

## MEMORANDUM

**TO:** District of Columbia Zoning Commission  
**FROM:** *JL for* Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation  
**DATE:** May 12, 2017  
**SUBJECT:** **ZC Case 05-28R:** Setdown Report for Modifications to the First-Stage approval and Second-Stage PUD for Block F, Parcel 8, filed by Parkside Residential LLC; and  
**ZC Case 05-28S:** Setdown Report for Modifications to the First-Stage approval and Second-Stage PUD for Block F, Parcel 10, filed by Parkside Residential LLC

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### I. SUMMARY RECOMMENDATION

The Office of Planning recommends the Zoning Commission set down these Parkside applications for a public hearing. The applications request modifications from the originally approved Zoning Commission Order No. 05-28, which gave approval for a first-stage PUD and a related zoning map amendment for the subject properties from R-5-A to C-3-A, and approval of a second-stage applications. Although the proposals for the two parcels are filed as separate cases and are separated by a third proposal currently under review by the Zoning Commission (ZC 05-28Q), the designs are intended to mirror each other. Therefore, OP recommends they be reviewed concurrently.

OP will continue to work with the applicant to refine the proposal prior to a hearing and address the following issues, as well as any raised by the Commission at setdown:

1. Submit plans and drawings showing the ground floor as retail consistent with the request for flexibility, and analysis indicating the viability and impact of retail at this location;
2. Refine the colors of the apartment building façade materials to create more interesting appearances;
3. Consider the provision of additional balconies on the apartment buildings;
4. Provide a count for the number of units by bedroom type, with and without ground floor retail;
5. Provide additional detailing and façade treatments to the townhouses to:
  - Enliven the sides of the end unit townhouses facing a street with additional windows and/or window types; and
  - Match the fourth floor of the front facades of the townhouses with brick consistent with the remainder of the front façade;
6. Consider the addition of solar panels on the townhouse roofs;
7. Explore the ability to increase the amount of green roof proposed and/or provide solar panels, on the apartment building roof tops outside of the areas dedicated to mechanical use;

8. Submit additional detail on refuse collection from the townhouses and the apartment buildings;
9. Submit landscaping plans, including descriptions on how any plantings would thrive atop a below-grade parking garage;
10. Submit a traffic study a minimum of 45 days in advance of the public hearing;
11. Refine and narrow the range of flexibility requested through the PUD; and
12. Request a modification to permit up to 378 dwelling units on all of Block F should no retail be provided on Parcels 8 and 10, and flexibility to not comply with IZ for these two parcels.

## **II. APPLICATION**

Parkside Residential LLC, the applicant, petitioned the Zoning Commission for second-stage PUD approval for the development of Block F, Parcel 8 and Block F, Parcel 10, for the construction of two apartment buildings consisting of approximately 280 apartment units and 25 townhouses. Twenty percent, or five of the townhouses, would be available as workforce housing to initial purchasers. The proposed second-stage applications follow the first-stage approval of the PUD by the Commission under Order 05-28, which approved an overall first-stage PUD that included an apartment building and townhouses on each of the two parcels.

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

1. Allow the option of ground-floor retail within the apartment buildings;
2. Increase GFA from 293,625 to 301,406 square feet for the two parcels;
3. Increase FAR from 3.32 to 3.82 for Parcel 8, and to 3.75 for Parcel 10;
4. Increase lot occupancy from 47 to 58 percent; and
5. Reduce parking from 485 to between 166 and 191 (depending on the number of garage spaces constructed within the townhouses).

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

§ 2516.4, Exceptions to Building Lot Control: To allow multiple buildings on a record lot and to allow theoretical lots not in compliance with rear yard and court requirements.

The application includes a request for flexibility to provide either retail or residential use within ground-floor of the two apartment buildings, depending on market conditions. The plans in Exhibit 2I3 depict the ground floor if developed residentially only. Although additional retail options are needed and desired in this area, OP discussed with the applicant the need to provide an analysis of how this additional retail might impact the viability of locations designated for retail within the PUD, as well as building plans and elevations showing the space if developed for retail use, as well as parking, loading and trash removal plans reflecting the retail use for Zoning Commission review. OP suggested the applicant provide a firmer commitment regarding retail space but does not oppose this flexibility from being advertised and allowing the applicant to provide this information prior to a public hearing.

In addition, the application requests flexibility to:

1. Vary the location and design of all interior components, including partitions, structural, doors, hallways, columns, stairways, mechanical rooms, and toilet rooms, provided that the variations do not change the exterior configuration or appearance of the structure;
2. Provide a range in the number of residential units and number of parking spaces plus or minus 10 percent from the number depicted on the Plans;
3. Vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction. The Commission has expressed concerns with this amount of flexibility in recent PUD cases;
4. Vary the final selection of landscaping materials utilized, based on availability and suitability at the time of construction. This level of material change flexibility may also raise concerns with the Commission;
5. Vary the final streetscape design and materials, as required by public space permitting authorities;
6. Make minor refinements to exterior details and dimensions, including balcony enclosures, belt courses, sills, bases, cornices, railings and trim, or any other changes to comply with construction codes or that are otherwise necessary to obtain a final building permit, or to address the structural, mechanical, or operational needs of the building uses or systems;
7. Vary the number, location, size, and other features of the Project's signage;
8. Make minor refinements to the ground floor façade details and dimensions of the multi-family buildings in order to accommodate and support the retail and/or residential use of the multi-family buildings at the time of construction; and
9. Apply income restriction only to the first sale of each unit without restriction on resale, with respect to the 20 percent workforce component of the for-sale townhouse units.

Many aspects of flexibility are common to PUDs. However, the amount requested appears to exceed that which has been found to be acceptable to the Zoning Commission, particularly with regards to flexibility regarding building and landscape materials, and signage. The applicant has been advised to narrow the amount of flexibility requested for this PUD.

### **III. AREA DESCRIPTION**

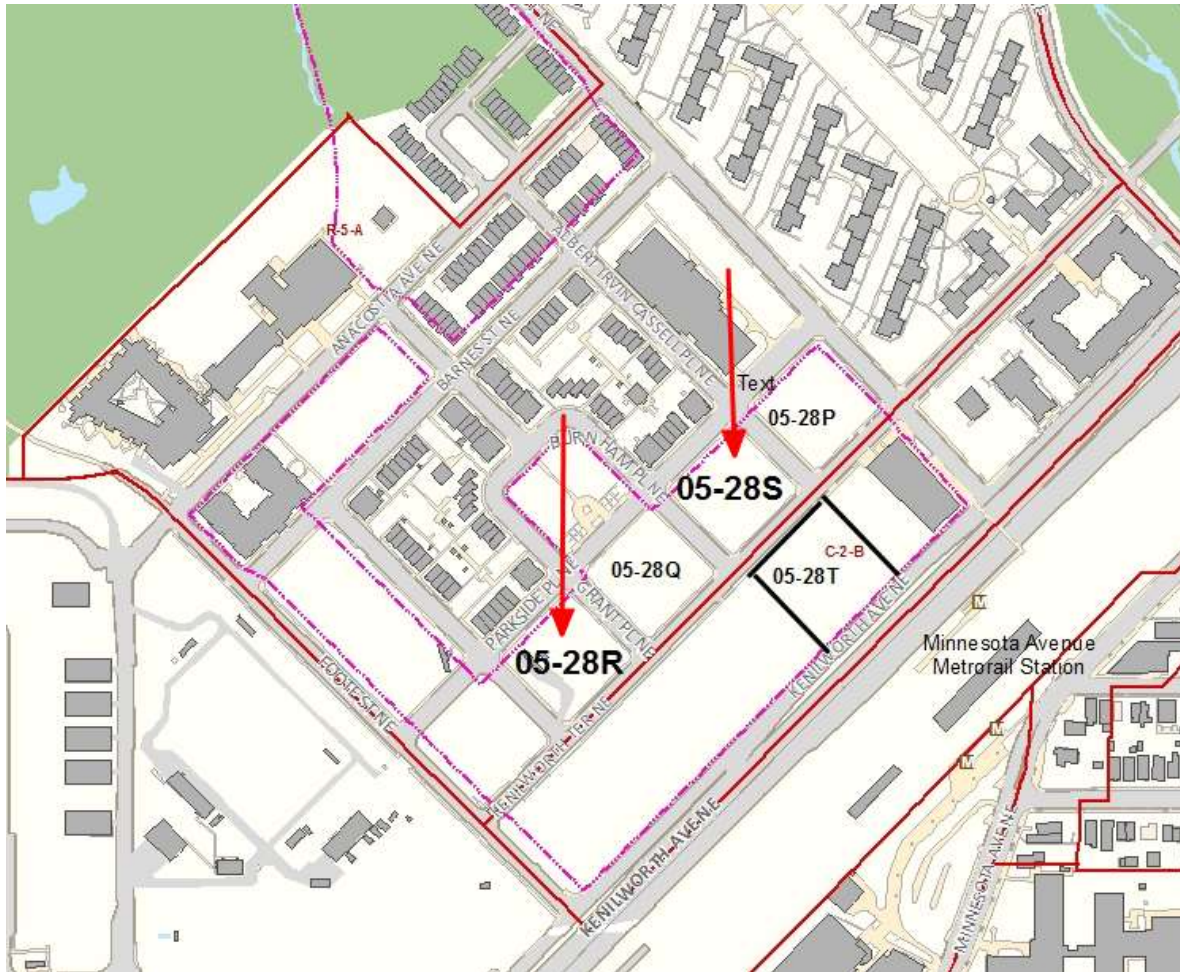
The Parkside PUD site is 15.5 acres in size and located in Ward 7 within the North East quadrant of the District.

Parcel 8 is located in the central portion of the PUD and is bound by Grant Place to the northeast, Parkside Place to the northwest, Kenilworth Terrace to the southeast and Roosevelt Place to the southwest. It is proposed to be surrounded by townhouses to the northwest, a mid-rise apartment building to the southwest and future high-rise apartment buildings to the southeast.

Parcel 10 is also located in the central portion of the PUD and is bound by Cassell Place to the northeast, Parkside Place to the northwest, Kenilworth Terrace to the southeast and Burnham Place to the southwest. It is proposed to be surrounded by townhouses to the northwest, a future mid-rise apartment building to the northeast (ZC 05-28P), and a future post-high school educational building to the southeast.

Parcel 9 (ZC 05-28Q), set down for a hearing by the Commission on March 27, 2017, is between these two parcels and proposed to be developed with an office building and an apartment building,

each with ground floor retail. The common parking garage on Parcel 9 for the office and apartment building would connect below-grade with the below-grade parking proposed for each of the two new apartment buildings and run the entire length of Block F.



Vicinity Map

#### IV. PROPOSAL

As part of these applications the applicant proposes to develop two parcels within the PUD, 8 and 10. Each of these two parcels would be developed with a seven-story 'L' shaped apartment building with either residential or ground floor retail facing Kenilworth Place. In addition, on the northwest side of each of the two parcels facing Parkside Place would be twenty-five townhouses, twelve on Parcel 8 (two groups of six) and thirteen on Parcel 10 (one group of six and one of seven).

##### Apartment Buildings

Lobby access to these two buildings would be from the side streets, either Cassell Place or Roosevelt Place, with the leasing office to be located within the building on Parcel 10 (ZC 05-28S). The height of these buildings would be 85 feet facing Kenilworth Place, stepping down to 74 and

63 feet on the sides facing Cassell Place (Parcel 10) or Roosevelt Place (Parcel 8) to allow for a rooftop amenity area on each of the two buildings.

Each building would have a fitness center, a yoga room, a bicycle storage room and a dog wash. Loading would be accessed from Parkside Place via two service alleys within the general locations of the former rights-of-way of Bryant Place and Burnham Place, which were closed in 2009. Parking access would be from Parkside Place via a ramp on Parcel 10 that would lead down to the below-grade parking. The below-grade parking for Parcels 8 and 10 would be connected with the below-grade parking proposed for Parcel 9 (05-28Q), resulting in one large one-level parking garage below the all three parcels, including the area beneath the townhouses. Trash collection is proposed to be private and trash rooms are proposed to be located within the apartment buildings. The applicant should provide additional information on how the refuse would be collected from the apartment buildings and from the townhouses.

A mix of junior one-bedroom, one-bedroom and two-bedroom units would be provided within the apartment buildings. Seventh floor amenity areas within each apartment building would include indoor and outdoor space, and a sedum, or green roof would surround three sides of the outdoor roof terraces. One unit per floor in each building would include a balcony. Additional use of balconies would help these buildings to better read as residential.

Depending upon market demand at the time of construction, the applicant is requesting flexibility to develop the ground floor of each of apartment building as either retail space, or two-level apartments. The ground floor of the two buildings could accommodate approximately 15,000 square feet of retail area with pedestrian access to Kenilworth Place. If retail is not provided, the space would accommodate, twenty-six apartments, each with exterior access to either the courtyard behind the building or Kenilworth Place. The increase in the number of dwelling units would require the applicant to apply for an additional modification to the first stage approval, and would appear to request flexibility to permit these apartments to not comply with IZ - this has not been requested. The applicant should submit the number of bedrooms proposed to be provided within each loft unit and for the apartment buildings as a whole.

Fence enclosed courtyards would be located interior to each of the parcels and would provide outdoor passive recreation space for residents, in place of the surface parking originally proposed under the first stage approval. Amenities to be provided within each of the courtyards include an outdoor grill and amenity area, plantings and a separately enclosed dog park. As the courtyards would be located above the below-grade parking garage, the applicant should provide planting plans describing how plants would be accommodated in such an environment.

Condensing units would be located generally within the center of each building's roof, enclosed by a screening wall 9.5 feet in height and set back a minimum of ten feet from the roof edge. The applicant should consider the installation of either a green roof or solar panels within the unused portions of the roof tops. A checklist was submitted indicating that the two apartment buildings would be designed and constructed to achieve Green Communities certification.

#### Parcel 8 Apartment Building

The majority of the façade of this building would be faced in a medium-grey brick veneer. Panel accents in two lighter shades of light grey would be utilized along Roosevelt Place and approximately two-thirds of the Kenilworth Terrace frontage. The two lighter shades of grey panels also would be used to face much of the rest of the building. Aluminum frame windows in a darker shade of grey would be used throughout the building. Penthouse and parapet walls would be faced

in grey materials. Glass doors to the lobby would be outlined with red framing. Additional detail should be provided on materials proposed, especially for the section of the building fronting the service drive separating the subject property from Parcel 9 (see ZC Case No. 05-28Q).

Increased use of color would enliven the façade of this building, which is depicted in the application primarily in varying shades of grey. Ground floor and upper-story windows should be offset to prevent the building from reading entirely commercial and create a visual separation between the ground floor and upper story windows, should the ground floors be developed commercially.

#### Parcel 10 Apartment Building

This building is primarily a mirror image of the one proposed on Parcel 8, with the differences primarily in the use of red and rust colored façade panels. Use of the colored panels is primarily at the corner of Kenilworth Terrace and Cassell Place, with decreasing use of the red and rust colored panels from Cassell Place to Burnham Place. The section of the building at the corner of Burnham Place is predominately dark grey brick veneer with rust and white colored panels as accents.

#### Townhouses

All of these units would be four-stories in height and face Parkside Place, with rear access from a private alley that would separate the townhouses from the proposed apartment buildings. One or two tandem garage spaces would be provided within each unit, with the option of converting one of the garage spaces into living space. The front doors of each unit would face Parkside Place.

Townhouse front facades would be red brick for the first three floors. End units facing a street would be faced with brick for all four floors, while the fourth floor facing the front would be faced in beige fiber cement panels, color coordinated with the horizontal siding proposed for the rear walls, and the side walls facing when facing another townhouse. To better enliven and improve the front facades, the brick used on the first three levels should be continued upward to the fourth floor for continuity in design, even though the fourth floors are proposed to be set back 10.5 feet from the street to allow for a terrace. Windows, most of which would be double-hung, would be in a dark bronze color. To better enliven the townhouse sides facing a street, the applicant could provide additional windows, including the use of bay or other types of windows to better activate the side walls from the street.

In the first-stage PUD, the area of the entire block was used to calculate FAR and gross floor area, not the individual parcels. . The proposed FAR and lot occupancy in the second-stage applications are higher than what was approved in the first-stage because the first stage calculations included public space in the area of block. These second-stage applications request a modification from the first-stage approval to permit these increases.

The first-stage PUD provided building heights to relate to adjacent development, stepping down from 90 feet on the southeast to 47 to 72 feet on the northwest. Instead, the proposed apartment buildings would have a maximum height of 85 feet on the southeast, stepping down to 74 feet and 63 feet along the side private streets, with 42-foot high townhouses on the northwest.

No surface parking is proposed for all of Block F, only garage space either at or below-grade.

Table 1: Parcels 8 and 10

	First Stage Approval <sup>1</sup>	Proposal
Residential Units	330-365	365-378 <sup>2</sup>
Gross Floor Area	293, 625 SF	301,406 SF
Lot Occupancy	50 percent <sup>3</sup>	58 percent <sup>4</sup>
Floor Area Ratio	3.32 <sup>5</sup>	3.75
Building Height		
-Kenilworth Terrace	90 feet	85 feet
-Parkside Place	47-72 feet	42 feet
Off-Street Parking	485 surface spaces <sup>6</sup>	166-191 garage spaces <sup>7</sup>

## V. BACKGROUND

To date the following Parkside applications have been filed, as described below.

- 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 05-28D: Two-year PUD extension request to October 3, 2013 was determined to be premature and was denied without prejudice by the Commission at its public hearing on July 12, 2010.
- 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.
- 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.

<sup>1</sup> For all of Block F

<sup>2</sup> For all of Block F, including ZC 05-28Q.

<sup>3</sup> Approved lot occupancy for all of Block F.

<sup>4</sup> Proposed lot occupancy for Parcels 8 and 10.

<sup>5</sup> The approved number was 3.13 for block area. This number is the equivalent for lot area.

<sup>6</sup> For all of Block F

<sup>7</sup> For Parcels 8 and 10 only

- ZC 05-28I: Second-stage and PUD-related map amendment application for Block D was requested to permit the development of a private park. The order became final on August 26, 2011.
- ZC 05-28H: Two-year time extension for the PUD and the PUD-related map amendment until October 3, 2013. The order became final on February 3, 2012.
- ZC 05-28O: Two-year time extension for the PUD and the PUD-related map amendment until October 3, 2017. The order became final on February 12, 2016.
- ZC 05-28J: 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.
- ZC 05-28P: Final action on second-stage approval and modifications was taken on April 24, 2017.
- ZC 05-28Q: Second-stage application for Block F, Lot 9, was set down by the Commission on March 24, 2017 and a hearing is scheduled for June 19, 2017.
- ZC 05-28T: Second-stage application for Block H, Parcel 12, was set down by the Commission on April 24, 2017 and a hearing is scheduled for June 22, 2017.

## VI. SECOND-STAGE REVIEW CONDITIONS

The Zoning Commission approved a PUD-related map amendment for the subject applications, from R-5-A to C-3-A, subject to fifteen conditions, only some of which are relevant to these sites. 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 807 and Square 5056, Lot 810 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 a multi-family building and townhouses on each of the two lots. The applicant now requests second-stage approval for those apartment buildings and townhouses, but with modifications to add retail use, increase GFA and lot occupancy, and alter the on-site 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 multi-family buildings and townhouses 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 generally consistent with what was proposed for these parcels, as approved under the first-stage application and as modified under ZC Order 05-28E. However, the applicant proposes to modify use, height, gross floor area, lot occupancy, and parking for these two parcels, and requests flexibility to add ground floor retail use.

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.<sup>8</sup>*

The current application proposes five workforce housing units (twenty percent of the townhouses) and no affordable housing, as most of the affordable housing required for the overall PUD has been incorporated into the parts of the development already constructed. To date 74 percent of the residential units approved have been affordable at 60 percent AMI, in excess of the first-stage approval of 20 percent to be reserved for households having an income not exceeding 80 percent of AMI.

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.*

The subject second-stage application includes detailed architectural plans, elevations and landscape plans indicating the designs of the proposed buildings.

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<sup>8</sup> The first-stage PUD predates the Inclusionary Zoning Regulations.

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 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 February 7, 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 applications are for two multi-family buildings with retail and twenty-five townhouses on Block F.

## **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.*”

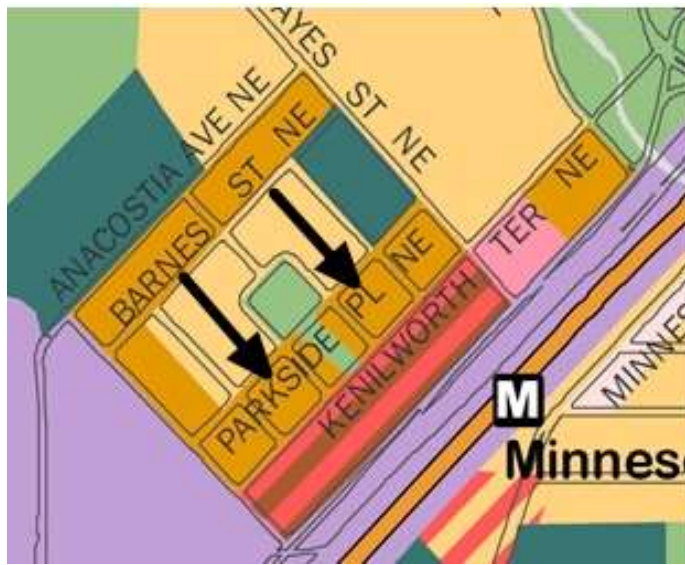
The applicant proposes the following benefits and amenities for this second-stage PUD:

- Superior Urban Design, Architecture and Landscaping: The applications state that the site design would be laid out to reflect adjacent uses, with the townhouses facing the existing townhouses across Parkside Place and the mid-rise apartment buildings to face the proposed high-rises across Kenilworth Terrace.
- Site Planning, and Efficient and Economical Land Utilization: The applications state that the proposal would develop long vacant parcels with appropriate massing to reflect the decrease in height and density from the high-rises to be constructed on and southwest side of Kenilworth Terrace to the townhouses that have been built across Parkside Place.
- Housing and Affordable Housing: All of the townhouse units are proposed as family units, with either three or four bedrooms each. Five of the dwellings are proposed as workforce units at 80 to 120 percent AMI (Area Median Income).
- Environmental and Sustainable Benefits: The two sites are designed to achieve Green Communities certification for multi-family buildings.
- Transportation Infrastructure and Mass Transit Improvements: As part of the first-stage approval, the applicant committed to providing twenty-five percent of the cost, not to exceed three million dollars, toward the construction of the pedestrian bridge to provide improved access to the Minnesota Avenue Metrorail station and neighborhoods located to the east of Kenilworth Avenue. Groundbreaking is expected in 2017.
- Uses of Special Value for the Neighborhood: The application proposes the provision of housing that would transition from the mixed uses across Kenilworth Terrace to the row houses west of Parkside Place, on a long vacant site.

OP will continue to work with the applicant to refine the benefits and amenities and will provide analysis prior to a public hearing.

## 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. Since approval of the PUD, the City Council has adopted the 2006 Comprehensive Plan and the 2010 amendments.



**Future Land Use Map**



**Generalized Policy Map**

The **Future Land Use Map** designates the site for Medium Density Residential land use, defined as “neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use.”

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.”

The proposal is not inconsistent with the Future Land Use Map or the Generalized Policy Map. It would provide for two seven-story apartment buildings and twenty-five townhouses, consistent with the existing character of the surrounding area and the land use designation on the Future Land Use Map. However, given this designation, the applicant should provide additional analysis regarding how the provision of neighborhood serving ground floor retail would be not inconsistent with the Comprehensive Plan.

The proposal to provide a mix of multi-family and one-family housing on the site with limited retail on the two sites would particularly further policies and actions within the Land Use, Transportation, Housing, Environmental Protection, Economic Development, 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-1.2.6: New Neighborhoods and the Urban Fabric** On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the city to the greatest extent feasible. Incorporate extensions of the city street grid, public access and circulation improvements, new public open spaces, and building intensities and massing that complement adjacent developed areas. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings. 305.11

**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-2.3.3: 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

**Policy LU-2.4.1: Promotion of Commercial Centers** Promote the vitality of the District’s commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city’s role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents. 312.5

#### **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

#### **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-1.2.3: 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-1.1.1: 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

***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-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

***Policy E-4.8.2: Expanded Outreach to Disadvantaged Communities*** *Expand local efforts to involve economically disadvantaged communities, particularly those communities that historically have been impacted by power plants, trash transfer stations, and other municipal or industrial uses, in the planning and development processes.* 625.4

## **Chapter 7: 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

## **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

***Policy UD-2.3.3: Design Context for Planning Large Sites*** *Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby.* 911.6

***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.* 913.14

## **Chapter 17: Far Northeast & Southeast Area Element**

***Policy FNS-2.1.1: Minnesota/Benning Revitalization*** Support revitalization and further development of the area around the Minnesota Avenue Metro station, including the adjacent business district to the south along Minnesota Avenue. Upgrade and expand existing businesses in this area, and encourage new small business development, educational facilities, and community-based human services such as job training, health care, and child care facilities. Any new public facility in this area should contribute to its image as an attractive and vibrant community hub and should be responsive to the needs of surrounding neighborhoods. 1711.4

***Policy FNS-2.1.3: Minnesota Avenue Station Area Mixed Use Development*** Encourage mixed use development including medium density multi-family housing around the Minnesota Avenue Metro station, recognizing the opportunity for “transit-oriented” development that boosts neighborhood businesses, reduces the need for auto commuting, and enhances the quality of the pedestrian environment along Minnesota Avenue. 1711.6

***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 of one-family townhouse and multi-family housing on two vacant sites within the Parkside neighborhood. The apartment buildings would front Kenilworth Terrace, and provide a step-down in height from the planned high-rise apartment buildings across Kenilworth Terrace to the row houses proposed to front on Parkside Place, including the existing townhouses that were constructed across Parkside Place in the 1990s. As part of a larger PUD and neighborhood, these two applications would increase housing opportunities within a neighborhood that provides educational opportunities ranging from pre-school through high school, with future plans to provide post-high school educational opportunities.

The addition of three and four bedroom townhouses, including five workforce units, and apartments ranging in size from junior one-bedrooms to two-bedroom units would provide a variety of housing types and sizes to meet the needs of present and future District residents and families. These new units would add to the existing mix of housing types and styles already approved and/or constructed in Parkside, in a development that already incorporates many affordable units. The addition of retail space on the ground floors of the two apartment buildings would potentially provide job opportunities that would be easily accessible to nearby residents and those that could access the site via the Metrorail system.

Green roofs would be provided on each of the apartment buildings, in support of green buildings and a reduction in stormwater runoff, as does the elimination of all surface parking. Additional green opportunities may exist and OP encourages the applicant to further explore those options.

The existing street grid system would be utilized, and pedestrian access to the Minnesota Avenue Metrorail station would be provided following the construction of the new pedestrian access bridge across Kenilworth Avenue. DDOT anticipates construction would begin in 2018 or 2019.

The application proposes to provide ground-floor retail within the two multi-family buildings, should the market support it. The provision of this space would potentially increase the amount of commercial uses available to meet the basic needs of District residents, and providing an opportunity for new business development.

## **X. AGENCY COMMENTS AND REFERRALS**

If the subject applications are set down by the Commission, they 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).