

MEMORANDUM

TO: District of Columbia Zoning Commission
FROM: *JL for* Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation
DATE: April 14, 2017
SUBJECT: ZC Case 05-28T: Setdown Report for a Modification to the First-Stage and Second-Stage PUD approval for Block H, Parcel 12, filed by SCCI Parkside One, LLC

I. SUMMARY RECOMMENDATION

Originally, the applicant requested modifications to the first-stage approval to increase the building height from 110 to 130 feet, and to revise the PUD-related map amendment from CR (MU-10) to the higher density C-3-C (MU-9) (see exhibits 2 through 2I7). Following discussions with OP, the applicant submitted an amended application (Exhibits 10 through 10B7) to reduce the height of the proposed building to 110 feet, consistent with the first-stage approval and the Comprehensive Plan, and rescind the request to change the PUD zoning.

The Office of Planning recommends the Zoning Commission **set down** the revised Parkside application for a public hearing. The originally approved Zoning Commission Order No. 05-28 gave approval for a first-stage PUD and a related zoning map amendment for the subject property from C-2-B (MU-5) to CR (MU-10). The applicant is now requesting modifications to the first-stage approval and approval of a second-stage application for development of this site as an office building with ground floor retail. Prior to a public hearing the applicant should:

1. Finalize and justify the number of parking levels and the number of automobile and bicycle parking spaces proposed to be provided, including applicable drawings demonstrating the proposal as the second parking level is labeled as optional.
2. Request flexibility to provide compact parking spaces in groups of less than five pursuant to Sec 2115.4 of ZR58;
3. Submit additional drawings, including more detailed perspectives and/or elevations, site plans and a refinement of the material colors proposed for the façade, including the penthouse screen wall, and perspectives from within the courtyards and of the grand stairway from Kenilworth Terrace;
4. Document why it is not feasible to provide below-grade parking on the first level of the garage within the building; and
5. Submit the traffic study a minimum of 45 days in advance of the public hearing.

OP will continue to work with the applicant to refine the proposal prior to a hearing and address the issues listed above, as well as any issues raised by the Commission, should the Commission set the application down.

The applicant also provided a summary of the overall status of the PUD and second-stage approvals at Exhibit 10A, as requested by the Commission as a part of the previous second-stage Parkside application (ZC 05-28Q) set down by the Commission.

II. APPLICATION

SCCI Parkside One, LLC, the applicant, has petitioned the Zoning Commission for a second-stage PUD for the development of Block H, Parcel 12 as an office building and a modification to the first-stage approval. The first-stage approval of the PUD by the Commission under Order 05-28 included a 110-foot high office building adjacent to a landscaped pedestrian plaza that would connect the pedestrian bridge over Kenilworth Avenue with Kenilworth Terrace, including a “grand stairway”, on Block H. As part of this application the developer is requesting approval of a modification to the first-stage approval, including:

- Refinement of the lot occupancy from 80.6, which was approved for all of blocks G, H, and I, to 88 percent for this parcel only;
- Refinement of the office gross floor area from up to 750,000 square feet for all of blocks G, H and I to 503,019 for this portion of Block H only; and
- Permit habitable penthouse space, which was not permitted at the time of the adoption of the first-stage application.

The application requests the following flexibility from the Zoning Regulations:

- § 2116.12: Parking spaces within the garage less than twenty feet from lot lines abutting a public street.

The applicant also requests flexibility to permit the following:

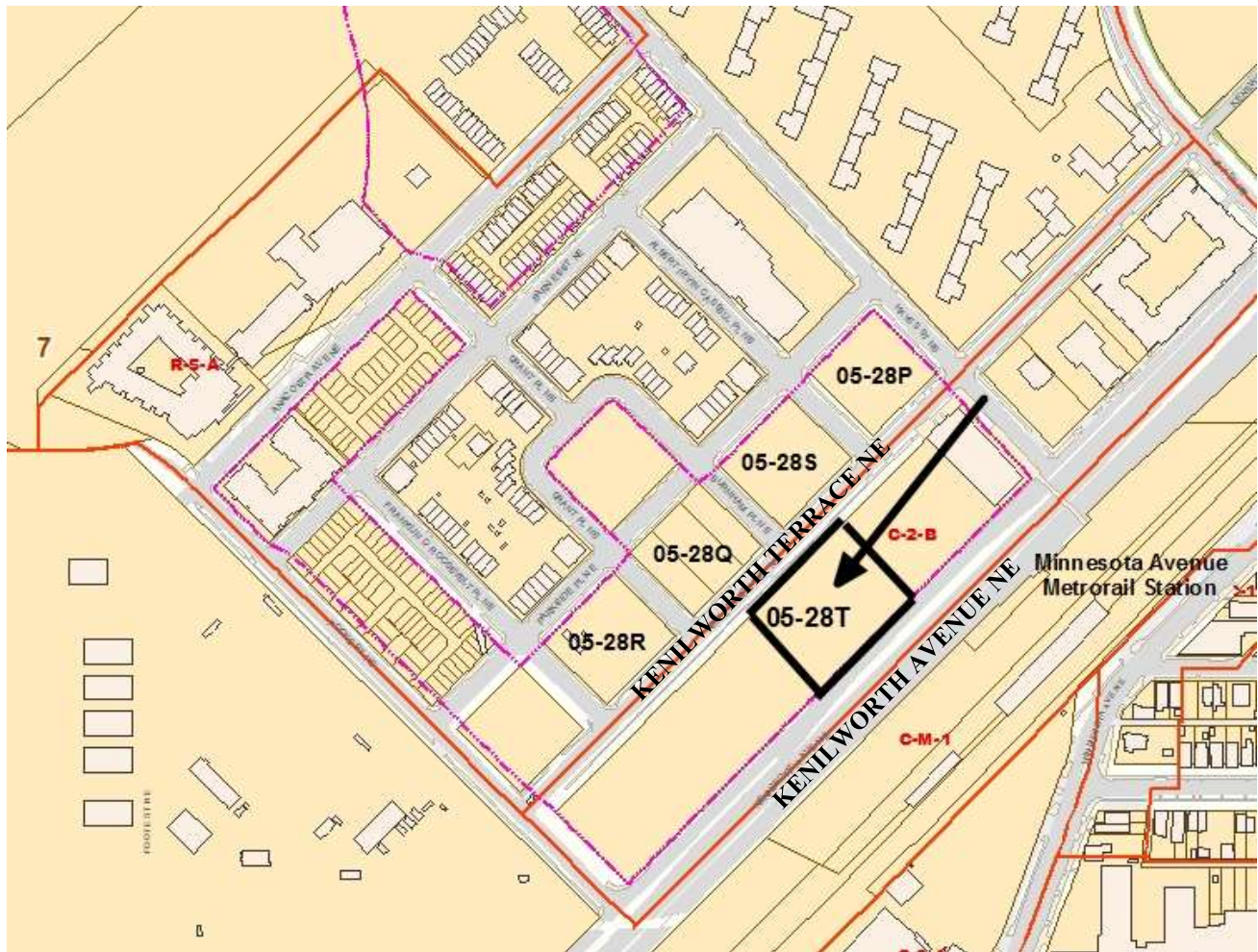
1. Vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, and toilet rooms, provided that variations do not change the exterior configuration or appearance of the structure;
2. Provide a range in the amount of retail GFA and number of parking spaces plus or minus ten percent from the number depicted on the plans;
3. Vary the final selection of the color of the exterior materials within the color ranges as proposed, based on availability at the time of construction;
4. Vary the final streetscape design and materials, as required by DDOT and the Public Space Committee; and
5. Make minor refinements to exterior details and dimensions, including 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 structural, mechanical, or operational needs of the building uses or systems.

The order for the first-stage PUD states that all parking should be provided below-grade to the extent that it is economically feasible. Therefore, the applicant should document why it is not economically feasible to provide below-grade parking for this application.

The applicant will clarify relief needed and OP will provide additional analysis prior to a public hearing.

III. AREA DESCRIPTION

Parcel 12 is located on the southeast side of the Parkside PUD. The PUD site is 15.5 acres in size and located in Ward 7 in the North East quadrant of the District. Parcel 12, the subject site within the broader PUD, is bound by Kenilworth Terrace to the northeast, a vacant site for a future educational facility to the northwest, a future office building to the southwest and Kenilworth Avenue and the proposed Metro pedestrian bridge to the Minnesota Avenue Metrorail station to the southeast.



Vicinity Map

IV. PROPOSAL

The applicant proposes to construct a nine-story 455,864 square foot “H” shaped office building with two courtyards and three retail spaces consisting of 7,171 square feet on the ground floor facing Kenilworth Terrace. The remainder of the ground floor would be dedicated to interior garage parking partially below grade due to the downward slope of the property from Kenilworth Avenue to Kenilworth Terrace, with an optional second garage level below grade. As a result some of the first-level garage parking spaces would be above grade, resulting in the need for the applicant to request flexibility from Section 2116.12 (ZR58) to permit parking less than twenty feet from a street. Long-term bicycle parking is shown only on the optional, or second, parking level only. Compact parking is proposed in groups of two, requiring flexibility from Section 2115.4. Parking and loading access would be from a private alley on the northeast side of the building. Cars would enter and exit the private alley from Kenilworth Avenue and trucks from Kenilworth Terrace. Pedestrian access to the offices would be from the pedestrian promenade through the courtyard on the southeast side of the building or the garage. Retail access would be from Kenilworth Terrace.

A penthouse would include an enclosed fitness center, an elevator lobby and an outdoor roof terrace for building tenant use. Mechanical space enclosed by a twenty-foot high screen wall would be located generally within the center of the building, and 20,175 square feet of green roof would be installed on the remainder of the roof. An additional 1,744 square feet of green roof would be

provided within the two courtyards, located atop the parking garage. All penthouse elements appear to comply with the one to one setback requirement.

The exterior of the building is proposed to be clad in pre-cast concrete with aluminum windows. Building floors would be grouped in twos, with the windows of every two floors framed in pre-cast concrete. Within the courtyards the windows would not be outlined in precast concrete, but rather appear flush with the façade. A penthouse screen wall would surround the mechanical penthouse. Additional information on materials, including the specific materials proposed to be used on the exterior between floors and for the mechanical screen wall, is necessary for OP to complete its analysis of the façade. If the application is set down by the Commission OP will work with the applicant to ensure that additional refined and detailed drawings are submitted prior to the public hearing. These would include perspectives and/or elevations, site plans, a refinement of the material colors proposed for the façade, and views of the façade from within the courtyards and of the grand stairway from Kenilworth Terrace.

The pedestrian promenade would be landscaped with eight ornamental trees within above-grade planter boxes. Pedestrian access to the office component of the building would be from Kenilworth Terrace would be via a grand stairway, plus two sets of ramps, one on either side of the stairs. Retail access would be directly from Kenilworth Terrace. Nine street trees would be provided within tree boxes along Kenilworth Terrace and an additional eleven would be planted along the Kenilworth Avenue frontage. Eight short-term bicycle racks would be installed within the Kenilworth Terrace public space, and street lights would be provided along both frontages.

The application indicates that the building would be designed to achieve LEED v4 BD+C Gold, and the project checklist indicates that a minimum score of 60 would be achieved.

The application indicates that the applicant is attempting to move “atypically quickly” through the second-stage process in order to participate in a General Services Administration (GSA) Request for Lease Proposal (RLP) process for the selection of the proposed building to house a federal agency. The RLP was issued January 26, 2017 and the applicant anticipates that the final round of proposals to GSA would be required in either the second or third quarter of 2017, at which time the applicant would need to have obtained final approval of this second-stage application. If selected by GSA and approved by the Commission, construction would begin in the first or second quarter of 2018, with delivery expected in 2020.

Table 1

| | Proposed Building | First-Stage PUD |
|------------------------|---------------------------------|----------------------------------|
| Gross Floor Area | 503,019 square feet | 750,000 square feet ¹ |
| Lot Size | 69,748 square feet | None specified |
| Lot Occupancy | 88 percent ² | 80.6 percent ³ |
| Floor Area Ratio | 7.21 | 7.05 ³ |
| Building Height | 110 feet | 110 |
| Rear Yard ⁴ | 75 feet | 75 feet |
| Off-Street Parking | 116 plus 34 tandem ⁵ | 1,400 ⁶ |

¹ Amount approved under the first-stage approval for all of Block H.

² Lot occupancy approved under first-stage approval was for all of Blocks G, H and I.

³ The FAR and lot occupancy approved under the first-stage PUD was for Blocks G, H and I. This application is for a portion of Block H only.

⁴ Measured from Kenilworth Avenue centerline.

⁵ The application indicates some tandem parking, but none are shown on the plans.

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.
- 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 05-28Q: Second-stage application and modification set down by the Commission on March 27, 2017.

⁶ Amount approved for all of Blocks G, H and I, which includes all of the medium-high density development fronting Kenilworth Avenue NE.

- ZC 05-28R: Second-stage setdown and modification for Block F, Parcel 8 was filed on February 7, 2017, but has not yet set down by the Commission.
- ZC 05-28S: Second-stage setdown and modification for Block F, Parcel 10, filed February 7, 2017, but not yet set down by the Commission.

VI. SECOND-STAGE REVIEW CONDITIONS

The Zoning Commission approved a PUD-related map amendment for the subject application, from C-2-B to CR, 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 is consistent with the Stage 1 request to amend the zoning of Square 5055, Part of Lot 26 (Parcel 12) from C-2-B to CR.

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 included approval of an office building with ground floor retail for the subject property. The applicant is now requesting second-stage approval for that building, but with a modification to increase lot occupancy.

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 office building is a further development and refinement of the design, providing additional detail necessary for second-stage review. The application 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 the use, general layout and building height approved for the site. However, the applicant proposes to modify lot occupancy.

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.⁷*

No affordable housing is proposed, as the application is for the construction of an office building with ground floor retail.

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 design of the proposed building.

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 March 6, 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 an office building with ground floor retail on Block H, Parcel 12.

⁷ The first-stage PUD predates the Inclusionary Zoning Regulations.

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 proposed building would buffer the lower density residential and office development within Parkside from noise, light and commotion emanating from Kenilworth Avenue NE. It would contribute to the creation of a pedestrian friendly urban environment, including construction of a pedestrian plaza to connect Parkside with the pending Metro pedestrian access bridge. The application indicates that the building itself would be clad in high quality materials and would be surrounded by appropriate landscaping and street furniture.
- Site Planning and Efficient and Economical Land Utilization: The proposed office building, at a FAR of 7.21, would provide for increased density closer to the Minnesota Avenue Metrorail station, resulting in more efficient and economical use of land nearer to a Metrorail station on a vacant site.
- Housing and Affordable Housing: The application indicates that Parkside PUD as a whole would provide a significant amount of housing and affordable housing. However, this second-stage application is for the construction of an office building with ground floor retail, with no residential proposed.
- Environmental and Sustainable Benefits: The proposed building would be LEED ND Gold, including the provision of a green roof.
- Special Value for the Neighborhood: The application proposes the provision of day time uses, including retail and full-time employment, and the addition of public space that would eventually connect Parkside to the Minnesota Avenue Metrorail station.

- **Pedestrian Bridge:** 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 proposed for 2017 and it is expected that the applicant will provide an update at or prior to the 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.

Comprehensive Plan Maps



Future Land Use Map

Generalized Policy Map

The **Future Land Use Map** designates the site for Mixed Use, a combination of High Density Residential, defined as “neighborhoods and corridors where high-rise (8 stories or more apartment buildings are predominant use” and Medium Density Commercial, defined as, “Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and /or taller than those in moderate density commercial area but generally do not exceed eight stories in height.

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”.

The proposal is not inconsistent with the Future Land Use Map or the Generalized Policy Map, particularly when read in combination with the written elements of the Comprehensive Plan, as discussed below. Specifically, paragraph “c” of Section 226 of the Land Use Element of the Comprehensive Plan reinforces how to use the Future Land Use Map:

- c. *The densities within any given area on the Future Land Use Map reflect all contiguous properties on a block—there may be individual buildings that are higher or lower than these ranges within each area. Similarly, the land use category definitions describe the general*

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

The full text of this section is attached as an appendix at the end of this report.

Comprehensive Plan Elements

The proposal to provide an office building on the site at height and density and use mix that is consistent with the first-stage approval and would further many Land Use, Transportation, Environmental Protection, Economic Development and Urban Design elements and the Far Northeast and Southeast Area Element policies of the Comprehensive Plan, including the following:

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-1.2.6: 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-1.3.2: 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*

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

Policy T-1.2.1: Boulevard Improvements Continue to work across District agencies to beautify and stabilize selected boulevards by implementing coordinated transportation, economic development, and urban design improvements. 404.6

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 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

Chapter 7: Economic Development Element

Policy ED-1.1.1: Core Industries Continue to support and grow the District's core industries, particularly the federal government, professional and technical services, membership associations, education, hospitality, health care, and administrative support services. 703.9

Policy ED-1.1.5: Use of Large Sites Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13

Policy ED-1.2.1: Sustaining the Federal Workforce Advocate for the retention of the federal workforce within the District, consistent with the Federal Elements of the Comprehensive Plan. 704.10

Policy ED-1.2.2: Federal Workforce Growth Support the growth of the federal workforce in the District, particularly in leased office space whose owners pay District property taxes. Consistent with the Federal Elements, ensure that federal expansion plans support the District's neighborhood revitalization and job creation programs. 704.1

Policy ED-2.1.1: Office Growth Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront. 707.6

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-4.3.1: 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-1.3.7: Neighborhood Connectivity Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing city grid into large waterfront sites to better connect nearby developed areas to the shoreline (see Figure 9.6). 905.12

Policy UD-1.3.8: East of the River Gateways Improve the visual and urban design qualities of the gateways into East-of-the-River neighborhoods from the Anacostia River crossings, with landscape and transportation improvements along Howard Road, Martin Luther King Jr Avenue, Pennsylvania Avenue, Randle Circle (Minnesota and Massachusetts), Benning Road, and Kenilworth Avenue. 905.14

Policy UD-1.4.1: Avenues/Boulevards and Urban Form Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/ boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. 906.6

Policy UD-2.2.3: Neighborhood Centers Undertake strategic and coordinated efforts to create neighborhood centers, civic buildings, and shopping places that reinforce community identity (see Figure 9.11). 910.9

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-2.2.9: Protection of Neighborhood Open Space Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. 910.18

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-1.1.3: Directing Growth Concentrate employment growth in Far Northeast and Southeast, including office and retail development, around the Deanwood, Minnesota Avenue and Benning Road Metrorail station areas, at the Skyland Shopping Center, and along the Nannie Helen Burroughs Avenue, Minnesota Avenue, Benning Road, and Pennsylvania Avenue SE "Great Streets" corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. 1708.4

Policy FNS-1.1.8: Buffering Improve the interface between the I-295 Freeway/rail corridor and adjacent residential uses, especially in the Fairlawn, Greenway, and Twining neighborhoods. These improvements should protect the neighborhoods from noise, odor, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. 1708.9

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-2.8.2: 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*

First-stage approval carefully balanced the height, density, and use mix for the entire Parkside PUD. The proposed office building is generally consistent with that approval in terms of height, density and mix of uses. Its design and scale would not overpower existing residential communities, as it is located along a major roadway, with only moderate to medium density development proximate.

The subject application would provide a new mixed-use office and retail building within the Parkside neighborhood. Currently a vacant lot, the site would be developed with an office building that would facilitate the connection of the Parkside community to the Minnesota Avenue Metrorail station and Minnesota Avenue corridor on the east side of Kenilworth Avenue via a proposed promenade adjacent to a pending pedestrian bridge. It would buffer the existing Parkside residential community from traffic and noise emanating from Kenilworth Avenue NE, while enhancing the street wall. As a large office building proposed in response to a federally issued RLP, it would potentially serve to retain a federal agency within the District, extend the federal presence into Ward 7, while creating new transit oriented employment opportunities. The use would help to anchor a planned retail node that would also serve existing and future residents. As a LEED Gold building that would include almost 22,000 square feet of green roof, this building would further and achieve many of the policies of the Comprehensive Plan.

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 District 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).

Appendix 1

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

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

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

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

Source: The Comprehensive Plan for the National Capital: District Elements, DC Office of Documents and Administrative Issuances, published October 2007, pages 2-37 – 2-39.