


MEMORANDUM

TO: District of Columbia Zoning Commission

FROM:  Jennifer Steingasser, Deputy Director, Development Review and Historic Preservation

DATE: February 21, 2014

SUBJECT: Case No. **ZC-13-10: Final Report** for a Consolidated Planned Unit Development and Zoning Map Amendment for 3212 Georgia Avenue, N.W., filed by Holland & Knight LLP for ZP Georgia

APPLICATION

The Commission set down the subject application at its public meeting on December 9, 2013 for a consolidated Planned Unit Development (PUD) for an eight-story mixed-use building with 105 apartment units, 3,816 square feet of ground floor retail and 36 off-street parking spaces with a PUD-related map amendment to rezone the site from GA/C-2-A to GA/C-2-B. A summary of Zoning Commission comments from the setdown meeting with the applicant response starts on page 7 of this report.

A separate application (S.O. 13-13294) was filed with the Office of the Surveyor to close the portion of the dead-end public alley surrounded by the site.

SUMMARY RECOMMENDATION

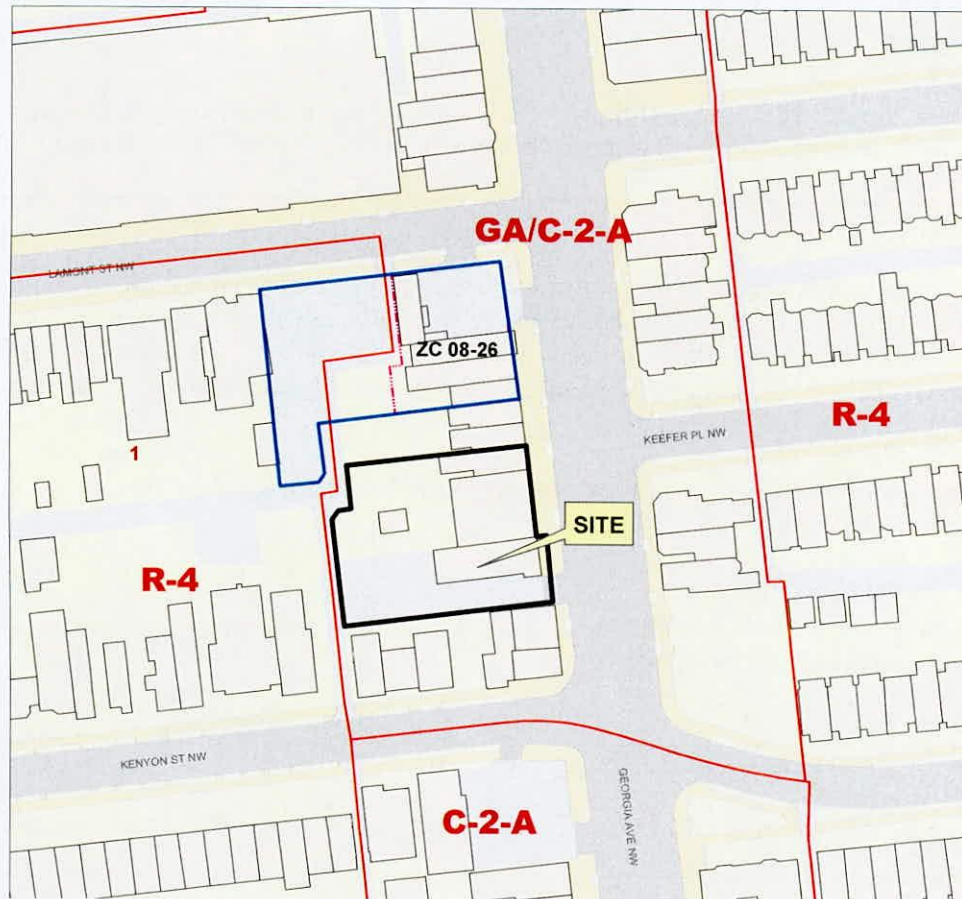
The Office of Planning recommends that the Commission **APPROVE** the subject application, subject to the conditions contained at the end of this report.

AREA DESCRIPTION

Address	3212 Georgia Avenue, N.W.
Legal Description	Square 2892, Lots 102, 103, 104, 105, 879, 910 and a portion of a public alley to be closed
Ward	1
Lot Characteristics	Unusually-shaped relatively level mid-block property with rear alley access
Existing Development	One and two-story commercial buildings and a surface parking lot
Existing Zoning	GA/C-2-A -C-2-A: Medium density commercial district -GA: Georgia Avenue Neighborhood Commercial Overlay District
Adjacent Properties	North: Two-story commercial buildings and a six-story mixed-use building (ZC 08-26) South: One and two-story commercial buildings East: One and two-story commercial buildings, and a four-story mixed use building under construction. West: Across the public alley, small apartment buildings and row houses



Surrounding Neighborhood Character	Commercial and residential uses on Georgia Avenue, with apartments and row houses to the east and west.
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Zoning & Vicinity Map

The site is currently developed with five store fronts and a surface parking lot with a curb cut onto Georgia Avenue. At the rear is a small one-story detached brick out-building. A small dead-end alley at the rear providing access to the interior of the subject property only is proposed to be closed by the applicant.

The subject property is located approximately one-third of a mile south of the Georgia Avenue-Petworth Metrorail station on the Green Line. Two Metrobus lines, the 70 and the 79, provide service on Georgia Avenue.

PROPOSAL

The applicant proposes to construct an eight-story mixed-use building with 105 dwelling units and 3,816 square feet of ground floor commercial space, directly accessible from Georgia Avenue. Two retail entrances would be provided along the Georgia Avenue façade.

The 105 apartments would be broken down as follows:

- 35 studios;
- 14 junior one-bedrooms;
- 35 one-bedrooms;
- 1 one-bedroom plus den; and
- 14 two bedrooms.

Eight percent of the residential floor area would be devoted to affordable units, in conformance with Inclusionary Zoning. Sheets A-15 and A-16 indicate that the affordable units would be distributed throughout the building, and that the unit mix would generally reflect that of the building as a whole.

Access to the residential portion of the building would be at the southern end of the building, via a residential lobby, that would provide access to elevators and stairs, and a club room and fitness center for residents. Toward the rear of the building would be a bike room for the storage of thirty-five bicycles for residents, with an additional eight bike racks outside of the building. A secondary emergency exit would be located at the north end of the building. All doors would open out into an alcove, protecting passersby from the opening of doors. Due to the lot configuration, the portion of sidewalk to the front of the residential lobby includes a 5.5-foot deep section that is private space. The doors were reconfigured so that none would open out into the sidewalk, whether that portion of the sidewalk was public or private, and the street wall of the building pulled back to provide a consistent sidewalk width from Lamont Street south to and including the subject property. It also would allow for a consistent sidewalk width to the south of the site to Kenyon Street, should that property redevelop, improving the pedestrian experience.

Pavement materials within the sidewalk have been revised. The applicant now proposes to utilize DDOT Standard Mix within the public space portion of the sidewalk, as required by DDOT, special pavers within the privately owned section of the sidewalk to the front of the residential entrance, and concrete pavers within the alcoves of each of the commercial entrances. The applicant informed the Office of Planning that two street trees would be retained and two planted, including one where the existing curb cut is located, and that they would work with Urban Forestry on the planting and preservation of the trees. However, Sheet L-3 of the February 7, 2014 submission, titled "Georgia Ave. Streetscape Plan," depicts one existing street tree and three to be planted. Prior to final action the applicant should revise this plan to accurately depict the existing and proposed trees.

The second through eighth floors of the building would be devoted to residential use. Retail space would be located generally in the northeast corner of the first floor, and the entire first floor would have sixteen-foot ceiling heights, in excess of the minimum required fourteen feet, to improve its attractiveness for retail use.

The building would be in the shape of a 'C' and include a west facing open court to allow light and air into residential units on the upper floors, and the club room/fitness center and bike room on the first floor. Landscaping and a bio-retention facility would be provided within the courtyard.

The roof would be devoted to mechanical equipment and green roof, with additional green roof provided atop the roof structures. Mechanical equipment for the operation of the building would be located in approximately the center of each "arm" of the "C", and also at the northeast corner of the building. The two roof structures would provide access to the roof. A rooftop terrace, providing passive recreation space, would be located approximately at the center of the building, with surrounded by areas of landscaping. On the south side of the building would be a roof structure that would include stairwell and elevator access, including an elevator lobby, and a lavatory. A second roof structure would be located on the north side of the building, housing a second stairwell and a generator. With the exception of the 18 foot, six inch elevator override, the roof structures would be twelve feet in height and faced in black or a dark color.

Vehicular access to the building would be from the public alley at the rear. Entrance to the parking garage on the lower level would be from the northwest corner of the building. Thirty-four parking spaces would be located within the garage, including four spaces with electrical charging provisions reserved low emissions/fuel efficient (LEFE) vehicles. A dog spa for use by the residents to bathe their dogs would be located within basement.

The exterior of the building is proposed to be primarily masonry. Facing Georgia Avenue floors three through seven would protrude outward and be faced with light color fiber cement panels, surrounded on three sides by

dark gray brick. At the southern end of the façade six units would have balconies that would project out over the residential entrance with glass guard rails, and would alternate floors with windows surrounded by metal panels. A glass window system would be used across the first floor, providing visibility into the retail space and residential lobby.

Instead of blank walls the sides of the building would be covered with a light gray brick with punched windows. Although all of the windows on the sides of the building would be at-risk, these windows would provide light into corridors only, and not into any dwelling units, enabling them to be covered should any of the adjacent properties redevelop. The light gray brick from the sides would extend to the rear facade, with beige brick/masonry wall system used on the north and south facades of the courtyard. The rear or west facing wall of the courtyard would be faced with a fiber cement panel system.

Fourteen units would have balconies on the rear of the building, and twelve others would have balconies facing the courtyard. In combination with the three balconies at the front of the building, more than one-quarter of the units would have private balconies.

One existing curb cut on Georgia Avenue would be removed, and three street trees would be planted within the Georgia Avenue public space, including where the existing curb would be removed.

ZONING

The site is currently zoned GA/C-2-A and the application proposes to zone the entire site GA/C-2-B. The project is designed to conform to the permitted height and FAR for the requested GA/C-2-B Zone District.

The following table is a comparison of the GA/C-2-A, GA/C-2-A/PUD and GA/C-2-B/PUD standards, and the proposed development:

Table 1

	GA/C-2-A	GA/C-2-B/PUD	Proposal
Area	10,000 SF	10,000 SF	16,756 SF
Height	55* feet	95* feet	87 feet
FAR	Nonresidential – 1.5 Residential –2.5 TOTAL – 2.5	Nonresidential – 2.0 Residential –6.0 TOTAL – 6.0	Nonresidential – Residential – TOTAL – 5.95
Lot Occupancy	Residential – Max. 60% Nonresidential – Max. 100%	Residential - Max. 80% Nonresidential – Max. 100%	Residential – 77%
Parking	<u>Retail</u> –1/ 300 SF after the first 3,000 SF <u>Residential</u> -1/2 units	<u>Retail</u> –1/ 750 SF after the first 3,000 SF or 1 <u>Residential</u> –1/ 3 units or 35 TOTAL - 36	<u>Retail</u> - 1 <u>Residential</u> - 35 TOTAL - 36
Compact Parking Spaces	Minimum group of 5	Minimum group of 5	Group of two at rear of building
Loading	1 loading berth @ 55 ft. deep 1 loading platform @ 200 SF 1 service/delivery space @ 20 ft.	1 loading berth @ 55 ft. deep 1 loading platform @ 200 SF 1 service/delivery space @ 20 ft.	1 loading berth @ 30 ft. deep 1 loading platform @ 200 SF No service/delivery space

Rear Yard	15 feet	15 feet	None
Roof Structures	1 roof structure Setback distance equal to height Enclosing walls of equal height	1 roof structure Setback distance equal to height Enclosing walls of equal height	2 roof structures Setback distance less than height Enclosing wall of unequal height
Green Area Ratio	0.3	0.3	0.3

* Buildings providing a minimum ground floor ceiling height of 14 feet permitted an additional five feet of building height pursuant to § 1328.10.

The proposal is in conformance with all the Georgia Avenue Overlay District design requirements contained within § 1328 of the Zoning Regulations, with the exception of Sec. 1328.2. Flexibility has been requested from that provision, as discussed below.

FLEXIBILITY

The following relief is required from the Zoning Regulations:

Rear Yard

§ 774.1: This section requires a minimum rear yard of 15 feet within the C-2-B zone district. The lot is 116 feet, three inches in width and the application requests flexibility to permit no rear yard for a distance of 32 feet, ten inches, due to the irregular shape of the lot. The required rear yard would be provided for the remainder of the site. The building as proposed would result in a better design and layout of the building.

Roof Structures

§ 411: This section requires all penthouses be located within one roof structure. The subject application proposes two roof structures for pedestrian access; one for the elevator and a stairwell, necessary to make the rooftop ADA accessible, and the other for a second stairwell, as required by the Fire Code. The two penthouses would be set back as required from the street and alley, but not from either the courtyard or side walls of the building. To minimize their visibility the applicant revised the roof structures by making them a dark color or black, and lowering their height to twelve feet, with the exception of the elevator override. Although this would minimize their appearance and visibility from the street, the applicant must request additional relief to permit roof structures of more than one height.

Compact Parking

§ 2115.4: This section requires that compact parking spaces be placed in groups of not less than five. The application proposes to provide compact parking in groups of one, two and three. This relief would enable the applicant to more effectively utilize the garage space while acknowledging such factors as the location of stairwells and columns within the garage. The District Department of Transportation (DDOT) had no issues with the provision of these spaces.

Loading

§ 2201.1: This section requires the provision of one 55-foot deep residential loading berth and one 30-foot commercial loading berth. Instead, relief is requested to permit one 30-foot deep residential loading berth and one 20-foot deep commercial loading berth. Two loading platforms are required, one at 200 square feet for the residential component and one at 100 square feet for the commercial component. Relief is requested to provide one 270-square foot platform. One service/ delivery space is required, but none are proposed.

This request relieves the applicant from having to provide loading facilities in excess of the demands that would be placed on those facilities, and allows the applicant to design the loading to reflect the anticipated needs of the building. DDOT informed the Office of Planning that the proposed loading plan is acceptable.

Additional Areas of Flexibility

The application requests the ability to modify the plans as approved for this project. Specifically, the applicant requests the ability to:

1. Provide a range in the number of residential units by up to ten percent;
2. Vary the location of and design of interior components, such as partitions, structural slabs, doors, hallways, columns, stairways and mechanical rooms, provided the exterior configuration of the building does not change;
3. Vary the number, location and arrangement of parking, provided the total number of spaces is not reduced;
4. Vary the sustainable design features of the building, provided the total number of LEED points achievable does not decrease below sixty points under the LEED 2009 for New Construction and Major Renovations rating standards;
5. Vary the final selection of the exterior materials within the color ranges and material types as proposed based upon availability at the time of construction without reducing quality, and to make minor refinements to the exterior details of the building, and any other changes to comply with all applicable District of Columbia laws and regulations necessary to obtain a final building permit; and
6. If the retail area is leased by a restaurant, flexibility to vary the location and design of the ground floor components in order to comply with any District of Columbia laws and regulations necessary for licensing and operation of the restaurant.

The Office of Planning finds these additional areas of flexibility to be acceptable.

Georgia Avenue Overlay District

The Georgia Avenue Overlay District contains a list of design requirements intended to improve the pedestrian experience on the street, including more openness between pedestrians and buildings, direct access into individual businesses and minimization of solid windowless walls. The subject application is in conformance with those design guidelines as enumerated under Section 1328 of the Zoning Regulations, except as described below.

Section 1330.1(b) requires special exception approval by the Board of Zoning Adjustment for the construction of any new building on a lot consisting of 12,000 square feet or more, and the subject property consists of 16,756 square feet. Section 2405.7 of the Zoning Regulations gives the Commission authority to approve any special exception as a part of a PUD application.

§ 1328.2: This section requires that buildings be designed and built so that not less than 75 percent of the street wall at street level shall be constructed to the property line abutting the street right-of-way. The requested flexibility would enable the applicant to design the building so that 57 percent of the street wall would be constructed to the property line abutting the street due to the unevenness of the front lot line. In this case OP requested the applicant pull the residential lobby back 5.5 feet, decreasing the amount of street wall at street level constructed to the property line, and resulting in less than 57 percent of the property constructed to the lot line. Although it is typically desirable to build to the street line to provide and contribute to a more active and enlivened streetscape, in this case pulling the building back would allow for a consistent sidewalk width across the front, improving the pedestrian experience.

COMMISSION CONCERNS AND OFFICE OF PLANNING SETDOWN COMMENTS

At the setdown meeting of December 9, 2013, the Commission requested the applicant provide information and clarification on the following items. The revised plans address those concerns as described below.

Table 2

<p>1. Simplify the roof, reduce the need for relief, move the elevator back and further refine the architectural design. Why are there four trees on the roof? Consider facing the roof structures in a dark color or in black.</p>	<p>The roof design has been simplified and the four trees were removed from the roof. Instead of one roof structure height, two are now proposed, with only the elevator override extending to a height of 18 feet, six inches, reducing the visibility of the structures. Additional drawings, including roof top aerials, were provided depicting how screening would be provided for rooftop mechanical equipment and providing better visualization of the rooftop terrace. The roof structures are also depicted in a dark color or black, minimizing their appearance.</p>															
<p>2. Need a street view of the first floor, and cross sections of building, north/south and east/west.</p>	<p>Street views of the first floor were provided on sheets A-20.1 and A-20.2, dated February 7, 2014.</p>															
<p>3. Need elevations of the courtyard. What is the material proposed to be used?</p>	<p>Sheets A-24.1 and A-24.2, dated February 7, 2014, provide courtyard elevations. The north and south elevations are proposed to be faced with a brick/masonry wall system, with a fiber cement panel system on the west. Two of the first floor elevations, south and west, would be faced with a decorative wood screen, with the north being primarily windows with a CMU wall system.</p>															
<p>4. Make the affordable housing reflect the building as a whole, not generally.</p>	<p>The affordable housing component would provide 7,713 square feet of building area, slightly more than the minimum 7,680 SF required. This is broken out as follows:</p> <table border="1" data-bbox="820 1318 1469 1465"> <thead> <tr> <th>Unit Type</th> <th>Building as Whole (%)</th> <th>Affordable Units (%)</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>35</td> <td>33</td> </tr> <tr> <td>1-bedroom jr.</td> <td>13</td> <td>22</td> </tr> <tr> <td>1-bedroom</td> <td>39</td> <td>33</td> </tr> <tr> <td>2-bedroom</td> <td>13</td> <td>11</td> </tr> </tbody> </table>	Unit Type	Building as Whole (%)	Affordable Units (%)	Studio	35	33	1-bedroom jr.	13	22	1-bedroom	39	33	2-bedroom	13	11
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<p>5. Balance argument for affordable housing, if the applicant is going to propose it as a benefit. Submit a balancing analysis on the affordable housing.</p>	<p>The applicant no longer proposes affordable housing as a benefit.</p>															
<p>6. Need more benefits and amenities to balance the relief requested.</p>	<p>Since set down the applicant proffered a Transportation Demand Management Program, described in more detail under "Public Benefits and Amenities" below.</p>															
<p>7. Increase the width of the sidewalk by 5.5 feet to the front of the residential entrance.</p>	<p>The sidewalk width was increased to provide a consistent sidewalk width across the front of the building.</p>															
<p>8. Work with Public Space Committee on pavers proposed within public space.</p>	<p>The pavers have been redesigned to conform to DDOT Standard Mix.</p>															
<p>9. Design all doors to either open into the building or into an alcove only.</p>	<p>All doors would open into an alcove.</p>															
<p>10. Design the compact spaces in the rear yard to not extend into the alley.</p>	<p>The compact spaces are located entirely within the site.</p>															

11. What is a dog spa?	The dog spa would be a facility in the basement for tenants only to bathe their dogs.
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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 be compatible with the surrounding community, the applicant is requesting that the proposal be reviewed as a consolidated PUD. This will 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.”

The applicant has requested a related change in zoning of the property to gain 32 feet in height and approximately 57,808 square feet in floor area over that permitted as a matter-of-right. Public benefits proposed by the applicant are discussed below.

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.

Georgia Avenue is experiencing revitalization in the form of new commercial and residential projects. The proposed mixed-use development will incorporate ground-level commercial space designed to conform to modern retail requirements. It will complement the recently constructed PUD for a six-story mixed-use building with ground floor retail at the southwest corner of Georgia and Lamont Street, one-half block north, and provide additional residential density in support of improved commercial opportunities.

PUBLIC BENEFITS AND AMENITIES

The Office of Planning will request additional information from the applicant regarding the proposed benefits and amenities to ensure that they are consistent with the relief requested.

Section 2403.9 outlines “Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

- (a) *Urban design, architecture, landscaping, or creation or preservation of open spaces;*
- (b) *Site planning, and efficient and economical land utilization;*
- (c) *Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;*
- (f) *Housing and affordable housing;*
- (h) *Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*
- (i) *Uses of special value to the neighborhood or the District of Columbia as a whole;*

Urban Design and Architecture, Landscaping and Open Space

The subject application proposes a masonry building with contrasting fiber cement panels across the front with residential balconies and punched windows on the sides. The application further states that “the project

implements a number of urban design and architectural best practices” and that “given the width of the Georgia Avenue right-of-way, taller buildings holding a uniform street wall will create a well proportioned street section with a better sense of enclosure and place.” With the exception of Sec. 1328.2, for which flexibility has been requested, the application conforms to the design requirements of the Georgia Avenue Overlay District. This flexibility was requested at the suggestion of the Office of Planning to increase the width of a portion of the sidewalk on the ground level, while retaining the articulation and uniqueness of the façade. In combination with the punched windows on the sides of the building, the balconies on every other floor and material return on the south side of the building, the proposed façade creates visual interest. The Office of Planning considers this as a benefit.

Transportation Demand Management Strategies

Since the subject was set down the applicant proposes the following Transportation Demand Management (TDM) strategies, as described below.

1. Identify a TDM leader for planning, construction and operations, and provide DDOT and DCRA with annual TDM leader contact updates.
2. Unbundle parking costs from the cost of lease or purchase.
3. Post all TDM commitments on-line, publicize availability and allow the public to see what commitments have been promised.
4. Provide website links to CommuterConnections.com and goDCgo.com on developer and property management websites.
5. Install a TransitScreen in the lobby to inform residents and visitors on all available transportation choices and provide real-time transportation updates. The TDM leader would provide printed materials related to local transportation alternatives available to residents and employees upon request and at move-in for new tenants.
6. Provide a one-time membership fee at initial lease and/or sale of each residential unit in a car share and Capital Bikeshare program.

The Office of Planning views this as a benefit.

First Source Employment Program and Local Business Opportunity Program

The applicant has agreed to enter into a First Source Employment Program with the Department of Employment Services to promote and encourage the hiring of District of Columbia residents. The Office of Planning views this as a benefit.

Environmental Benefits

The application indicates that the proposed building would be designed to achieve LEED Gold 2009 for New Construction and Major Renovations. The building and its construction will include many sustainability features, including:

1. Development density and community connectivity;
2. Water efficient landscaping;
3. Use of recycled and regional materials;
4. Provision of parking for low emitting and fuel efficient vehicles;
5. Installation of a green roof; and
6. Use of low emitting paints, adhesives and flooring systems.
7. Four parking spaces within the garage reserved for LEFE vehicles.

Sheet A-31 is the LEED Checklist indicating that the proposed development would achieve 61 out of 110 points, or LEED Gold. Two street trees would be planted and two existing street trees, 15 and 18-inch oaks, would be

preserved within public space. A bio-retention basin would be installed at the rear of the building. The Office of Planning views this as an amenity.

Uses of Special Value to the Neighborhood

The applicant indicated that they worked with ANC 1A to identify additional benefits and amenities desired within the community. Specifically, the ANC requested the installation of African-American trail markers on buildings in the neighborhood. The applicant proposes to install eight trail markers in the format approved by Cultural Tourism DC, at the following locations:

1. 3641 Georgia Avenue- Evangel Temple
2. 693 Otis Place- Park View Playground
3. 3024 Park Place- Dr. Roscoe Conkling Brown residence
4. 3230 Park Place- Dr. Moses Wharton Young residence
5. 625 Park Road- Trinity A.M.E. Church/United Planning Organization- Head Start preschool pilot program
6. 744 Park Road- Judge William C. Hueston residence
7. 770 Kenyon Street- Bruce School
8. 1101 Kenyon Street- Nob Hill

The ANC also requested the applicant pay to provide beautification and clean-up services within the boundaries of ANC 1A09, including trash removal, graffiti and posted bill removal, weeding and mulching of public space tree boxes and street cleaning and sweeping for a period of two months. To provide these services the applicant proposes to hire Capitol Hill Business Improvement District/Ready Willing & Working for two months to provide six workers eight hours a day, five days a week.

The Office of Planning views this as an amenity.

COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed development is located within the Mid-City Area of the Comprehensive Plan and is not inconsistent following policies of Mid-City Element of the Plan:

Policy MC-1.1.2: Directing Growth

Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St. /African American Civil War Memorial/Cardozo Metrorail station areas, as well as **along the Georgia Avenue corridor** and the North Capitol Street/Florida Avenue business district. **Opportunities for new mixed income housing, neighborhood retail**, local-serving offices, and community services **should be supported in these areas**, as shown on the Comprehensive Plan Policy Map and Future Land Use Map.

Policy MC-1.2.5: Neighborhood Greening

Undertake neighborhood greening and **planting projects** throughout the Mid-City Area, particularly on median strips, public triangles, and **along sidewalk planting strips**.

Policy MC-2.1.1: Revitalization of Lower Georgia Avenue

Encourage continued revitalization of the Lower Georgia Avenue corridor. **Georgia Avenue should be an attractive, pedestrian-oriented "Main Street" with retail uses**, local-serving offices, **mixed income housing**, civic and cultural facilities, and well-maintained public space.

Policy MC-2.1.3: Georgia Avenue Design Improvements

Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including **tree planting**, new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image.

The proposed development is not inconsistent following policies of the Environmental Protection Element:

Policy E-2.2.3: Reducing Home Heating and Cooling Costs

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

Policy E-3.2.1: Support for Green Building

Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.

The proposed development is not inconsistent following policies of the 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.

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.

Policy H-1.1.4: Mixed Use Development

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

The proposed development is not inconsistent following policies of the Urban Design Element:

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.

Policy UD-1.4.5: Priority Avenues/Boulevards

Focus the city's avenue/boulevard design improvements on historically important or symbolic streets that suffer from poor aesthetic conditions. Examples include North and South Capitol Streets, Pennsylvania Avenue SE, and **Georgia Avenue** and the avenues designated by the "Great Streets" program.

Policy UD-2.2.5: Creating Attractive Facades

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

The proposed development is not inconsistent following policy of the Economic Development Element:

Policy ED-2.2.3: Neighborhood Shopping

Create additional shopping opportunities in Washington’s neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with **appropriately-scaled retail infill development on vacant and underutilized sites.**

Policy ED-3.1.1: Neighborhood Commercial Vitality

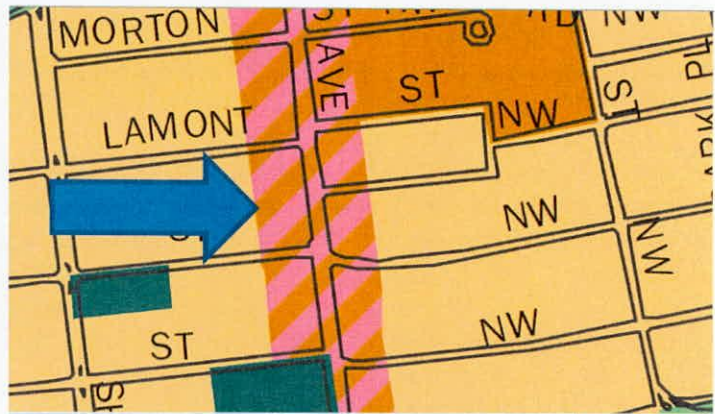
Promote the vitality and diversity of Washington’s neighborhood commercial areas by retaining existing businesses, **attracting new businesses, and improving the mix of goods and services available** to residents.

The proposed development would eliminate an underutilized site developed with small buildings providing outdated commercial space and a surface parking lot approximately one-third of a mile from a Metrorail station. It would provide new housing and modern retail spaces directly accessible from the sidewalk and below-grade parking along the Georgia Avenue corridor. Many green components are incorporated into the design of the building, including a bio-retention facility, the planting of new street trees along Georgia Avenue, a green roof and four LEFE spaces within the garage.

FUTURE LAND USE MAP: Mixed Land Use: “Areas where the mixing of two or more land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses.”

Moderate Density Commercial: “Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area.”

Medium Density Residential: “Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas.”



FUTURE LAND USE MAP

GENERALIZED POLICY MAP



GENERALIZED POLICY MAP: Main Street Mixed Use Corridors: “Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood to multiple neighborhoods. 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.”

GEORGIA AVENUE-PETWORTH METRO STATION AREA AND CORRIDOR PLAN

The Georgia Avenue – Petworth Metro Station Area and Corridor Plan is a small area plan adopted by Council in December 2006. This plan supplements the provisions of the Comprehensive Plan. It includes a revitalization strategy as a framework to guide growth and development and preserve and enhance the quality of life in the neighborhoods along the corridor. The site is within the Park View/Park Morton Neighborhood Area.

The Plan recognizes that the Georgia Avenue Corridor is mostly zoned C-2-A with a few areas of C-3-A zone and has struggled with a lack of critical residential mass to support viable retail environment. The Corridor has an abundance of vacant retail space and what exists is largely redundant and substandard. The subject property is located approximately one-third of a mile from the Georgia Avenue-Petworth Metrorail station and proposes additional residential density on Georgia Avenue with modern retail space.

The Plan makes the following recommendations for the Georgia Avenue corridor under the Corridor Strategies section:

Market Economics

Encourage retail development that brings the desired mix of quality neighborhood-serving business and services.

Encourage a mix of residential development along the corridor to absorb the five-year demand for 1,605 new housing units.

Transportation

Widen sidewalks along Georgia Avenue to allow outdoor seating areas and functional walking space in front of future restaurants, shops, and café locations.

Urban Design and Public Realm

Encourage green roofs in new development projects.

Within the Neighborhood Areas section, the Plan makes the following recommendation:

Park View/Park Morton

Apply Transit Oriented Development principles to generate a dynamic place with increased variety and intensity of land use and activities within walking distance of the metro station that draws the community and visitors to socialize, shop, live, and interact.

The proposed development would provide a mixed-use building that would include a green roof and affordable units within walking distance of the Georgia Avenue-Petworth Metrorail station.

GREAT STREETS FRAMEWORK PLAN – 7TH STREET – GEORGIA AVENUE

Georgia Avenue is one of the eight streets identified in the District’s Great Streets Initiative. These streets have been identified as arterials that have great opportunities for commerce, vitality and city living. The District Government is providing financial resources to revitalize these areas. Along Georgia Avenue investments have been made in many new residential projects to bring new residents and shoppers to the neighborhoods.

The Office of Planning therefore finds that the proposed development at a FAR of 5.95 and a mixture of residential and retail uses is not inconsistent with the Comprehensive Plan.

AGENCY REFERRALS AND COMMENTS

Comments were received from the following agencies, as described below.

DC Water, in a letter dated January 24, 2014, indicated that water and sewer was available to the site and had no objection to the application.

Urban Forestry Administration, in an email dated January 24, 2014, requested the applicant to coordinate with them concerning the preservation and the planting of new street trees.

FEMS, in an email dated February 20, 2014, indicated that it had no objection to the proposed building.

In addition to the agencies listed above, DHCD and MPD attended an interagency meeting held by the Office of Planning on January 8, 2014 and indicated that they had no comments. DDOT, at the interagency meeting, suggested the applicant consider vertical bike parking to increase capacity.

COMMUNITY COMMENTS

ANC 1A, at its regularly scheduled public meeting of January 8, 2014, recommended that the Zoning Commission approve the application.

RECOMMENDATION

The Office of Planning supports the proposal for a new mixed-use building providing space for residential and commercial uses. The proposed PUD and related map amendment are not inconsistent with the elements of the Comprehensive Plan. Therefore, the Office of Planning recommends that the application be approved, subject to the following condition:

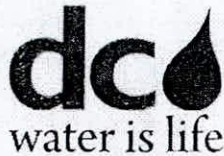
1. The landscape plan is revised to accurately reflect the number of existing and proposed street trees.
2. The applicant requests additional flexibility from Section 411, to permit roof structures of more than one height.

JS/sjm^{AICP}

Case Manager: Stephen J. Mordfin, AICP

Attachments

1. Letter from DC Water dated January 24, 2014
2. Email from FEMS dated February 20, 2014



Permit Operations

DISTRICT OF COLUMBIA WATER AND SEWER AUTHORITY | 1100 4th STREET, SW | SUITE 310 | WASHINGTON, DC 20024

January 24, 2014

Stephen J. Mordfin
Development Review Specialist
District of Columbia Office of Planning
1100 4th Street SW, 6th Floor
Washington, DC 20024

Re: Zoning Commission Case #13-10
3212 Georgia Avenue NW (Square 2892, Lots 102-105, 879, 910)

Dear Mr. Mordfin:

Please consider this letter as DC Water's response to the Zoning Commission's request for comments on Case #13-10. As this zoning case proposes a new 8-story mixed-use building with an FAR of 5.95, the proposed development is generally not representative of the size, floor area, density, and/or use of the existing buildings adjacent to and/or in the vicinity of the project site. Therefore, the water and sewer demands for the proposed buildings will likely be dissimilar to the existing water and sewer demands of the buildings adjacent to and/or in the vicinity of the project site. There is existing public water and sewer infrastructure located within 250 feet of the project site, therefore, the public water and sewer infrastructure is considered available per DCMR 12.

While the proposed building is considered by DC Water to be non-representative of the existing adjacent area, DC Water takes no objection to Zoning Case #13-10. Based on the preliminary exhibits submitted by the applicant as part of the zoning case application package, the existing water and sewer infrastructure in the vicinity of this project site will most likely be capable of supporting the proposed development.

The response above describes the existing water and sewer infrastructure, and DC Water's evaluation of that infrastructure, as it currently exists per the date of this letter. This information is subject to change. A final determination of the existing public system's ability to support the proposed project cannot be made until detailed plans are submitted to DC Water for review.

If you have any questions or need further details, please do not hesitate to contact me at 202-646-8611 or email me at Callie.Swingle@dcwater.com.

Sincerely,

Callie Swingle
Supervisor, Permit Operations
DC Water

Attachment 2

Mordfin, Stephen (OP)

From: Falwell, Tony (FEMS)
Sent: Thursday, February 20, 2014 1:03 PM
To: Mordfin, Stephen (OP)
Subject: RE: 3212 Georgia Avenue, NW

Good Afternoon Steve:

FEMS Fire Prevention Division (Office of the Fire Marshal) has investigated this matter involving the proposed PUD ZC (Case No. 13-10) and the adjacent property, Morgan Seafood. We have no legal objection to the build moving forward for the following reason:

The Fire Code requires that a fire service access road be located within 150' of a building. Both properties above the proposed constructed and the established Morgan Seafood are within the 150' requirement (Georgia Avenue and Kenyon Street NW).

Thanks,

Tony L. Falwell
Battalion Fire Chief
Assistant Fire Marshal
DC Fire & EMS Department
Fire Prevention Division
1100 4th Street SW Suite E700
Washington, DC 20024
(202) 727-3292 Office
(202) 345-7155 Cell
tony.falwell@dc.gov



Look out for the homeless this winter. When the actual or forecasted temperature or wind chill is 32 degrees F or below, the District issues a Hypothermia Alert. To request support for persons who are homeless and on the street now, contact the Shelter Hotline at 1-800-535-7252 or 311 or email uposh@upo.org.