

## MEMORANDUM

**TO:** District of Columbia Zoning Commission

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

**DATE:** November 9, 2012

**SUBJECT:** ZC 12-18 - Setdown Report: Consolidated PUD and related Map Amendment from the R-4 to R-5-B and HS/C-2-B districts for specified lots in Square 858.

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### **I. SUMMARY RECOMMENDATION**

The Office of Planning (OP) recommends setdown of this application for a public hearing for review of a consolidated PUD for Lots 860,861,862, 864 and portions of a public alley to be closed in Square 858, with a PUD-related map amendment to rezone the site as follows:

- Lot 860 from R-4 to R-5-B;
- Lot 861 from R-4 to HS-H/C-2-B;
- Lot 864 from split zoned R-4 and HS-H/C-2-B to all HS-H/C-2-B; and
- Portions of the alley to be closed from R-4 to HS-H/C-2-B

The proposal is not inconsistent with the Comprehensive Plan, providing new housing and retail on the quickly evolving H Street corridor. The submission is generally complete. However, OP will continue to work with the applicant to ensure additional or refined details requested by the Zoning Commission (ZC) prior to a public hearing.

### **II. APPLICATION-IN-BRIEF**

**Applicant** Collectively, USL WDC H Street, LLC and H Street Self Storage, LLC

**Location** Between 6<sup>th</sup> and 7<sup>th</sup> Street, NE, with portions of the combined lots fronting 7<sup>th</sup> Street to the east, 6<sup>th</sup> Street to the west, I Street to the north and H Street to the south.  
Ward 6, ANC 6C

**Zoning** R-4 and HS/C-2-B (Commercial Residential / H Street Overlay)

**Site Area** 101,111 sf total (Lot 860= 23,809 sf; Lot 861= 5,660 sf; Lot 862=32,977 sf  
Lot 864 = 31,462 sf; Portions of the closed public alley =7,203 sf)

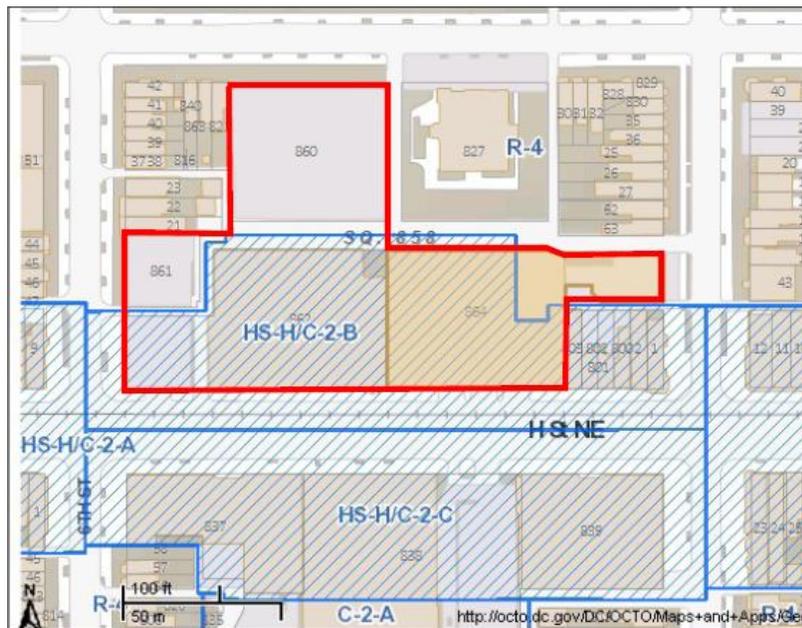
**Existing Development** The site - Lots 860 and 861 are currently developed as surface parking lots; Lot 862 with the well-known Murray's supermarket and accessory parking lot; and Lot 864 is improved with a five-story 122,833 square-foot concrete H Street Storage Facility.

**Surrounding Development** The immediate neighborhood is developed with a variety of residential and commercial uses. To the north, is a two-story brick building owned by the District and operated as a community residential facility. To the east of that building, with 7<sup>th</sup> Street frontage are residential row dwellings. To the north of Lots 861 and west of Lot 860 are residential row dwellings which front on 6<sup>th</sup> Street and I Street. All are in the R-4 district. Across H Street are commercial properties in the HS-H/C-2-C District.

**Proposal** Development of a mixed-use residential and retail building with a maximum height of 90 feet on H Street, stepping down to 40 feet on I Street.

**Flexibility** Pursuant to 11 DCMR §2405, the following flexibility is requested from the:

1. Loading requirements to provide smaller loading berths (§ 2210.1);
2. Roof structure requirement to permit penthouses not meeting the 1:1 setback requirement (§ 411.2 and 770.6(a) and (b));
3. H Street Overlay streetwall requirement to permit a five foot setback from the property line (§ 1324.2); and
4. H Street Overlay non-residential FAR limitation to exceed the 0.5 FAR limit (§ 1321.1)



**ZONING and AERIAL: Square 858**

### III. PROPOSAL

The applicant intends to develop the T-shaped property as a mixed use development with approximately 453 apartments and 73,000 square feet of ground floor retail space. The project would be completed in two phases, with Phase I identified as the portion west to 6<sup>th</sup> Street and north to I Street, expected to be completed by 2016. The remainder of the lot to the east, proposed as Phase II is anticipated by 2021. Underground parking with 442

spaces would accommodate both retail and residential customers. The building is proposed at a maximum height of 90 feet and a total FAR of 4.8.

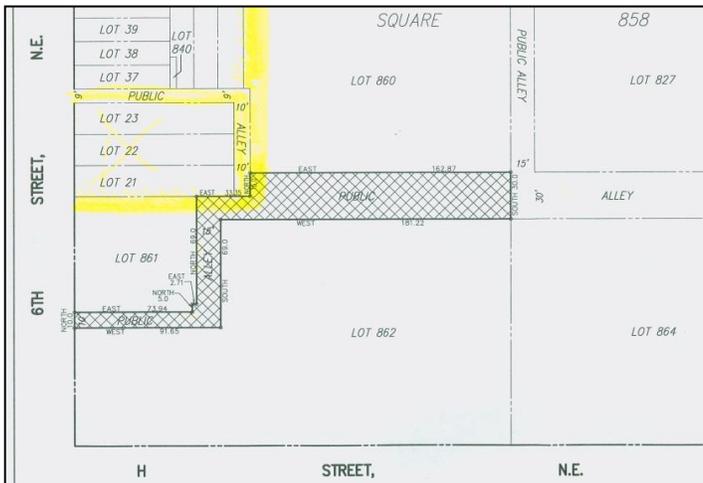
Ground floor retail would front H Street and wrap around to I Street. Two residential entrances would be along H Street. Outdoor seating would be provided for the retail space within two small courts recessed of the H Street frontage. Each retail use would have its own access from H Street and would be able to accommodate outdoor seating, if desired.

The residential use would occupy approximately 404,508 square feet of space and accommodate 453 residences consisting of 1- and 2-bedroom units. The 90-foot tall building would step down in height to about 40 feet at the rear and would resemble three-and-a-half story residential units, in character with the residential row homes on I Street. The residential units would have access to passive outdoor recreation space including a courtyard off the north/ south alley, as well as roof areas in different portions of the building. The building is shown separated into two phases by a firewall that would allow across-floor connections between the two phases in the future. Due to this separation, there would be two elevator cores and separate residential entrances off H Street. The H Street entrance for the west wing would serve 321 units for Phase I. An entrance further east would serve Phase II's 132 units. A green roof, green terraces, a roof-top pool and communal space for recreation would be provided to complement the residential use. The applicant will expand the explanation of the function of the proposed communal space prior to the final submission.

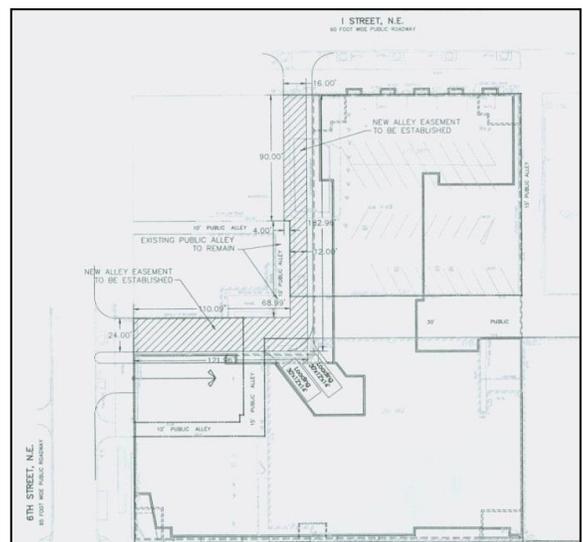
Parking to serve all the uses would be provided in two levels of underground parking, accessed from 6<sup>th</sup> and 7<sup>th</sup> Street. Phase I residents and retail patrons would access parking via the repositioned alley entrance off 6<sup>th</sup> Street. Egress from the garage would be via the north-south alley and then on to the east-west alley. Loading facilities would only be accessed via both 6<sup>th</sup> and 7<sup>th</sup> Streets and the proposed reconfigured alley system.

**Alley Closure**

Phase I development includes portions of the existing alley which are proposed to be closed and the remaining alley system reconfigured. As shown in the applicant's diagram below, the existing east-west alley between 6<sup>th</sup> and 7<sup>th</sup> Streets would be removed to accommodate the north wing of Phase I. The north-south and east-west portions of the alley abutting the Murray's parking lot would be removed to accommodate the west wing of Phase I. A new 24-foot wide dedicated public alley easement would connect 6<sup>th</sup> Street to I Street. It would be widest at 6<sup>th</sup> Street at 24 feet and emerge at I Street 16 foot in width. However, the alley width of the new north south portion, abutting the residential Lots 21-23 would be at least 22 feet wide. Thus, the reconfigured alley would increase the existing widths to serve existing residents and to provide the required turning radii for vehicles entering the alley to access Phase I's loading and parking areas.



**Proposed Alley Closure – Shown as cross-hatched**



**Repositioned curb cut and widened alley**

The alley reconfiguration requires a separate approval by DC Council. Any condition of approval of development by the ZC would be conditioned on the applicant receiving this approval.

#### IV. ZONING AND PUD RELATED MAP AMENDMENT

The proposed map amendment would rezone Lot 860 within the R-4 district to the PUD-related R-5-B district. Lot 861 fronting 6<sup>th</sup>, a portion of Lot 864 fronting on 7<sup>th</sup> Street, as well as portions of the existing alley proposed to be closed, all currently within the R-4 district are requested to be rezoned to HS-H/C-2-B.

The R-5 residence districts permit flexibility of design in all types of urban residential development, provided they conform to the established height, density and area requirements. R-5-B permits development with moderate height and density.

The C-2-B district is designated to serve commercial and residential functions with residential and mixed uses. These districts are typically compact and located on arterial streets, in uptown centers, and at rapid transit stops.

Section 1320 of the Regulations outlines the purpose of the HS Overlay District as follows;

- (a) *Implement the policies and goals of the Comprehensive Plan and the H Street, N.E. Strategic Development Plan as approved by the Council of the District of Columbia on February 17, 2004 (R15-460);*
- (b) *Encourage residential uses along the H Street, N.E. corridor, particularly provisions of affordable units and reuse of upper floors;*
- (c) *Encourage the clustering of uses into unique destination districts along the corridor, specifically a housing district from 2nd Street to 7th Street, N.E.; a neighborhood-serving retail shopping district from 7th Street to 12th Street, N.E.; and an arts and entertainment district from 12th Street to 15th Street, N.E.;*

The following table compares the zoning requirements for the existing matter-of-right and proposed PUD zones with the proposal.

**Table 1**

	<b>R-4 M-O-R</b>	<b>R-5-B MOR</b>	<b>HS-H/C-2-B/ R-5-B PUD Required</b>	<b>PROPOSAL</b>	<b>COMPLIANCE</b>
Min. Lot Area § 400.1 § 2401.1	1,800 sf	1 acre (PUD)	15,000 sf.	101,111 sf	Complies
FAR § 1321 § 2405.2	N/A	1.8	R-5-B PUD = 3.0 C-2-B PUD = 6.0 H St. non-res = 0.5	4.1 residential H St. non-res = 0.7 Total = 4.8	Complies <b>Flex. Requested for H St. req'mt</b>
Lot Occupancy § 403 § 772	40%	60%	R-5-B = 60% C-2-B = 80% (res) 100% (non-res)	Total = 79.65%	Complies
Height § 2405.1	40 ft	50 ft.	R-5-B = 60 ft. C-2-B = 90 ft	40 ft 89 ft. 7"	Complies
Parking § 2101.1	1/ 2 du	<u>Residential</u> 1 per 3 du.	<u>Residential</u> 1 per 3 du. = 151 <u>Retail</u> 1/750 sf. gfa >3,000sf = 95	<u>Residential</u> 1 per 2 = 227 <u>Retail</u> 1/500 sf = 148 67 unassigned	<u>Residential</u> Complies <u>Retail</u> Complies

	<b>R-4 M-O-R</b>	<b>R-5-B MOR</b>	<b>HS-H/C-2-B/ R-5-B PUD Required</b>	<b>PROPOSAL</b>	<b>COMPLIANCE</b>
			<u>Total</u> = 246	<u>Total:</u> = 442	
Bike Parking § 2119.1			5% total auto spaces = 13	120 (Phase I) 50 (Phase II)	Complies
Loading § 2201.1		<u>Residential</u> 1 @ 55 ft. deep 1 platform @ 100 sf 1 service space @ 20 ft.	<u>Residential</u> 1 @ 55 ft. deep 1 platform @ 100 sf 1 service space @ 20 ft.  <u>Retail</u> 1 berth @ 30' & 55' 1 platform @ 100 sf & 200 sf 1 service space @ 20 ft.	<u>Shared</u> 4 @ 30 ft. deep 2 platform @ 100 sf 1 platform @ 200 sf	<b>Flexibility requested</b>
Roof Structure §§ 411.3		One	One	3	<b>Flexibility requested</b>
Enclosure height § 411.5		Uniform height	Uniform height	Unequal heights	<b>Flexibility requested</b>
Roof Structure Setback §770.6(b)		1:1 setback from exterior walls	1:1 setback from exterior walls	Setbacks less than required in places	<b>Flexibility requested</b>
IZ requirements (2603.2)		8% of residential space	8% of residential space	8% of residential space (32,000 sf)	Complies

**Flexibility**

As highlighted on the table above, the Applicant has requested flexibility from several zoning requirements under the provisions of § 2405.7.

Loading The Applicant requests relief to provide 4, 30-foot berths rather than the required 55-foot berth based on prior experience within the District that the proposed uses would not require a 55-foot berth. The proposed location of the loading facilities and widening of the alley would appear to accommodate the project’s loading requirements, including the turning radii for delivery trucks and other service vehicles.

Multiple Roof Structures with less than the 1:1 setback ratio and with unequal heights Sheets 1.212 and 1.213 of the architectural drawings show the location of the proposed roof structures. One penthouse would house communal recreational spaces, and three others would house mechanical equipment for the building. The height of the enclosures has been reduced to an appropriate height relative to the system they enclose. The roof structures to the center and furthest to the east do not meet the setback requirement to minimize their visibility from public space to the greatest extent possible.

**Street Wall Requirement**

The H Street Overlay requires that the building be designed so that not less than 75% of the street wall to a height not less than 25 feet be constructed to the property line abutting the right-of-way ( § 1324.2). In this case, the street frontage along H Street has been set back 5 feet along the entire building frontage in order to provide additional pedestrian area. Accordingly, flexibility is requested.

**FAR**

The FAR in the HS-H Sub-district may not exceed 0.5 FAR for non-residential uses. The project proposes 0.7 FAR to retail uses (§ 1321.2). The additional retail space would support a variety of retail options beneficial to the neighborhood.

### Communal Space

The applicant has not requested flexibility regarding proposed use of the roof top communal recreation space. The applicant should clarify what uses may be proposed to determine if flexibility would be warranted.

### **H Street Overlay Design Requirements § 1324**

The redevelopment proposal satisfies most of the design standards of the section, except where flexibility has been requested, as noted above.

## **V. PUD EVALUATION STANDARDS**

Section 2403 outlines the standards under which the application is evaluated.

*“The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to 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 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 development that provide public benefits.” In order to maximize the use of the site consistent with the zoning regulations and to utilize opportunities for additional FAR, the Applicant is requesting that the proposal be reviewed as a consolidated PUD to allow the utilization of the flexibility stated in Section 2400.2. The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 as including “one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” Section 2403.9 outlines “Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following categories:

### **Urban Design and Site Planning**

Elevation and section drawings of all sides of the building are provided (Sheets 1.101 to 1.117). The elevations clearly project the proposed development’s height and bulk in relation to its surrounding structures. The building’s design is composed of brick, aluminum and glass and its height and scale are compatible with contemporary buildings within the neighborhood. The ground floor’s H Street front would be setback from the property line and articulated to provide additional space for pedestrian activity. The three story north wing on I Street would provide entry and exit points for some units and would resemble the existing row homes along the street. All parking, loading and trash functions are designed away from the adjacent streets.

### **Landscaping and Streetscape Design**

At-grade plantings and possible storm water management areas to buffer the building from activity along the sidewalk are proposed along H Street and 6<sup>th</sup> Street adjacent to the building. The public space around the building is proposed to be improved with at-grade planted areas, street trees, street lights, a seating area, benches, a bike rack, a relocated bus shelter and trash receptacles. Easy pedestrian movements on H and 6<sup>th</sup> Streets are accommodated in an 11-foot wide sidewalk, sandwiched between a 4-foot wide amenity zone and planting and seating areas along the sidewalk. The layout and design of tree boxes, sidewalk scoring, and landscaping would be designed to the H Street streetscape standard and to DC standards as currently designed.

No vaults are shown within public space. The proposed alley closure and other public space issues, if any, would be further reviewed by DDOT in their report and by DDOT’s Public Space Committee.

### **Transportation and Parking**

The Applicant has submitted a traffic impact study which includes the project's trip generation. Parking for the residents exceeds the number of spaces required by zoning, with an additional 67 spaces shown as "unassigned". OP does not accept residential parking at such high a ratio as a benefit of the project, especially as the project is located where there are a variety of transit options. The location is 0.7 miles from the No-Ma metro station stop and 0.8 miles from the Union Station Metro stop. The latter is a hub for major regional bus and train transportation and is also well positioned along the District's first soon to be revived street-car line.

### **Housing**

The breakdown of the number of units within each unit type is shown on Sheet 008. The proposed 453 residential units (321 units in Phase I and 132 in Phase II) would add to the housing stock along the H Street corridor and improve the vitality of the commercial interests. OP is encouraged that the proposal has 1- and 2-bedroom units and would welcome the inclusion of 3-bedroom units. The project would satisfy IZ's requirement that 8% of the residential square footage be assigned to affordable housing (32,000 sf).

### **Retail**

73,553 square feet of retail space is proposed on the ground floor. OP is very supportive of neighborhood serving retail uses as it would enhance the neighborhood's livability in the vicinity of the H Street corridor.

### **Green Elements**

The Applicant proposes an environmentally sensitive building that would include a number of elements which focus on energy efficiency and improving air and water quality (Sheet 10). The building would have an extensive green roof system and green terraces to help capture rain water, reduce run-off and the heat island affect. The Applicant is also exploring ways to optimize energy performance through the use of the most efficient methods of providing heat, ventilation, and air conditioning. The project components would total up to 51 LEED points and the Applicant has committed to LEED Silver certification, which is considered a basic expectation for new development. Electrical outlets for electric vehicles would also be provided.

OP is supportive of the many ways in which the building would be environmentally sensitive, and would support the applicant's review of a green alley system in conjunction with DDOT, instead of the proposed concrete pavement. OP will continue to work with the applicant to refine and potentially augment this component of the project.

**Public Benefits and Amenities**

Benefits and amenities evaluation are based on an assessment of the additional development gained through the application process.

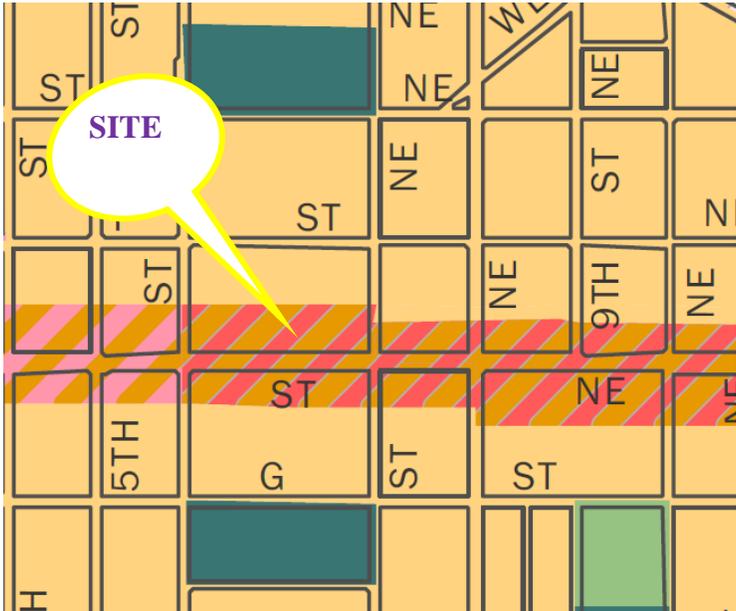
Zone	Existing M-O-R Height	Existing M-O-R Density	Proposed Height and Density	Difference Height and Density (over m-o-r)
C-2-B	70 feet (6.5 with IZ plus additional 5 feet per §1324.13)	<u>Residential</u> : 3.0 FAR (190,479 gsf) <u>Retail</u> : 0.5 FAR (31,747 gsf)	Height: 89 ft 7ins  <u>Residential</u> : 4.1 FAR 404,508 gsf <u>Retail</u> : 0.7 FAR (73, 553 gsf)	17 ft. 5 inches  <u>Residential</u> : 1.45 FAR 146,317 gsf <u>Retail</u> : 0.2 FAR 41,806 gsf
R-4	40 feet 3 stories	1.8 FAR or 67,712 gsf Retail in R-4 not permitted	40 feet 1.8 FAR	0 feet
HS-H/C-2-B (PUD)		<u>Overall site</u> <b>3.5 FAR</b> (222,226 gsf) (max)	<u>Overall site</u> : <b>4.8 FAR</b> or 490,134 sf	<b>1.3 FAR</b>

\*Overall Site area = 101,111sf. Area within the R-4 district = 37,618 sf.

The Applicant has listed a number of areas which they believe contribute towards the project’s benefits and amenities. While certain items may not qualify as “amenities” they could be considered benefits as they exceed what could result as a matter-of-right. The table below is OP’s categorization of the proposed items.

Applicant’s Amenities/Benefits	Required	Mitigation	Public Benefit	Project Amenity
New Housing and retail	X		X	X
Extensive Landscaping		X	X	X
Reconfigured alley system		X	X	
Contextual Arch/Urban Design	X		X	
Environmental Benefits, including LEED-silver	X		X	
Transportation Services Coordinator		X		X
More bicycle spaces than required			X	X
Outdoor bike racks			X	X
Restricting RPP participation		X	X	
SmarTrip card		X	X	
Electric car charging station			X	X
Parking for church use on Sunday without charge			X	X
Construction Management Plan		X		
Loading Management		X		
H Street Clean and Safe Program			X	
Streetscape and landscape improvements to Blair House			X	X

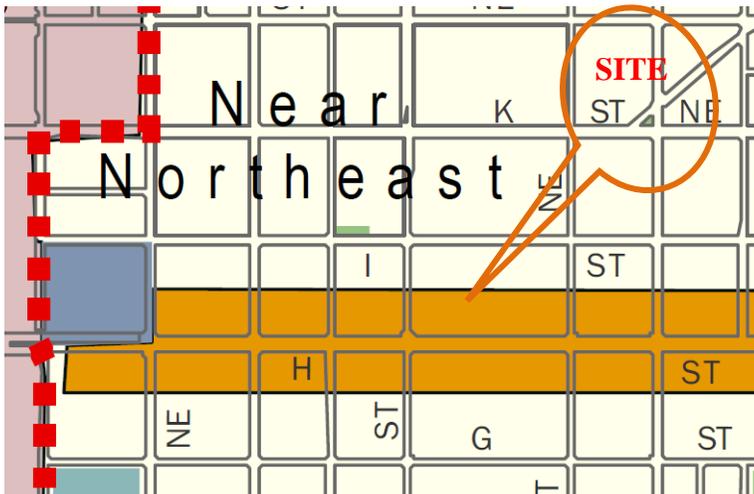
### COMPREHENSIVE PLAN



2006 COMPREHENSIVE PLAN FUTURE LAND USE MAP

#### Generalized Future Land Use Map

Along I Street to the north the site is designated for moderate density residential where 2-4 unit buildings, row dwellings and low rise apartment buildings are the predominant uses, and the proposed R-5-B zoning is not inconsistent with that designation. The east and west wings along H Street would be primarily within a mixed medium-density residential and commercial land use category, where apartment buildings and commercial buildings are predominant. The PUD requests HS-H/ C-2-B zoning for this portion of the site which would not be inconsistent with the Future Land Use Map.



2006 COMPREHENSIVE PLAN POLICY MAP

#### Generalized Policy Map

The North portion of the site is within a Neighborhood Conservation Area intended to:

*“conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map...”*

The remainder of the site is within a Mixed –Use Corridor (H Street) where *“their common feature is that they have a pedestrian-oriented environment with traditional storefronts...Any redevelopment that occurs should support transit use and enhance the pedestrian environment”*

The site’s redevelopment proposal is not inconsistent with its split designation.

## **Comprehensive Plan City-Wide Elements**

The Comprehensive Plan provides a considerable number of policy guidance applicable to the proposal.

### **Land Use Element:**

#### ***Policy LU-2.1.10: Multi-Family Neighborhoods***

*Maintain the multi-family residential character of the District's Medium and High-Density residential areas. Limit the encroachment of large scale, incompatible commercial uses into these areas, and make these areas more attractive, pedestrian-friendly, and transit accessible.*

The proposed residential building is proximate to two transit stations and many Metro bus routes as well as along a future street car line. The multifamily building would add new residents to support existing smaller scale commercial businesses, as well as new business opportunities which are locating to this vibrant corridor.

#### ***Policy LU-2.2.4: Neighborhood Beautification***

*Encourage projects which improve the visual quality of the District's neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements.*

The redevelopment of the site would add to the beautification of the neighborhood by improving the H Street design and character, including sidewalk repairs and planting of new street trees.

### **Transportation Element:**

#### ***Policy T-2.3.3: Bicycle Safety***

*Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist.*

The proposed building would have secure bicycle parking areas in the garage including bike racks and shower facilities for employees of the retail space.

### **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.*

The proposed residential and retail development is consistent with the recommendation of the Comprehensive Plan's Future Land Use Map and the Generalized Policy Map.

#### ***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.*

The proposal would include over 450 new residential units where there are currently none. No one would be displaced by this development.

***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 located in a walkable location and is well served by various forms of transportation. Its walk score is 94 out of a possible 100 points, defined as “Walker’s Paradise, Daily errands do not require a car.”<sup>1</sup>

**Environmental Protection Element:**

***Policy E-2.2.3: Reducing Home Heating and Cooling Costs***

*Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them.*

***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 is proposing a LEED Silver building that would include extensive green roofs and green terraces as well as water and energy efficient systems that would benefit both the residents of the building and community as a whole. LEED Silver is considered “base” in the District. OP will continue to work with the applicant to refine and potentially improve this aspect of the design.

**Urban Design Element:**

***Policy UD-2.2.1: Neighborhood Character and Identity***

*Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.*

The proposed density, height and sculpting of the massing of the development are consistent with new development in the neighborhood. The applicant has attempted to address the lower density row dwellings by reducing the height of the building on the I Street frontage to 40 feet consistent with the height of the existing row homes.

***Policy UD-2.2.5: Creating Attractive Facades***

*Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.*

The development has a visually appealing design of glass and metal which would complement the newer buildings of similar scale. OP will continue to work with the applicant to provide refined drawings and detail as may be requested by the Commission.

***Policy UD-2.2.6: Maintaining Facade Lines***

*Generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic facade line, or by placing buildings at odd angles to the street, unless the*

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<sup>1</sup> <http://walkscore.com>

*streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.*

Generally, the building maintains established façade lines at the pedestrian level and complements the established rhythm along the street. Although the zoning requires a street wall at the property line and the applicant is requesting relief, this is to provide a better pedestrian experience on an otherwise narrow sidewalk.

***Policy UD-3.1.5: Streetscape and Mobility***

*Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Bus shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel.*

The Applicant proposes to enhance the adjacent public space to accommodate pedestrians through a wider sidewalk to improve pedestrian movement, bicycle parking areas and tree planting. All parking and loading areas would be located so as not to conflict with pedestrian movements.

***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.*

The development would have ground floor retail uses with clear glass with the possibility of outdoor seating areas that would not conflict with an eleven-foot wide pedestrian right-of-way.

**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.*

***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.*

The proposal would develop an underutilized site with a mixed-use building providing new housing, 73,000 sf of modern retail spaces directly accessible from the sidewalk, and below-grade parking to serve both retail and residential uses. Many green components are incorporated into the design of the building, including the planting of new street trees and other improvements to the adjacent streetscape which would enhance the commercial vitality of H Street.

**Capitol Hill Area Element**

The Comprehensive Plan places the property within the Capitol Hill Area Element and describes the area as being developed with a mix of residential and small scale commercial uses. It anticipates that future development be directed to the H street corridor which is already zoned for commercial use and where redevelopment could reinforce the fabric of the neighborhood and provide needed housing and retail services. The policies generally recommend that residential use be retained and enhanced by new housing. The proposed development is not inconsistent with the area element.

***Policy CH-1.1.3: Upgrading Commercial Districts:***

*Reinforce and upgrade the major commercial districts of Capitol Hill, including the H Street*

***Policy CH-1.1.9: Conversion of Non-Residential Structures:***

*Allow the conversion of obsolete or vacant non-residential structures (including schools, churches, warehouses, and institutional uses) to housing, provided that important architectural resources are conserved and the resulting development is consistent in density with surrounding uses. 1508.1*

***Policy CH-2.1.2: Clustering of Retail***

*Recognize that the existing supply of retail space on the H Street NE corridor may exceed demand, and that retail development should therefore be clustered on the 700-1100 blocks. 1511.7*

This project would enhance the anticipated upgrade of this important commercial district, enabling the conversion or redevelopment of underutilized non-residential structures and significantly adding valuable retail square footage within one development.

**VI. AGENCY REFERRALS AND COMMENTS**

OP will refer the application to the following agencies for comments, subsequent to setdown:

1. District Department of the Environment (DDOE);
2. District Department of Transportation (DDOT) ;
3. District Department of Public Works
4. DC Water; and the
5. Department of Housing and Community Development (DHCD)