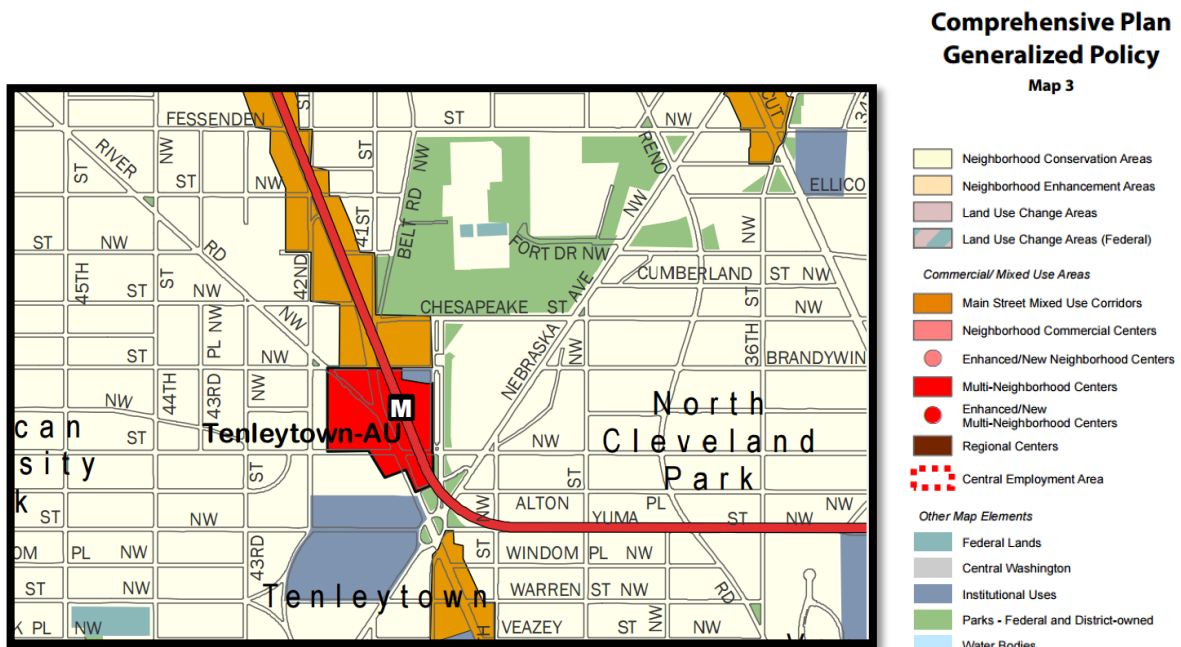


*appropriate. It should be noted that the granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited here.[emphasis added]*

The full Section 226 is included as Attachment A.

In addition to the Future Land Use Map, the proposal would further other policies of the Comprehensive Plan.

### COMPREHENSIVE PLAN GENERALIZED POLICY MAP



**Main Street Mixed Use Corridors:** “Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood to multiple neighborhoods. Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and redevelopment that occurs should support transit use and enhance the pedestrian environment.”

The proposed development is located within the Rock Creek West Area Element of the Comprehensive Plan and is not inconsistent with the following policies of the **Rock Creek West Area Element of the Plan**:

**Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers**

Support and sustain local retail uses and small businesses in the area’s neighborhood commercial centers. These centers should be protected from encroachment by large office buildings and other non-neighborhood serving uses. Compatible new uses such as multi-family housing or limited low-cost neighborhood-serving office space (above local-serving ground-floor retail uses ) should be considered within the area’s commercial centers to meet affordable housing needs, sustain new neighborhood-serving retail and small businesses, and bring families back to the District. (§ 2308.4)

This project will provide needed multi-family housing, offering both market rate units as well as affordable units. New residential units will continue to strengthen the vibrancy and resilience of existing local businesses in the area.

***Policy RCW-1.1.4: Infill Development***

*Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANC's, residents, and community organizations to encourage projects that combine housing and commercial uses rather than projects that contain single uses. Heights and densities for such development should be appropriate to the scale and character of adjoining communities. Buffers should be adequate to protect existing residential areas from noise, odors, shadows, and other impacts. (§ 2308.5)*

A mix of uses is proposed with this development, including retail and a variety of residential unit types. The Applicant will be working with the ANC and area residents to address any concerns and ensure the project's sensitivity to the adjoining community.

***Policy RCW-1.1.6: Metro Station Areas***

*Recognize the importance of the area's five Metrorail stations to the land use pattern and transportation network of Northwest Washington and the entire District of Columbia. Each station should be treated as a unique place and an integral part of the neighborhood around it. The development of large office buildings at the area's metro stations should be discouraged. The preference is to use available and underutilized sites for housing and retail uses in a manner consistent with the Future Land Use Map, the Generalized Policies Map, and the policies of the Comprehensive Plan. Careful transitions from development along the avenues to nearby low-scale neighborhoods must be provided. (§ 2308.7)*

The site slated for this proposal is currently underutilized and achieves the objective of this policy to provide for housing and retail. A careful transition from the development to the low-rise scale of the adjacent neighborhood would be provided through a series of ascending set-backs.

The requested map amendment would not be inconsistent with the following policies of the **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. (§ 306.11)*

The location of this proposed PUD is within close proximity to the Tenleytown – AU Metro Station and will provide a combination of residential and commercial uses

***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. (§ 306.13)*

The design of this proposed development orients itself to the convenience and scale of the pedestrian. Prominent pedestrian entrances to both the residential and commercial components of the development counteract the conspicuous alley side vehicle entrances. With the provision of secure bicycle parking for residents and the site's location within a 5 minute walk of the Metro station, this PUD is designed to encourage transit use to an acceptable degree.

***Policy LU-1.3.5: Edge Conditions Around Transit Stations***

*Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should "step down" as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards. (§ 306.14)*

A series of step-downs have been provided from the peak height of the building which is closer to the Wisconsin Avenue side, descending down to a scale more appropriate to the adjacent single family residential located to the west, behind the project across from an alley.

***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***

*Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to "create successful neighborhoods" in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others. (§ 309.8)*

This development will provide much needed housing. The inclusion of single and double bedroom units allows for additional housing choices within the neighborhood, easing the burden of the demand for single family homes. By increasing the housing supply and offering choice and flexibility where the Comprehensive Plan guides development to do so, such as the case here, existing neighborhoods may be preserved and protected.

***Policy LU-2.1.4: Rehabilitation Before Demolition***

*In redeveloping areas characterized by vacant, abandoned, and underutilized older buildings, generally encourage rehabilitation and adaptive reuse of existing buildings rather than demolition. (§ 309.9)*

Some of the existing structural elements will be incorporated into the new development, effectively rehabilitating some of the existing buildings.

***Policy LU-2.1.11: Residential Parking Requirements***

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

The development proposes to provide 74 vehicular parking spaces in total, in excess of the 56 total required parking. All of the parking will be below-grade and accessed only from the public alley, ensuring both adequate traffic flow and visual attractiveness.

The requested map amendment would not be inconsistent with the following policies of the **Housing Element**:

***Policy H-1.1.1: Private Sector Support***

*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. (§ 503.2)*

The Comprehensive Plan designates this site as “mixed land use” containing both moderate density commercial and medium density residential. The development would provide 136 residential units, provided by the private sector on a site identified as appropriate for such density and use.

***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. (§ 503.4)*

As is prescribed by the Comprehensive Plan, this development will offer new housing which fulfills the site’s intended purpose of medium density residential.

***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. (§ 503.5)*

The proposed development would provide new private-sector supplied multi-family housing in a mixed use building within close proximity to the Tenleytown Metrorail station. Currently an underutilized small office and retail site, this new development would retain a portion of the existing structure, incorporating it into the new building and renovating it for use as a more attractive retail space.

***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 households in proportions roughly equivalent to the proportions shown in Figure5.2. (§ 5-11)*

This project proposes to set aside 8% of the total residential net area as affordable housing and 50% of that dedicated affordable housing would be set aside for low-income households (those making <50% AMI).

***Policy H-1.1.5: Housing Quality***

*Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. (§ 5-9)*

The affordable housing units that would be provided by this project would be embedded and integrated within the building in such a manner that there would be no exterior visual differences from market-rate units. The comprehensive design of the project would be designed with set-backs, green roof areas, and amenities so as to respect the design integrity of the surrounding neighborhood.

The requested map amendment would not be inconsistent with the following policies of the **Environmental Protection Element**:

***Policy E-1.1.1: Street Tree Planting and Maintenance***

*Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. (§ 603.4)*

New street trees would be added along Wisconsin Avenue to provide shading for the sidewalk and outdoor seating.

***Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff***

*Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. (§ 613.3)*

A green roof would be provided, including the roof of the mechanical penthouse achieving a Green Area Ratio of .25.

***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. (§ 614.2)*

The development is proposed to be a LEED Gold certified building through the adaptive reuse of the existing structure, green building elements, the required Green Area Ratio and stormwater management requirements.

The requested map amendment would not be inconsistent with the following policies of the **Economic Development Element**:

***Policy ED-2.2.3: Neighborhood Shopping***

*Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences. (§ 708.7)*

Approximately 12,119 square feet of retail space is proposed with this development. The retail space will be incorporated into the new mixed-use building, adding value to an underutilized site and providing additional retailing opportunities to the neighborhood.

***Policy ED-3.1.1: Neighborhood Commercial Vitality***

*Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents. (§ 713.5)*

New retail space in this development has the potential to improve the mix of goods and services that would be available to residents in this area.

The requested map amendment would not be inconsistent with the following policies of the **Urban Design Element**:

***Policy UD-1.4.1: Avenues/Boulevards and Urban Form***

*Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. (§ 906.6)*

Existing utilities are proposed to be buried and new seating, landscaping and other public space improvements along Wisconsin Ave should improve the aesthetic and visual qualities of the block.

***Policy UD-1.4.3: Avenue/Boulevard Vistas and View Corridors***

*Protect views and view corridors along avenues/boulevards, particularly along streets that terminate at important civic monuments or that frame distant landmarks. Vistas along such streets should be accentuated by creating more well-defined street walls, improving landscaping, and requiring the highest architectural quality as development takes place. (§ 906.9)*

The building would follow the street-wall precedent established by 4600 Wisconsin Ave NW, just to the south. A ground floor which uses the gently sloping topography of the site as a positive feature, coupled with a modern architectural aesthetic, enhance the vista.

The requested map amendment would not be inconsistent with the following policies of the **Energy Infrastructure**:

***Policy IN-5.1.2: Undergrounding Electric Distribution Lines***

*Plan for the undergrounding of electric distribution lines throughout the District to provide increased reliability of service and enhanced aesthetics and safety, and seek equitable means to cover the high costs associated with undergrounding. Use the opportunity for undergrounding to bury other above-ground communication lines, such as telephone lines, wherever feasible. (§ 13-19)*

The proposed development would underground existing utility lines along Wisconsin Ave NW, fulfilling the intent of this policy.

**AGENCY REFERRALS AND COMMENTS**

If this application is set down for a public hearing, it will be referred to the following District government agencies for review and comment:

- DCWater;
- Department of the Environment (DDOE);
- District Department of Transportation (DDOT);
- Fire and Emergency Medical Services Department (FEMS); and
- Metropolitan Police Department (MPD).

**RECOMMENDATION**

The Office of Planning recommends that the application be set down for public hearing. The Office of Planning will continue to work with the applicant towards a more detailed review prior to the public hearing, should the application be set down by the Commission.

## Attachment A

### **Guidelines for Using the Generalized Policy Map and the Future Land Use Map** 226

The Generalized Policy Map and Future Land Use Map are intended to provide generalized guides for development and conservation decisions. Several important parameters, defined below, apply to their use and interpretation.

- a. The Future Land Use Map is not a zoning map. Whereas zoning maps are parcel-specific, and establish detailed requirements for setbacks, height, use, parking, and other attributes, the Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards. By definition, the Map is to be interpreted broadly.
- b. The Future Land Use Map is a generalized depiction of intended uses in the horizon year of the Comprehensive Plan, roughly 20 years in the future. It is not an “existing land use map,” although in many cases future uses in an area may be the same as those that exist today.
- c. The densities within any given area on the Future Land Use Map reflect all contiguous properties on a block—there may be individual buildings that are higher or lower than these ranges within each area. Similarly, the land use category definitions describe the general character of development in each area, citing typical building heights (in stories) as appropriate. It should be noted that the granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited here.
- d. The zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the citywide elements and the area elements, as well as approved Small Area Plans.
- e. The designation of an area with a particular land use category does not necessarily mean that the most intense zoning district described in the land use definitions is automatically permitted. A range of densities and intensities applies within each category, and the use of different zone districts within each category should reinforce this range. There are more than twice as many zone districts (about 30, plus more than a dozen overlay zones) as there are Comprehensive Plan land use categories. For example, there are at least three zone districts corresponding to “Low Density Residential” and three zone districts corresponding to “Moderate Density Residential.” Multiple zones should continue to be used to distinguish the different types of low- or moderate-density residential development which may occur within each area.
- f. Some zone districts may be compatible with more than one Comprehensive Plan Future Land Use Map designation. As an example, the existing C-2-A zone is consistent with both the Low Density Commercial and the Moderate Density Commercial designation, depending on the prevailing character of the area and the adjacent uses. A correspondence table indicating which zones are “clearly consistent”, “potentially consistent” and “inconsistent” with the Comprehensive Plan categories should be prepared to assist in Comprehensive Plan implementation and future zoning actions (see Action LU-4.3.B).
- g. The intent of the Future Land Use Map is to show use rather than ownership. However, in a number of cases, ownership is displayed to note the District’s limited jurisdiction. Specifically, non-park federal facilities are shown as “Federal” even though the actual uses include housing and industry (e.g., Bolling Air Force Base), offices (e.g., the Federal Triangle), hospitals (e.g., Walter Reed), and

other activities. Similarly, the “Local Public” designation includes high-impact uses such as solid waste transfer stations and stadiums, as well as low-impact uses such as schools. Other maps in the Comprehensive Plan are used to show the specific types of public uses present in each area.

- h. The Map does not show density or intensity on institutional and local public sites. If a change in use occurs on these sites in the future (for example, a school becomes surplus or is redeveloped), the new designations should be comparable in density or intensity to those in the vicinity, unless otherwise stated in the Comprehensive Plan Area Elements or an approved Campus Plan.
- i. Streets and public rights-of-way are not an explicit land use category on the Future Land Use Map. Within any given area, the streets that pass through are assigned the same designation as the adjacent uses.
- j. Urban renewal plans remain in effect for parts of the District of Columbia, including Shaw, Downtown, and Fort Lincoln. These plans remain in effect and their controlling provisions must be considered as land use and zoning decisions are made.
- k. Finally, the Future Land Use Map and the Generalized Policy Map can be amended. They are not intended to freeze future development patterns for the next 20 years. The Comprehensive Plan is intended to be a dynamic document that is periodically updated in response to the changing needs of the city. Requests to amend the maps can be made by residents, property owners, developers, and the District itself. In all cases, such changes require formal public hearings before the DC Council, and ample opportunities for formal public input. The process for Comprehensive Plan amendments is described in the Implementation Element. 226.1