

MEMORANDUM

TO: District of Columbia Zoning Commission
FROM: ^{JLS}Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation
DATE: March 17, 2017
SUBJECT: ZC Case 05-28Q: Setdown Report for Modifications to the First-Stage approval and Second-Stage PUD for Block F, Parcel 9, filed by Parkside Residential LLC

I. SUMMARY RECOMMENDATION

The Office of Planning recommends the Zoning Commission set down this Parkside application for a public hearing. The application requests modifications from the originally approved Zoning Commission Order No. 05-28, which gave approval for a first-stage Planned Unit Development (PUD) and a related zoning map amendment for the subject property from R-A to C-3-A to allow for building heights of 90 feet, and requests approval of a second-stage application for development of the site. OP will continue to work with the applicant to refine the proposal prior to a hearing and address the following and issues raised by the Commission at setdown:

1. Refine and enhance the design of each of the two buildings, including additional façade detail and enhancement of the plain boxy design to create a more satisfying visual experience consistent with the superior architectural design required of a PUD. More information on materials and colors is needed.
2. Submit a traffic study a minimum of 45 days in advance of the public hearing.
3. Consider the addition of a green roof or solar panels on the residential buildings.
4. Provide additional justification for opening the promenade to vehicular traffic, pursuant Condition No. 11 of Order 05-28.
5. Provide the methodology that will be used to calculate the sale prices of the workforce units and how those will differ from the comparable market rate units.
6. Provide a LEED-ND checklist for the office building and a Green Communities checklist for the residential building.

II. APPLICATION

Parkside Residential LLC, the applicant, has petitioned the Zoning Commission for a second-stage PUD for the development of Block F, Parcel 9, as two mid-rise mixed-use buildings. One is proposed as an office building and the other as an apartment building, both with ground floor retail. This proposed second-stage application modifies the first-stage approval of the PUD by the Commission under Order 05-28, which approved two mid-rise apartment buildings with ground floor retail and no office space on Parcel 9.

As part of this application the developer is requesting approval of modifications to the first-stage approval, including:

- Alter the approved uses from residential and retail to residential, retail and office;

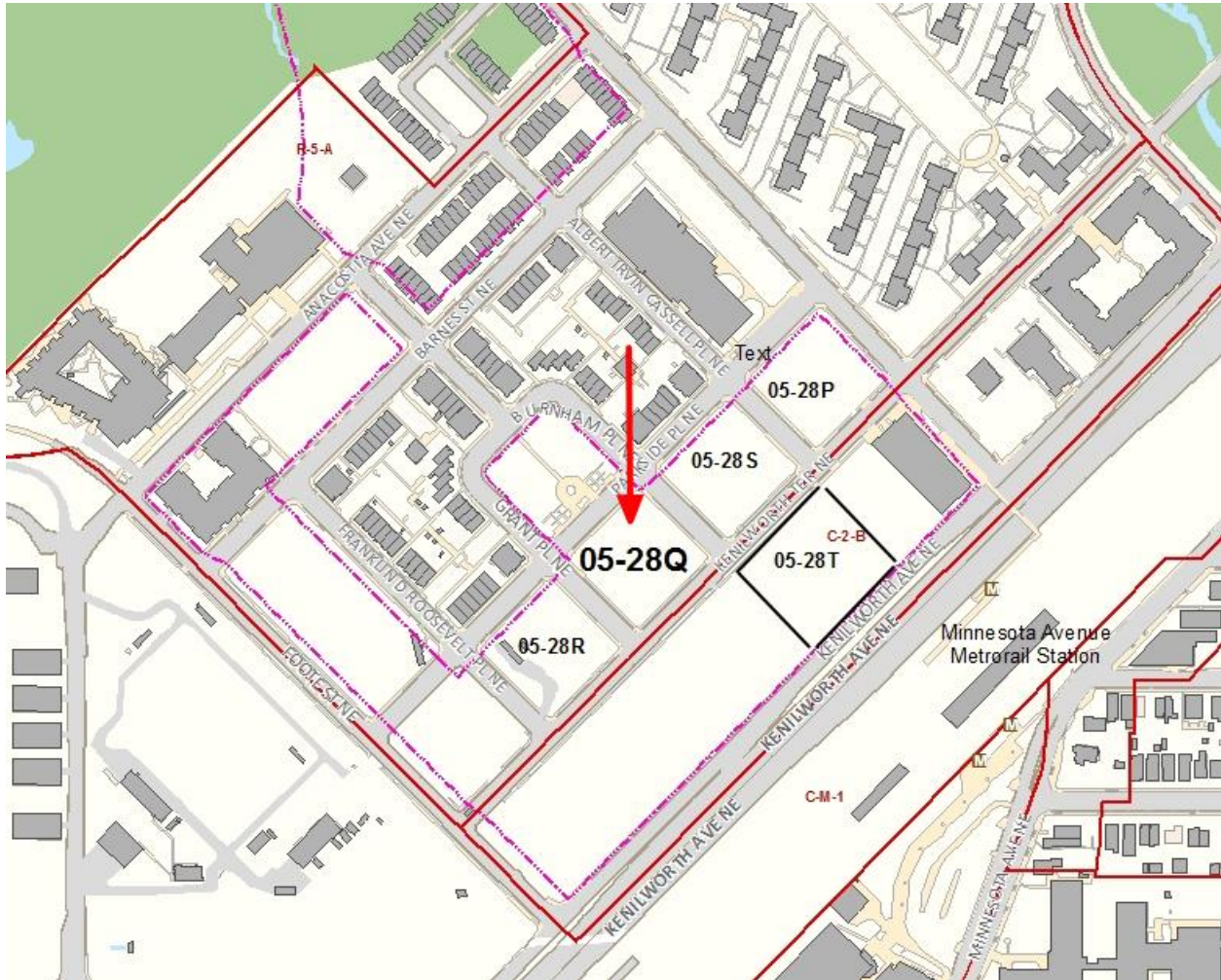
- Decrease the building height from 90 feet to 85 feet for the residential building on the Kenilworth Place side of the building, and increase the height of both buildings from 72 feet to 77 feet, 8 inches for the office building and 74 feet for the residential building on the Parkside Place side of the building;
- Increase the GFA from 151,200 to 202,175 square feet;
- Increase the Lot Occupancy from 50 percent to 55.4 percent; and
- Increase the number of off-street parking spaces from 114 surface spaces to 141 below-grade spaces and ten surface spaces.

The original first-stage application was approved prior to the adoption of ZR-16. Therefore ZR-58 regulations remain in effect for this second-stage application. The applicant requests the following flexibility from the Zoning Regulations:

- Rules of Measurement for FAR: The area of private streets included within the application may not be included in determining maximum FAR. However, this regulation was not in effect when the first-stage PUD was approved. The applicant is now requesting flexibility to allow the area of the two private streets (Burnham Place and Grant Place) and the central promenade to be included, consistent with the first-stage approval.
- Loading: Two 30-foot loading berths are required for the office building; one is proposed.
- Inclusionary Zoning (IZ): The proposal would not comply with IZ. Twenty percent of the units are proposed to be reserved for workforce housing at 80 to 120 percent Area Median Income (AMI). For the PUD as a whole, twenty percent of the units will be reserved for affordable housing and an additional twenty percent would be reserved workforce housing, in conformance with the first-stage approval.
- Flexibility to the PUD process: This would include varying the location and design of internal components, a ten percent range in the number of units, vary the final color selection of exterior materials, vary streetscape design materials, make minor refinements to exterior details and dimensions and to vary the number, location, size and other features of proposed signage.

III. AREA DESCRIPTION

Parcel 9 is centrally located within the Parkside, a two-stage PUD 15.5 acres in size and located in Ward 7 in the North East quadrant of the District. Parcel 9 is bound by Burnham Place to the northeast, Parkside Place to the northwest, Kenilworth Terrace to the southeast and Grant Place to the southwest. It is surrounded by a park the northwest, future mid-rise apartments to the northeast and southwest and high-rise office buildings to the southeast.



Vicinity Map

IV. PROPOSAL

The applicant proposes to construct two seven-story towers of varying heights that would be connected below-grade by a one level 141-space parking garage for a total of approximately 202,175 square feet of gross floor area. An 80-foot wide central vehicle/pedestrian promenade, or courtyard, in which ten additional parking spaces would be located, would run between the two buildings and provide a connection from the park to the northwest to the proposed pedestrian bridge that will provide access to the Minnesota Avenue Metrorail station to the southeast, across Kenilworth Avenue. Both sides of the courtyard would be lined with retail space to be located within each of the buildings. A twenty-foot wide vehicular aisle would allow for two-way automobile traffic, with on-street parking on both sides. Sidewalks 14.5 feet in width would allow for pedestrian access to each of the buildings and between the park and the Metro access bridge.

Landscaping would include twelve tree boxes (six per side) consisting of eight shade and four flowering trees. The flowering trees would be located opposite the lobby entrances to each building with concrete pavers demarcating the building entrances as the entrance lobbies for each building would face the courtyard. All planting within the courtyard would be within planters only as the courtyard is proposed to be constructed atop the below-grade garage. Tree plantings along the

Kenilworth Terrance and Parkside Place frontages would be within the ground as they would not be atop the garage.

Benches, trash cans and street lights would line the promenade and thirty-two short-term bicycle parking spaces would be provided. Eighty long-term interior bicycle storage spaces would be provided on the first floor of each building. Access to the parking garage would be from Grant Place, beneath the office building and egress would be from the apartment building onto Burnham Place. Loading access for each use would be from the two private streets on either end of the site (Burnham Place and Grant Place). All loading would take place from within the buildings. Refuse removal for both buildings would be private.

Roof top amenity areas would be provided on each building and would include movable furniture, raised planters and pavers on pedestals. The apartment building would also include a trellis shade structure.

Office Building

The office building would be 90 feet in height, stepping down to 77 feet, 8 inches to allow for a rooftop terrace accessible from the sixth floor facing the park across Parkside Place. A green roof with sedum would be planted around the periphery of the building. Ground floor retail would face and open onto the promenade and Kenilworth Terrace.

The façade of the building would be faced in gray fiber cement panels with black aluminum windows. The uppermost floor and penthouse would be faced in a darker color with an elevator overrun above. The penthouse and railings would be set back a distance of one-to-one.

Residential Building

This building is proposed to contain 73 apartment units, with twenty percent reserved for workforce housing. Unit mix would include studio, one-bedroom, one-bedroom den and two-bedroom units. An amenity room would be located on the first floor facing the park and the promenade. Ground floor retail would face and open up on the promenade and Kenilworth Terrace.

Maximum height of the building would be 85 feet, stepping down to 74 feet on the Parkside Place side of the building with a rooftop amenity area for residents facing the park. An 8-foot, 6-inch high elevator overrun and a mechanical room would be located on the roof, all with a minimum setback of one-to-one.

The façade of the building would consist of two gray-toned colors of fiber cement panels with brown-toned aluminum frame windows. Balconies would be provided for some of the units. A dark gray brick material is proposed for the first floor.

The facades and designs of the two buildings are uninspiring. They are predominantly grey in color and mostly rectangular boxes in shape. As buildings proposed to be a part of a larger planned unit development, the buildings should evoke a sense of exceptional architecture. Balconies should be more prominent on the residential building, and the windows on the apartment building should provide a more residential feel.

The application indicates that the office building would be designed to achieve at a minimum to LEED-ND Gold, and the residential building to achieve Green Communities certification. No checklists have been provided.

Table 1

	First-Stage PUD	Proposed Buildings
Residential (square feet)	151,200	72,876
Retail (square feet)	-- ¹	16,704
Office (square feet)	0	112,595
TOTAL (square feet)	151,200	202,175
Lot Occupancy	50 percent ²	55.4 percent
Floor Area Ratio	3.32 ³	3.71
Building Height (feet)	90 feet and 72 feet	90 feet and 77 feet, 8 inches (office); 85 feet and 74 feet (residential)
Off-Street Parking	114	151

V. BACKGROUND

The following first-stage, second-stage and major modification applications have been filed, as described below.

- ZC 05-28: First-Stage Planned Unit Development and Related Map Amendment were adopted by the Commission on September 11, 2006 for the development of 15.5 acre site as a mixed-use development.
- ZC 05-28A: Second-stage application and modification for blocks A, B and C was approved by the Commission to permit a 98-unit senior citizen apartment building on Block A at sixty percent of AMI, and 112 townhouses on blocks B and C, 42 of which would be made available at 80 to 120 percent of AMI. Modification was required to permit 66 townhouses on Block C in place of low-rise apartment buildings.
- ZC 05-28G: Major modification to blocks B and C to modify the number, sizes, facades and landscaping for the townhouses. The order became final on December 16, 2011.
- ZC 05-28E: Major modification application for blocks G, H and I. The Commission voted to approve the request for blocks I1 and I2 and deny the requests for blocks G and H without prejudice. The order became final on August 26, 2011.
- ZC 05-28B: Second-stage and PUD-related map amendment application for Block I2 was requested to permit a three-story health clinic. The order became final on August 26, 2011.

¹ No specific retail square footage was specified in the first-stage approval. 30,000 to 50,000 square feet of retail is proposed for the PUD as a whole. No retail has been approved as of yet.

² Lot Occupancy approved under the first-stage approval was 47% for all of Block F. The subject application is for Parcel 9 only. Development of the remainder of Block F will be included in ZC 05-28R/S, not yet set down.

³ Gross Floor Area approved under the first-stage approval was 3.32 for all of Block F. The subject application is for Parcel 9 only. Development of the remainder of Block F will be included in ZC 05-28R/S, not yet set down.

- ZC 05-28C: Second-stage and PUD-related map amendment application for Block I1 was requested to permit an eight-story community college building. The order became final on August 26, 2011 and has expired.
- ZC 05-28I: Second-stage and PUD-related map amendment application for Block D was approved to permit the development of a private park. The order became final on August 26, 2011.
- ZC 05-28J/K: Second-stage approval application for Block I was approved for a mid-rise apartment building on Block E. The order became final on February 7, 2014. Construction is nearing completion.

The following cases are in process:

- ZC 05-28P: This second-stage and modification application is pending before the Commission. It was heard on March 6, 2017 and is scheduled for proposed action on April 24, 2017.
- ZC 05-28R: This second-stage application is for Block F, Parcel 8, to construct townhouses, apartments and retail has not yet been set down.
- ZC 05-28S: This second-stage application is for Block F, Parcel 10, to construct townhouses, apartments and retail has not yet been set down.
- ZC 05-28T: This second-stage application is for Block H, Parcel 12, to construct an office building and has not yet been set down.

VI. SECOND-STAGE REVIEW CONDITIONS

The Zoning Commission approved a PUD-related map amendment for the subject application, from R-5-A to C-3-A, subject to fifteen conditions, only some of which are relevant to this site. Listed below are the relevant conditions and a review of how the subject application conforms to them.

1. *The Applicant shall submit, with the application for second-stage approval of the PUD, an application for rezoning the PUD site from R-5-A and C-2-B to C-3-A and CR that specifies the proposed rezoning by square and lot.*

The subject application includes a request to amend the zoning of Square 5041, Lot 806 and Square 5056, Lots 809 and 813 from R-5-A to C-3-A, as approved under the first-stage PUD.

2. *The first-stage PUD is approved in accordance with the plans and materials submitted by the Applicant marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order.*

The first-stage PUD approved residential use for Block F, Parcel 9. The applicant is now requesting second-stage approval for that parcel, but with modifications to add office and increase lot occupancy, GFA, FAR and parking.

3. *The second-stage design of the PUD shall be based on further development and refinement of the plans marked as Exhibits 2, 21, and 52 of the record, as modified by the guidelines, conditions, and standards of this Order and shall include all public benefits described in Findings of Fact 32 through 34.*

The proposed buildings are a further development and refinement of the design, providing additional detail necessary for second-stage review. The application also includes a listing and description of the public benefits and amenities proposed as a part of this application for the subject property and the PUD as a whole.

4. *In accordance with the plans and materials noted above, the approved PUD shall consist of approximately 1,500–2,000 dwelling units, 500,000–750,000 square feet of office space, 30,000–50,000 square feet of retail, with approximately 2,400 total parking spaces. The entire project will include approximately 3,003,000 square feet of gross floor area resulting in an overall density of approximately 4.44 FAR. The total lot occupancy of the PUD will be approximately 62.4 percent. The maximum height of the PUD will be 110 feet, which will be reserved solely for the buildings located in the center portion of Parcel 12 fronting Kenilworth Avenue. The heights for the remaining buildings shall not exceed 90 feet and must scale down to lesser heights around the existing townhomes, as depicted in the Applicant's plans.*

The subject application is consistent with general layout proposed for the site. Height, uses and FAR are proposed to be modified for Block F, Parcel 9, but are not anticipated to result in nonconformity to the overall targets for the block.

6. *The PUD will reserve 20 percent of the total residential component as units affordable to households having an income not exceeding 80 percent of Area Median Income for the Washington, DC Metropolitan Statistical Area (adjusted for family size). Those reserved as affordable rental units will remain affordable for at least 30 years; the affordability restriction for the affordable for-sale housing shall be consistent with the terms required by the public subsidy the homebuyer uses to provide gap financing.⁴*

The current application proposes to provide twenty percent workforce housing at between 80 and 120 percent AMI. A minimum of 20 percent of the total residential component will be affordable at 80 percent AMI. Most of the affordable housing required for the overall PUD has been incorporated into the parts of the developments already constructed.

8. *The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans, and elevations indicating the design treatment of each building.*

⁴ The first-stage PUD predates the Inclusionary Zoning Regulations.

The subject second-stage application includes detailed architectural plans, elevations and landscape plans indicating the design of the proposed building. The applicant submitted to OP additional sheets better detailing materials, window treatments and the facades. Should the Commission set the application down the applicant should continue to refine and enliven the building facades.

10. *The Applicant shall submit, as part of a Second Stage application, a detailed traffic study that will (a) address the adequacy of pedestrian and vehicular access to the PUD Site, including an analysis of the DDOT recommendation with respect to access; (b) address traffic conditions pertaining Kenilworth Avenue, particularly in light of the transportation initiatives identified by DDOT as planned or underway in the vicinity, such as the Kenilworth Avenue Corridor study; and (c) analyze the traffic impacts of the PUD in light of other new developments and uses in the vicinity, such as the Cesar Chavez Public Charter School.*

The application indicates that these would be addressed prior to the public hearing. OP will continue to work with the applicant to ensure that this information is submitted at least forty-five days prior to the public hearing to allow for a detailed DDOT review.

13. *The first-stage approval is valid for a period of one year, within which time a second-stage application shall be filed. If the second-stage application is for less than the entire development described in this Order, no subsequent second-stage application may be filed after three (3) years from date of approval of the partial second-stage. It is within the Zoning Commission's discretion to extend these periods.*

ZC Order 05-28O extended the first-stage PUD until October 3, 2017, within which time any outstanding second-stage PUD applications must be filed. The subject application was filed on January 13, 2017, prior to the expiration of the first-stage PUD.

14. *Given the size of the PUD, the Applicant may file the second-stage application in phases for one or more of the buildings.*

The applicant has opted to file the second-stage applications in phases. The subject application is for two mixed-use buildings on Block F, Parcel 9.

VII. PUD EVALUATION STANDARDS

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 result in an action inconsistent with the Comprehensive Plan. The overall PUD has been determined to be consistent with the objectives and evaluation standards of a Planned Unit Development, as defined in 11 DCMR § 2400.

Second-stage PUD applications are reviewed for consistency with the first-stage PUD approval, the PUD process and the intent and purpose of the Zoning Regulations. The Commission, in approving

the application, may attach conditions, guidelines and standards in support of its decision, as described in § 2408.6 of the Zoning Regulations.

VIII. PUBLIC BENEFITS AND AMENITIES

Public benefits are defined in § 2403.5 as “*superior features... 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... matter of right...*” Amenities are defined under § 2403.7 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.*”

The applicant proposes the following benefits and amenities for this second-stage PUD:

- Superior Urban Design, Architecture and Landscaping: The siting of the buildings would frame the central promenade through the site, providing ground floor retail and building lobby access along this promenade and giving an urban feel to the development. Although the application indicates that the buildings are proposed to be faced with high-quality finishes and materials, OP finds additional refinement is necessary.
- Site Planning and Efficient and Economical Land Utilization: This application is the first introduction of retail to the Parkside PUD. It would provide a transition between the lower density residences already constructed to the west with the high density uses proposed to the east, including direct access to the Metrorail station following the construction of the proposed pedestrian bridge.
- Housing and Affordable Housing: The application proposes 20 percent workforce housing within walking distance of the Minnesota Avenue Metrorail station. The applicant should provide the methodology that will be used to calculate the sale prices of the workforce units and how those will differ from the comparable market rate units.
- Environmental and Sustainable Benefits: The proposed office building is designed to achieve LEED Gold and the residential building to satisfy the requirements for Green Communities. Documentation in the form of checklists should be submitted.
- Transportation Infrastructure and Mass Transit Improvements: A dedicated easement, a pedestrian promenade through the center of the site connecting with a proposed pedestrian bridge across Kenilworth Avenue to the Minnesota Avenue Metrorail station is proposed. As a part of the overall PUD the application is contributing 25 percent of the cost of the construction of the bridge, not to exceed three million dollars. DDOT estimates bridge construction to begin in 2018, concluding in 2019.
- Other Public Benefits which Substantially Advance the Comprehensive Plan: The submits that the subject application would advance the provisions of the Comprehensive Plan, as described below under Section IX, Comprehensive Plan.

IX. COMPREHENSIVE PLAN

The Zoning Commission found the overall first-stage PUD to be not inconsistent with the Comprehensive Plan in effect at the time. At the time of the first-stage approval the Future Land Map, dated January 2002, recommended mixed use for the entire PUD site, a combination of medium density residential and moderate density commercial land uses. Moderate density commercial land use was defined as including “*service areas that generally provide a much broader range of goods and services.*” Since approval of the PUD, the City Council adopted the 2006 Comprehensive Plan and the 2010 amendments, changing the map designation as described in the paragraph below.

The Future Land Use Map designates the site northeast and southwest edges of the site for Medium Density Residential, with a section designated for Parks, Recreation, and Open Space through the center of the site. Medium Density Residential is defined as “*neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use.*” Parks, Recreation, and Open Space is defined as including “a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).”

The Generalized Policy Map depicts the site as within the “Neighborhood Enhancement Areas” designation. “*The guiding philosophy in Neighborhood Enhancement Areas 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.*”



Future Land Use Map



Generalized Policy Map

The proposal for the seven-story apartment building is not inconsistent with the Future Land Use Map or the Generalized Policy Map, which recommends medium density residential as the predominant use, up to a height of seven stories. The Future Land Use Map supports the proposed promenade between the two buildings, with that area located within the “Parks, Recreation, and Open Space” land use category. Retail, although not specifically identified as a medium density residential land use, was approved as a part of the first-stage PUD approval for this block.

Office use was not included on this block of the Parkside PUD in the first-stage approval, but is a use permitted within C-3-A (MU-7 under ZR16), the zone for which a PUD-related map

amendment was approved for the subject property. Although this one building would not be an apartment building, the remainder of the area between Kenilworth Place and Parkside Place is recommended for medium density residential would or has been devoted to residential uses, with the result that the predominant use is still proposed to be residential.

Comprehensive Plan Elements

The proposal to provide a market-rate multi-family building on the site would further the following Land Use, Housing, Environmental Protection, Urban Design elements and the Far Northeast and southeast Area Element policies of the Comprehensive Plan, as described below.

Chapter 3: Land Use Element

Policy LU-1.2.2: Mix of Uses on Large Sites Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses. 305.7

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

Policy LU-1.4.1: Infill Development Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. 307.5

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

Policy LU-2.3.3: Buffering Requirements Ensure that new commercial development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts. 311.5

Chapter 4: Transportation Element

Policy T-1.1.4: Transit-Oriented Development Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10

Policy T-1.2.2: Targeted Investment *Target planning and public investment toward the specific corridors with the greatest potential to foster neighborhood improvements and enhance connectivity across the city. 404.7*

Policy T-1.3.1: Transit-Accessible Employment *Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. This would maximize the use of major transit investments such as Metrorail, and enhance the efficiency of the regional transportation system. 405.11*

Chapter 5: 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

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

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*

Policy H-1.2.3: Mixed Income Housing *Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing. 504.8*

Policy H-1.4.6: Whole Neighborhood Approach *Ensure that the construction of housing is accompanied by concurrent programs to improve neighborhood services, schools, job training, child care, parks, health care facilities, police and fire facilities, transportation, and emergency response capacity. 506.12*

Chapter 6: Environmental Protection Element

Policy E-1.1.3: Landscaping *Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. 603.6*

Policy E-3.1.1: Maximizing Permeable Surfaces *Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2*

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*

Policy E-5.2.4: Demonstration Projects Encourage best practice guides, demonstration projects, tours, and other tools to create a culture where the “green choice” (i.e., the choice that results in greater energy efficiency and better environmental health) is the preferred choice for energy, transportation, construction, and design decisions. 628.5

Chapter 7: Economic Development

Policy ED-2.1.6: Local-Serving Office Space Encourage the development of small local-serving offices within neighborhood commercial districts throughout the city to provide relatively affordable locations for small businesses and local services (such as real estate and insurance offices, accountants, consultants, and medical offices). 707.11

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

Policy ED-4.2.12: Local Hiring Incentives Maintain requirements for resident job training and placement for projects built and/or operated with any form of public subsidy/loan, grant or other incentives. Promote incentives for similar training and hiring programs by the private sector. 717.20

Policy ED-4.3.1: Transportation Access to District Jobs Improve access to jobs for District residents through sustained investments in the city’s transportation system, particularly transit improvements between neighborhoods with high unemployment rates and the city’s major employment centers. 718.4

Chapter 9: 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. 910.6

Policy UD-2.2.4: Transitions in Building Intensity Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood. 910.11

Policy UD-2.2.7: Infill Development Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 910.15

Chapter 17: Far Northeast & Southeast Area Element

Policy FNS-2.8.2: Kenilworth-Parkside Transit Oriented Development Support mixed-use residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area’s proximity to the Minnesota Avenue Metrorail station and its relative isolation from the low-density single family neighborhoods to the east to

accommodate medium to high density housing that is well connected to transit and the adjacent waterfront open space. 1718.6

Policy FNS-2.8.3: Density Transitions at Parkside *Provide appropriate height and scale transitions between new higher density development in the Kenilworth-Parkside neighborhood and the established moderate density townhomes and apartments in the vicinity. Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street, and should step down in intensity moving west toward the river. 1718.7*

The subject application would provide infill development in the form of residential, retail and office development on a vacant site, contributing to the revitalization of the Parkside neighborhood. The promenade between the two buildings would align with the pedestrian bridge across Kenilworth Avenue to the southeast, providing direct access to the Minnesota Avenue Metrorail station, allowing for access to the Metrorail system and jobs throughout the region. To the northwest the proposed promenade between the two buildings would create a line of site and access to the Parkside Park, a central open space common area for all of the Parkside community. Ground floor retail within the two buildings would be the first introduction of retail space within Parkside, satisfying some of the retail needs of residents and office workers and activating the street. At a height of seven stories, the proposed buildings would provide for a transition between the proposed high-rise buildings along Kenilworth Avenue and the lower density townhouses and low-rise apartment buildings across Parkside Place, in the direction of the Anacostia River.

The office building would be designed to achieve LEED-ND and the apartment building Green Communities certification. Although the first-stage approval did not anticipate office development on Block F, it did include a PUD-related map amendment to the C-3-A, or MU-7 under ZR16. Office uses, among others, are permitted and not uncommon uses within the C-3-A, and would introduce office space for small locally serving businesses to the Parkside community, providing potential employment for Ward 7 residents.

Office use was proposed as one of the components of Parkside PUD in the first-stage approval, a mixed-use development, potentially creating jobs for and services to the residents of Parkside and Ward 7. The addition of new transit accessible office space on remaining vacant lots would benefit not only Parkside through the provision of a locally serving office building, further ensuring that Parkside is a transit oriented development, but also further the goal of creating a relatively affordable location for small businesses, such as real estate and insurance offices, accountants, consultants, and medical offices. This second-stage PUD application would benefit not only current and future residents of Parkside by increasing the housing supply, but also by expanding neighborhood commercial and business opportunities through the provision of locally serving businesses.

X. AGENCY COMMENTS AND REFERRALS

If the subject application is set down by the Commission, it will be referred by the Office of Planning to the following agencies for review and comment:

- Department of Consumer and Regulatory Affairs (DCRA);
- Department of Employment Services (DOES);
- Department of Energy and Environment (DOEE);
- Department of Health (DOH);

- Department of Housing and Community Development (DHCD);
- Department of Parks and Recreation (DPR);
- District of Columbia Office on Aging (DCOA);
- District of Columbia Public Schools (DCPS);
- District Department of Transportation (DDOT);
- Fire and Emergency Medical Services (FEMS);
- Metropolitan Police Department (MPD);
- DC Water (DCWater); and
- Washington Metropolitan Area Transit Authority (WMATA).

JS/sjm^{AICP}

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