


**MEMORANDUM****TO:** District of Columbia Zoning Commission**FROM:**  Jennifer Steingasser, Deputy Director Development Review & Historic Preservation**DATE:** June 21, 2013**SUBJECT:** Hearing Report - ZC #08-07 (The Curtis Properties)
First Stage PUD and Related Map Amendment

I. APPLICATION

Four Points, LLC (Applicant) proposes a mixed use development consisting of residential, office and retail uses on the property known as the “Curtis Properties” along Martin Luther King Jr. Avenue, SE (MLK Avenue) in Anacostia. To accommodate this development, the Applicant has requested a First Stage PUD and a related map amendment to rezone a portion of the property from the C-2-A and C-M-1 districts to the C-3-A district (portions are currently zoned C-3-A).

On March 2008 the Applicant submitted a proposal which requested a Consolidated Planned Unit Development (PUD) and First Stage PUD review for portions of the site. At the Zoning Commission’s public meeting on June 9, 2008, the Zoning Commission set the proposal down for a public hearing for the entire development as a First Stage PUD and requested that the Applicant address the massing of the proposed development.

II. RECOMMENDATION

The Office of Planning (OP) recommends that the proposed map amendment and First Stage PUD be **approved** subject the application providing information regarding:

- Justification pursuant to §2405.3 for the 5% increase in non-residential development (FAR of 3.0 permitted; 3.11 proposed);
- Addition of ground floor retail in Building 1;
- Additional detail of the phasing plan, including approximate scheduling and development priorities; and
- Additional details regarding proposed green building initiatives.

The redevelopment proposal for the site would be of benefit to the District and the immediate neighborhood as it would further economic development in revitalizing Anacostia and the MLK Avenue corridor. The project includes elements that would be an improvement over what could be achieved as a matter-of-right, including the placement of all parking below ground; the relocation of the “Big Chair” in a more appropriate setting; the provision of new retail, including space for a possible grocery store; the dedication of land for the widening of W Street and the creation of multiple active street frontages; and the possibility of achieving the Main Street retail corridor anticipated by various plans.

The proposal is not inconsistent with the Comprehensive Plan Future Land Use and Policy maps, and furthers many important policies for the Anacostia area. The proposal also would further the Anacostia Transit Area, Strategic Investment and Development Plan.

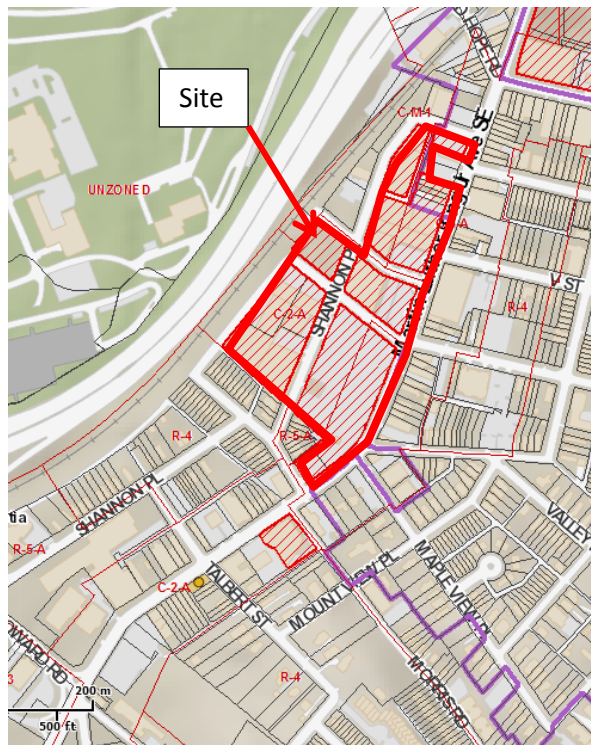
OP also recommends that the Applicant provide a description of the following at the Stage 2 review:

- How the zoning requirements for each lot are met, with detailed analysis of all zoning relief requested;
- All environmental/green building initiatives proposed;
- The level of affordability for the proposed affordable units and their location on the floor plans; and
- Details of the shared parking and loading programs; and

III. SITE AND SURROUNDING AREA

The subject property, located on Square 5772, Lots 827, 829, 831, 880, 984, 1017, and 1019; Square 5783, Lots 829 and 1018; Square 5784, Lots 898-900; and Square 5785, Lots 839 and 906, has a total land area of approximately 340,467 square feet. The site is generally bounded by U Street on the north, MLK Avenue on the east, Chicago Street on the south, and the Anacostia Freeway (I-295) on the west. The site topography slopes downward from the southeast boundary at Chicago Street and MLK Avenue towards the north and west. The site is currently developed with several parking lots, warehouses and office buildings.

The site is located in the Anacostia neighborhood of Ward 8 and is zoned C-2-A, C-3-A, and C-M-1. The east side of MLK Avenue is zoned C-3-A. Adjacent properties to the south are zoned R-4, R-5-A and C-2-A while properties to the west and north are zoned C-M-1. There is an existing “L” shaped public alley between Shannon Place and U Street in Square 5772.



Vicinity and Zoning Map

MLK Avenue, SE is generally developed with low scale commercial buildings, often with surface parking lots, in this area. Across MLK Avenue to the east, is the lower density historic Anacostia Neighborhood. New neighborhood development proposals include the renovation of small commercial buildings in the immediate vicinity of the site with office or retail uses. Other major area developments include the Sheridan Terrace residential development, the St. Elizabeths West Campus with the US Department of Homeland Security offices, the projected St. Elizabeths East Campus mixed use development by the District Government, and the projected redevelopment of the Barry Farms residences. To the north-west, across I-295, is Poplar Point, currently undeveloped lands along the Anacostia River envisioned to be a mixed use development with substantial open space.

IV. ANACOSTIA HISTORIC DISTRICT

On the northernmost portion of the site, a few lots, (Square 5772, Lots 827, 829, 831, 880, and 1017) are within the Anacostia Historic District as are properties to the east of the site, across MLK Avenue. The buildings on Lots 827, 829, 831, and 1017 have been renovated Lot 880, which is currently vacant, will have new construction and will be subject to review by the Historic Preservation Review Board.

V. RECENT APPROVALS

Subsequent to the setdown of the proposal, renovations of two of the existing buildings were approved by the Board of Zoning Adjustment (BZA). The building at 2235 Shannon Avenue (Square 5784, Lot 898)¹ was approved to allow the conversion of the building from a warehouse to offices with off-site parking on Square 5785, Lot 906. Secondly, a portion of the building at 2020 Shannon Place (Square 5722, Lot 984)² was renovated to accommodate the Anacostia Playhouse with a variance from the parking requirements. Both buildings and uses will remain within the PUD.

VI. PROPOSAL

The proposal is to redevelop the Curtis Properties as a neighborhood center with a mixture of office, residential, retail and service uses. To accommodate the development, most of the existing buildings would be demolished except for the former furniture warehouse (Building 3) on the southern portion of the site, and the four units³ (Building 9) within the historic district on the northern portion of the site.

The development would have a total of approximately 1.57 million gross square feet (gsf) of space divided into 481,000 gsf of residential space (481 units); 945,000 gfs of office space; 144,000 gfa of retail space; and supported by 1,471 parking spaces on nine (9) parcels. As shown on the table below and on the submitted plans, a majority of the buildings would have a mix of uses except for Building 1 (residential) and Building 3 (office). The other buildings will have ground floor retail with office or residential uses above. E proposal has changed since the 2008 setdown – refer to Section VII for a summary of these changes.

¹ BZA 18224, June 23, 2011

² BZA 18547, April 24, 2013

³ The rear portions of Square 5772, Lots 831 and 827 will be demolished.

Building #	Residential GFA/ Units	Office GFA	Retail GFA	Parking
1	65,000/65	-	-	33
2	-	415,000	40,000	525
3	-	78,500	-	-
4	-	269,500	8,000	347
5	132,000/132	-	8,000	75
6	-	182,000	20,000	110
7	136,000/136	--	50,000	257
8	145,000/145	-	15,000	124
9	3,000/3	-	3,000	0
TOTAL	481,000 gfa/481units	945,000 gfs	144,000 gfa	1,471 spaces

The Applicant has submitted this application as a 1st Stage PUD. As such, the Commission is being asked to consider issues such as zoning, height, density, overall form of development, and use mix for the entire Curtis Properties site. The following is a breakdown of the proposed development for each building in the PUD;

	Use (sq. ft.)			Building Height (Maximum)		Parking	Other
	Retail	Office	Residential	Feet	Stories		
Building 1	-	-	65,000 (65 units)	65 ft.	6	33	An all residential building
Building 2	40,000	415,000	-	90 ft.	8	525 spaces	MLK frontage setback above the 4 th floor.
Building 3	-	78,500	-	70 ft.	4	-	Existing renovated building to remain. All office use.
Building 4	8,000	269,500	-	90 ft.	7	347spaces	-
Building 5	8,000		132,000 (132 units)-	90 ft.	9	75 spaces	-
Building 6	20,000	182,000	-	90 ft.	8	110 spaces	MLK frontage setback above the 4 th floor) Space for possible grocery store
Building 7	50,000	-	136,000 (136 units)	80 ft.	6	257 spaces	MLK frontage setback above the 5 th floor
Building 8	15,000	-	145,000 (145 units)	70 ft.	6	124 spaces	Portion of building within historic district. Alley to be realigned.
Building 9	3,000	-	3,000 (3 units)	45 ft. (existing)	2	0 spaces	Buildings within historic district. Buildings to be retained with partial demolition.
TOTAL	144,000 gfa	945,000 gfa	481,000 gfa (481 units)	-	-	1,471 spaces	-

Height, Density and Uses

As stated above, the development would be a mixture of retail, office, residential and service uses in eight buildings. Building height would vary across the site generally ranging from 45-feet up to 90-feet (June

12, Building Heights, page 16). OP is supportive of the lower building heights along MLK Avenue to reflect the lower scale of many buildings in the adjacent historic district, residential neighborhood. To protect the buildings in the historic district, Buildings 2, 6 and 7 along MLK Avenue would have their lower floors at a height of 50- to 55-feet before stepping back, and extending up to 90-feet.

Building 1, on the southern portion of the site would be an all residential 6-story building. The Applicant states that ground floor retail was not included in this building due to its proximity to lower density residential to its west and the single family detached historic buildings to the east. OP is not convinced that ground floor retail could not be accommodated in this building without negatively impacting the adjacent residential building. Building 9, which is within the historic district has already been renovated and is occupied by retail uses. The relocation of the “Big Chair” from its existing location at the intersection of MLK Avenue and V Street to a more prominent location at the intersection of Martin Luther King, Jr., Avenue and W Street in an enlarged plaza should be an added asset to the development.

Street Improvements

To assist circulation movements in the area, the Applicant would dedicate 20-feet of property along W Street, between MLK Avenue and Railroad Avenue, to create a 70 feet right-of-way to better accommodate pedestrian movements, sidewalk cafes, generous landscaping and short-term, on-street parking. The widening would open up views from MLK Avenue and from sights further east, and provides for the potential of W Street being extended across to Popular Point and connecting the neighborhoods. The existing public alley on the northern portion of the site would be closed and replaced with a realigned, private alley that would be open to the public and continue to provide alley access to properties that are not a part of this development. The Applicant states that the new alleys system will improve circulation

Parking and Loading

A majority of the buildings would have below grade parking spaces with provisions made for short term, on-street parking along most of the street frontages except MLK Avenue. The below grade parking would promote shared parking to allow for an overall reduction in the number of parking spaces provided. Similarly, loading facilities would be provided in a manner that buildings with multiple uses can share the facilities and therefore reduce the area dedicated to loading.

VII. SUMMARY OF CHANGES SINCE SETDOWN

The following table outlines the general changes made to the proposal since setdown in 2008.

	C-3-A PUD	Proposal at Setdown	Proposal
Phases	-	Phases I and II	Phases I, II, and III
Number of Buildings	-	Buildings 1 to 8 - Phase I Buildings 9 to 16 – Phase II	Buildings 1, 3, 8, 9 - Phase I Buildings 2, 4, 5 – Phase II Buildings 6 and 7 - Phase III
V Street	-	V Street to be realigned with V Street on the east side of MLK Avenue.	V Street to remain in its current alignment.
Comp. Plan	=	moderate density residential and mixed moderate density commercial / medium density residential.	Mixed medium density residential and medium density commercial / mixed medium density residential, moderate density commercial
Area	15,000 sq. ft.	329,924 total 189,077 – Phase I	348,800 sf total 92,400 sf – Phase I

		140,847 – Phase II	177,300 sf – Phase II 79,100 – Phase III
Height	130 ft.	Ranges from 38' to 90'	Ranges from 45' to 90'
FAR	4.5 (3.0 for non-resid'l) = 1,532,101 sq. ft. max 1,021,401 sq. ft. non-res'l max.	4.5 for entire site (3.0 for non-residential uses): 1.32 (437,070 sq.ft.) res'l 3.16 (1,041,060 sq.ft.) non-res'l 4.48 (1,478,130 sq.ft.) total 3.95 in Phase I 5.24 in Phase II	4.5 for entire site (3.11 for non-residential uses): 1.39 (481,000 sq. ft.) res'l 3.12 (1,089,000 sf.) non-res'l 4.61 (1,578,000 sf.) total 0.90 (309,000 sf)Phase 1) 2.56 (872,500 sf) Phase II 1.13 (388,000 sf) Phase III
Lot Occupancy	75% for residential 100% for commercial	Overall – 80% 70% - Phase I 92% - Phase II	Overall – 83% 81% - Phase I 76% - Phase II 97% - Phase III
Rear Yard	2.5 in./ft. of height or 12 feet, whichever is greater	Varies throughout	Varies throughout
Side Yard	If provided, must be a min. of 2 in./ft. of height or 6 feet, whichever is greater	Varies throughout	Varies throughout
Open Court	4 inches per foot of height	Varies	Varies
Parking	<u>Residential:</u> 1 per 2 du <u>Retail:</u> In excess of 3,000 sq.ft, 1 per 300 sq.ft of gfa and cellar area. <u>Office:</u> In excess of 2K; 1 per 600 sq.ft, of GFA and cellar area	Total Required = 2,108 Total Proposed = 1,463 724 – Phase I 739 – Phase II	Total Required = 2,212 Total Proposed = 1,471 157 – Phase I 947 – Phase II 367 – Phase III
Loading	<u>Residential:</u> 1 loading berth @ 55 ft. 1 loading platform @ 200 sq. ft 1 service/delivery space @ 20 ft. <u>Retail:</u> 2 loading berths: 1 @ 30 ft. + 1 @ 55 ft 2 loading platforms: 1 @ 100 sq. ft + 1 @ 200 sq. ft. 1 service/delivery space @ 20 ft. <u>Office:</u> 3 loading berths @ 30 ft; 3 loading platforms @ 100 sq. ft.; and 1 service/delivery space @ 20 ft.	<u>Total Required:</u> <i>Berths</i> 15 @ 30 ft., 3 @ 55 ft. <i>Platforms</i> Info not provided <i>Service/Delivery Spaces</i> Phase I – 6 spaces Phase II – 5 spaces <u>Total Proposed:</u> <i>Berths</i> 8 @ 30 ft., 4 @ 55 ft. <i>Platforms</i> 3 @ 300 sq. ft., 5 @ 200 sq. ft., 3 @ 100 sq. ft. <i>Service/Delivery Spaces</i> Phase I – 7 spaces Phase II – 6 spaces	<u>Total Required:</u> <i>Berths</i> 12 @ 30 ft., 4 @ 55 ft. <i>Platforms</i> <i>Platforms</i> 4 @ 500 sf.; 2 @ 400 sf; 4 @ 200 sf. <i>Service/Delivery Spaces</i> Phase I – 4 spaces Phase II – 4 spaces Phase II – 4 spaces <u>Total Proposed:</u> <i>Berths</i> 13 @ 30 ft., 2 @ 55 ft. <i>Platforms</i> 1 @ 500 sf.; 3 @ 400 sf.; 1 @ 300 sf., 5 @ 200 sf. <i>Service/Delivery Spaces</i> Phase I – 1 spaces Phase II – 0 spaces Phase III – 0 spaces

VIII. PHASING

The June 13, Phasing and Staging Plan, page 10, indicates that the proposal would be developed in three phases with the northern (Buildings 8 and 9) and southern portions (Buildings 1 and 3) being developed in Phase I. These developments would have residential, office and retail use. Phase II, consisting of Buildings 2, 4 and 5 would be predominantly office and retail uses. Phase

III, would consist of Buildings 6 and 7, with the supermarket proposed in Building 6 and the largest number of residential units (136) in Building 7.

The application continues to not include the phasing priorities of various elements of the proposal, stated that these issues would be addressed at the Second Stage review. The Applicant should provide additional information, which may include approximate scheduling and development priorities at this time, as this information is important in addressing expectations regarding the site's overall redevelopment.

IX. ZONING

The site is currently zoned C-2-A, C-3-A and C-M-1. The C-2-A district is designed for shopping and business needs, housing, and mixed use development. The C-3-A district permits medium density mixed use development. The C-M-1 district is intended for heavy commercial and light manufacturing activities that employ large number of persons and specifically prohibit residential use. The Applicant proposes to rezone the C-2-A and the C-M-1 portions of the site to C-3-A, and develop the site utilizing the PUD standards. Generally, C-3 Districts are to provide "substantial amounts of employment, housing, and mixed uses." Further, the C-3-A District shall permit medium density development, with a density incentive; are compact in area, located on arterial streets, in uptown centers, and at rapid transit stops.

The following table is a comparison of the C-2-A, C-M-1, C-3-A and the C-3-A/PUD standards and the development proposal for the project:

	C-2-A Standards	C-M-1 Standards	C-3-A Standards	C-3-A PUD	Proposal
Area	N/A	N/A	N/A	15,000 sq. ft.	340,467 sq. ft.
Height	50 ft	40 ft/3 stories	65 ft.	130 ft.	Ranges from 45' to 90'
FAR	2.5 (total) (1.5 for non residential use)	3.0 (residential use not permitted)	4.0 (2.5 for non-residential use)	4.5 (3.0 for non-resid'l) = 1,532,101 sq. ft. max 1,021,401 sq. ft. non-res'l max.	4.5 for entire site (3.11 for non-residential uses): 1.39 (481,000 sq. ft.) res'l 3.12 (1,089,000 sf.) non-res'l 4.61 (1,578,000 sf.) total 0.90 (309,000 sf)Phase I) 2.56 (872,500 sf) Phase II 1.13 (388,000 sf) Phase III
Lot Occupancy	60% for residential 100% for commercial	N/A	75% for residential 100% for commercial	75% for residential 100% for commercial	Overall – 83% 81% - Phase I 76% - Phase II 97% - Phase III
Rear Yard	15 feet	2.5 in./ft. of height or 12 feet, whichever is greater	2.5 in./ft. of height or 12 feet, whichever is greater	2.5 in./ft. of height or 12 feet, whichever is greater	Varies throughout
Side Yard	If provided, must be a min. of 2 in./ft. of height or 6 feet, whichever is greater	3 in./ft of height or 8 ft., whichever is greater - <u>only when abutting Res. district</u>	If provided, must be a min. of 2 in./ft. of height or 6 feet, whichever is greater	If provided, must be a min. of 2 in./ft. of height or 6 feet, whichever is greater	Varies throughout
Open Court	4 inches per foot of height	4 inches per foot of height	4 inches per foot of height	4 inches per foot of height	Varies
Parking	<u>Residential:</u> 1 per 2 du <u>Retail:</u> In excess of 3,000 sq.ft. 1 per 300 sq.ft of gfa and cellar area. <u>Office:</u> In excess of 2K; 1 per 600 sq.ft. of GFA and cellar area	<u>Retail:</u> In excess of 3,000 sq. ft., 1 per 300 sq.ft of gfa and cellar area. <u>Office:</u> In excess of 2K ss. Ft. 1 per 800 sq. ft. GFA and cellar area	<u>Residential:</u> 1 per 2 du <u>Retail:</u> In excess of 3,000 sq.ft. 1 per 300 sq.ft of gfa and cellar area. <u>Office:</u> In excess of 2K; 1 per 600 sq.ft. of GFA and cellar area	<u>Residential:</u> 1 per 2 du <u>Retail:</u> In excess of 3,000 sq.ft. 1 per 300 sq.ft of gfa and cellar area. <u>Office:</u> In excess of 2K; 1 per 600 sq.ft. of GFA and cellar area	Total Required = 2,212 Total Proposed = 1,471 157 – Phase I 947 – Phase II 367 – Phase III
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* Information provided by the Applicant.

X. FLEXIBILITY

Non-Residential FAR

In the 2008 submission the Applicant requested a 5% increase in the non-residential FAR, up to 3.0 permitted, 3.11 proposed pursuant to § 2405.3. The overall PUD would be at 4.5 FAR which is allowed under the C-3-A PUD. At set down, OP requested that the Applicant provide a justification for the request. However in the latest submission it was not addressed and the Applicant states that it will be addressed at the Second Stage review. This is an issue that should be addressed at this stage.

Roof Structure

The June 13, 2013, Roof Plan, page 22 shows the approximate locations of mechanical penthouse and facilities and approximate size. The Applicant has requested flexibility as final layout may vary due to engineering and construction requirements. The roof structure requirements for the buildings would be analyzed at the Second Stage review.

Parking and Loading

The overall development would require a total of 2,212 spaces. However, the Applicant is requesting relief to provide a total of 1,471 spaces. The Applicant asserts that the proposed number of spaces would be adequate to serve the development while minimizing traffic impacts on surrounding streets. All of the required parking would be underground in a number of parking garages, some serving multiple uses. Currently, traffic and parking in the area are problematic and a reduction in vehicular trips coupled with Transportation Demand Management (TDM) measures would help alleviate congestion.

Concurrent with the reduction in parking would be improved pedestrian ways, bicycle parking, and encouragement of transit use. The Anacostia Metro Station is within walking distance of the development and metro buses travel along MLK Avenue. The Applicant will continue to have discussions with DDOT and OP regarding the overall traffic and parking management program. On page 13 of the June 13, 2013 submission is a Circulation Plan that shows the pedestrian walkways and access points into the buildings as well as the general locations of bicycle parking areas. These locations are general in nature and more details will be required at the Second Stage review.

The Applicant has requested a reduction in the loading requirements. Many of the buildings have multiple uses which can feasibly utilize loading facilities at different times, and therefore appropriate arrangements can be made for sharing.

OP is supportive of the reduced parking and loading facilities on the site and encourages the Applicant to provide details of the TDM measures that will be provided.

XI. PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the zoning regulations and to utilize opportunities for additional FAR the Applicant is requesting that the proposal be reviewed as a consolidated PUD. This would allow the utilization of the flexibility stated in Section 2400.2.

The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”

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

2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.

XII. PUBLIC BENEFITS AND AMENITIES

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 as including “*one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors*”.

The proposed redevelopment would target under-utilized sites in an important emerging mixed-use corridor. The amenity package evaluation is partially based on an assessment of the additional development gained through the application process. The proposal requests a PUD related change in the zone designation to C-3-A to permit a 4.5 FAR and to utilize the height benefit permitted by the C-3-A zone on the portions of the site that are closer to the freeway. OP estimates the following density and height increases would be achieved through this PUD:

	Existing Zoning ⁴	Proposal	Difference
Total square footage	1,029,000 sq. ft.	1,570,000 sq. ft.	541,000 sq. ft.
Non-residential square footage	675,000 sq. ft.	1,089,000 sq. ft.	414,000 sq. ft.
Height	40 to 65 ft. max.	38ft, to 90 ft.	varies, up to about 40 ft.

In addition, the proposed rezoning of a portion of the property from C-M-1 to C-3-A permits a broader range of uses on those lots, including residential development.

The Applicant has listed a number of areas which they feel contribute towards their amenity package:

Housing

In the 2008 submission, the Applicant proposed that 8% of the residential floor area would be dedicated to affordable housing. However, the level of AMI and the location of affordable units were not specified. Although the Inclusionary Zoning (IZ) Regulations were approved by the Zoning Commission at the time, the program was not yet in effect. It is therefore expected that as each phase of the development is submitted for Second Stage review, IZ will be addressed.

Retail

The provision of new retail space would improve the urban fabric and increase pedestrian activity to create a livelier and inviting streetscape experience for residents and visitors to the site. The proposals to provide new retail opportunities, particularly along MLK Jr. Avenue SE, and to improve the pedestrian experience along that important neighborhood street, would be consistent with plans to improve MLK Avenue, SE as an important neighborhood retail corridor. New retail, especially a grocery store that is proposed on Building 6, would be of benefit to the new residents and the surrounding neighborhood.

Local Business Opportunities and First Source Agreements

The Applicant states that entering into a Certified Business Enterprises (CBE) agreement with the District of Columbia Local Business Opportunity Commission, and executing a First Source Employment Agreement with Department of Employment Services (DOES) is a priority. The Applicant should provide evidence of this being provided through all phases of the development.

Green Elements and Transportation Demand Management

The developer proposes to include a number of environmentally sensitive elements including alternative energy sources, methods to reduce stormwater runoff, green engineering, and green roofs. In the 2008 submission, the Applicant submitted a LEED for New Construction (NC) checklist for two buildings, Building 3 and portion of the new Building 4. The Applicant has not submitted an update.

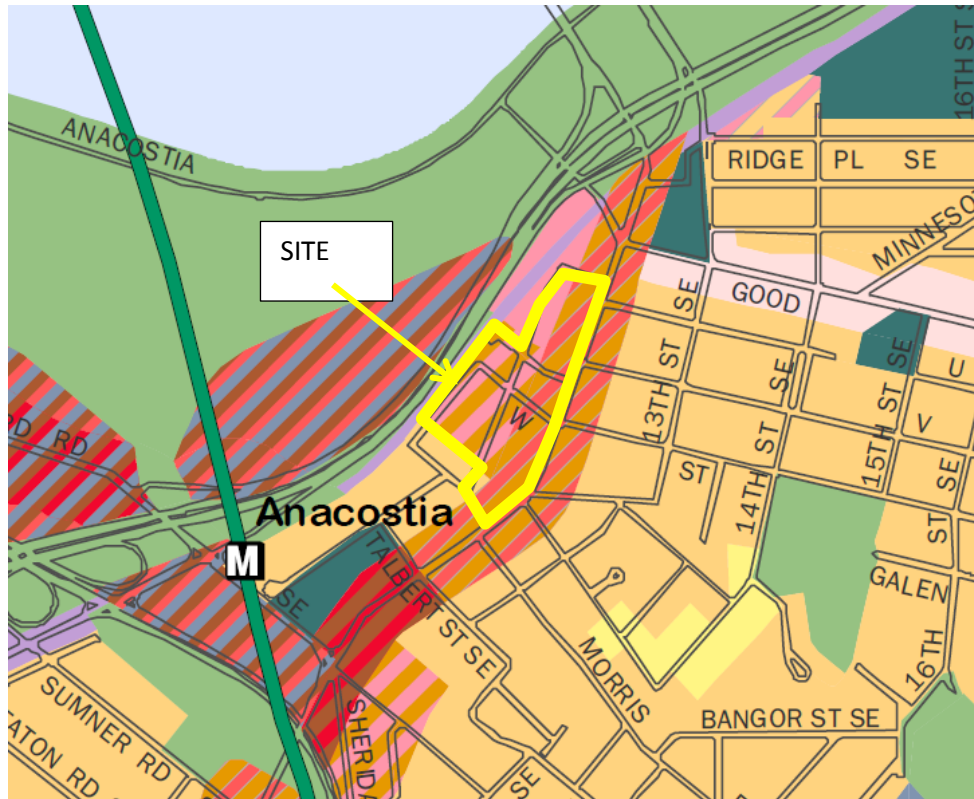
Bike parking spaces would also be included in the parking garages as well as along the sidewalks. Potential for a car-share parking space on-site and transportation demand management strategies (TDM) to reduce the reliance on car ownership and automobile use in the neighborhood.

⁴ Exact square footages are difficult as some of the existing properties are split zoned.

OP recommends that updated details of the proposed sustainable features of the development be provided as part of this Stage I review.

XIII. COMPREHENSIVE PLAN

The Future Land Use Map designates areas of the site along MLK Avenue for mixed use, medium density residential and medium density commercial, and along Shannon Place for mixed use: medium density residential, moderate density commercial development.

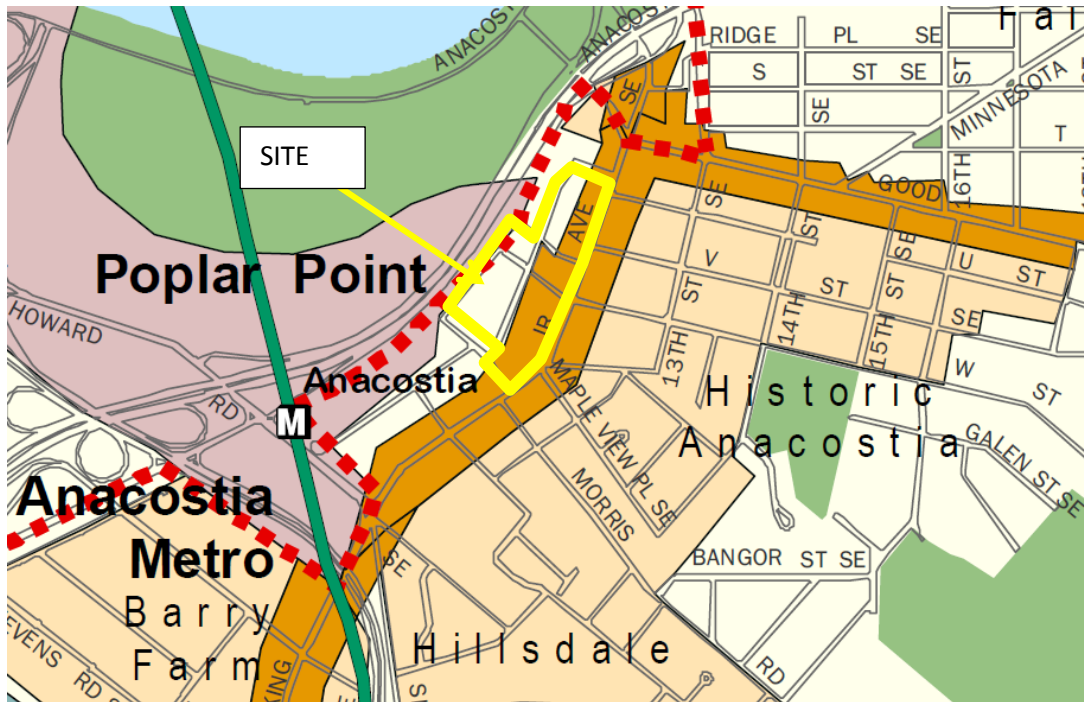


Future Land Use Map

The portion of the site with frontage along Martin Luther King, Jr., Avenue is identified in the Generalized Policy Map as part of a Main Street Mixed Use Corridor Area, described as *“Traditional commercial business corridors with a concentration of older storefronts along the street....they have a pedestrian oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.”*

The area west of Shannon Place is recommended as a Neighborhood Conservation Area, which *“have very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density over current (2005) conditions are not expected but some new development and reuse opportunities are anticipated. . . .”*

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



Generalized Policy Map

The proposal is not inconsistent with the Comprehensive Plan Future Land Use and Generalized Policy maps. The proposed development also meets or furthers many of the policies of the Comprehensive Plan as outlined below.

Chapter 3 - Land Use Element

Policy LU-1.4.2: Long-Term Vacant Sites

Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures which would address these constraints.

The proposed development includes the development of a number of vacant and or parking lots. The Applicant would also dedicate land to allow for the widening of W Street to facilitate both vehicular and pedestrian movements.

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.

A portion of the site is within the historic district and the buildings have already been renovated and preserved. The buildings along MLK Avenue will preserve neighborhood character as the building heights will reflect those in the historic district with the higher portions of the building setback.

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.

The proposed development would have a mixture of retail, office and service uses to provide employment opportunities for residents of the area and the District as a whole.

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

Policy LU-2.4.6: Scale and Design of New Commercial Uses

Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.

The development would be a pedestrian friendly center with building setbacks, scale and massing to lessen potential impacts on adjacent, lower scale, residential developments.

Policy LU-3.1.2: Redevelopment of Obsolete Industrial Uses

Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which support the core sectors of the District economy (federal government, hospitality, higher education, etc.).

A portion of the site is zoned and developed with industrial and warehousing uses, some of which will be repurposed (Building 2) and others demolished and the property redeveloped with a mix of residential, retail and office uses.

Chapter 5 - Housing Element

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.

The proposed development would include a substantial amount of new residences, including affordable units along this Main Street mixed use corridors, close to the Anacostia Metro Station.

Chapter 6 - Economic Development Element

Policy ED-2.1.5: Infill and Renovation

Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space.

The Applicant has begun to convert buildings to office use and will continue as office use will occupy the largest amount of space within the development.

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.

The proposed retail use will introduce additional opportunities for goods and services of various sizes and offerings

Policy ED-2.2.6: Grocery Stores and Supermarkets

Promote the development of new grocery stores and supermarkets, particularly in neighborhoods where residents currently travel long distances for food and other shopping services. Because such uses inherently require greater depth and lot area than is present in many commercial districts, adjustments to current zoning standards to accommodate these uses should be considered.

The proposal includes a potential supermarket in Building 6.

Chapter 18 - Far Southeast and Southwest Area Element

Policy FSS-1.1.7: Retail Development

Support additional retail development within the Far Southeast/Southwest, especially in Historic Anacostia, and in the neighborhood centers at Malcolm X/Martin Luther King Jr. Avenue and South Capitol/Atlantic. Projects which combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations.

Ground floor retail uses are proposed in buildings along MLK Avenue with offices and residential uses above.

Policy FSS-1.1.8: Supermarkets and Services

Attract additional supermarkets, family-style restaurants, full-service gas stations, and general merchandise stores to the Far Southeast/Southwest. The area's larger commercial sites should be marketed to potential investors, and economic and regulatory incentives should be used to attract business. The upgrading and renovation of the area's existing auto-oriented shopping centers is strongly encouraged.

The proposal would lead to the revitalization of this portion of MLK Avenue, with a supermarket and retail opportunities that could accommodate restaurants and general merchandise stores.

The proposal would also further specific goals and objectives of the **ANACOSTIA TRANSIT AREA - Strategic Investment and Development Plan:**

Planning Principles:

- 3. Strengthen Martin Luther King Jr. Avenue***
Strengthen the Martin Luther King Jr. corridor by restoring two-way traffic, locating active retail uses at the ground floor along the sidewalk's edge, improve pedestrian quality and streetscape elements and attract additional retail to the corridor.

The proposed development would have ground floor retail uses along MLK Avenue and has dedicated property to widen the sidewalk in order to accommodate pedestrian movements and provide additional landscaping.

W Street Node:

W Street is a critical crossroad as the link from the commercial main street to the historic heart of Anacostia – Cedar Hill, the home of legendary abolitionist and editor Fredrick Douglass. An extended W Street reaches beyond a future light rail station and across the highway to provide a prominent link into the new Poplar Point Park and the expanded amenities there. The node is a transition between the retail center at the gateway and the transportation hub of the Metro station. It offers new and diverse housing options including condominiums, apartments, restored historic homes, artist studios, and live-work units complementing the existing office resources. Studios and workshops for artists, architects, authors and others drawn and inspired by the area's rich heritage are accommodated in new and former light industrial spaces. Groceries and national retailers line the sidewalk edge bookending and supporting the diverse boutique offerings of the main street district against additional anchor retail at the gateway site. Enhanced public space around the Big Chair provides an important community gathering place and highlights the importance of this historic crossroad. The current expansive parking lot of Curtis Properties' is redeveloped as a mixed-use development including national retailers and a number of upper floor residential units with commanding views of the Washington skyline.

The proposed development includes the W Street node and would include many of the elements articulated above.

Curtis Properties Site(s):

Curtis Properties controls a number of sites between U Street and Chicago Street along the Martin Luther King Jr. Avenue main street. Added together, roughly 3.2 acres of these sites are currently used as surface parking. Redevelopment, possible under current zoning, could accommodate a number of new market-rate housing units above larger floor-plate retail spaces attractive to national retail chains and/or grocers. Substantial parking for the area as a whole could also be accommodated in above-grade structured parking located along the rail tracks. Two different scenarios demonstrating alternate physical configurations of the sites yield similar products –between 200 and 230 market-rate residential or live-work units

and 63,000 – 66,000 square feet of ground floor retail space – enough for a moderate sized grocery store and several anchor retailers. A highlight of the site is a new and enhanced public space showcasing the Big Chair and providing places for residents, shoppers, and workers on lunch break to sit and gather, play chess, or just people watch in the busy center.

The proposal is generally consistent with this recommendation as it would provide housing in a mixed use development with office and ground floor retail. The Applicant would provide the potential for a supermarket. The proposal would have parking below grade to make allowance for more productive uses above grade. The Big Chair would be relocated to a more prominent location surrounded by open space. Open space would be integrated around each of the buildings for passive recreation.

XIV. AGENCY COMMENTS

The application was submitted a number of agencies for review. The District Department of Transportation (DDOT) will provide commentary on under separate cover.

XV. COMMUNITY COMMENTS

The property is within ANC 8A and the Applicant has indicated to OP that they have made a presentation to the ANC.

JLS/mbr