

Memorandum

TO: Joseph E. Snider, Chief Surveyor
Kathleen Beeton, Zoning Administrator

FROM: Philip Bradford, AICP, Development Review Specialist
J.S. Jennifer Steingasser, AICP, Deputy Director, Development, Design, and Preservation

DATE: September 23, 2025

SUBJECT: Office of Planning Report for Large Tract Review Case No. 2025-01
4801 Sargent Road NE (corrected)

I. Summary

Section 2300.1 (a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs the Office of Planning to “Review, prior to the filing of applications for building permits or construction permits, (for) all large tract development projects comprising ten (10) acres or more, and all applications for subdivision authorizations and for multiple building covenants under § 108.7 of the District of Columbia Building Code (DCMR Title 12); and comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning, such review is necessary. This otherwise by-right development proposal is subject to Large Tract Review because it involves a development of more than three acres.

LTR is not a process that results in an “approval” or “denial”. In this way, it is unlike most District review processes. Instead, it is an administrative review by District agencies and the community to identify issues and provide feedback to the developer of a generally by-right project, prior to applying for a building permit.

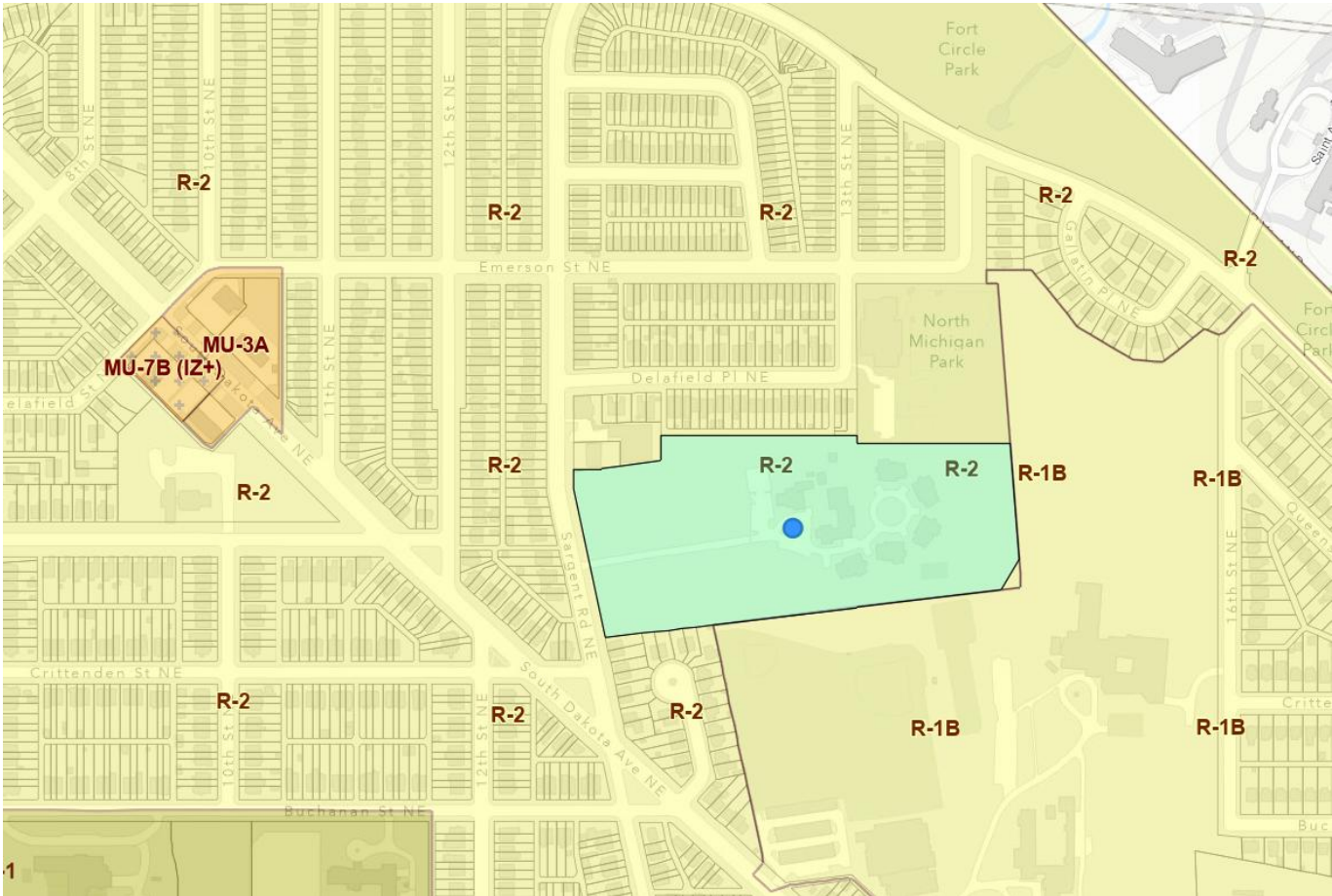
The Office of Planning (OP) has completed its review of the LTR application and concludes that, for the reasons outlined in this report, the application addresses the goals of the LTR regulations, as outlined in DCMR Title 10, Chapter 23, § 2300.2:

- To minimize adverse environmental, traffic, and neighborhood impacts;
- To avoid unnecessary public costs in terms of new services or facilities required of city agencies;
- To carry out the policies of the District Elements of the Comprehensive Plan.

II. Location and Site Description

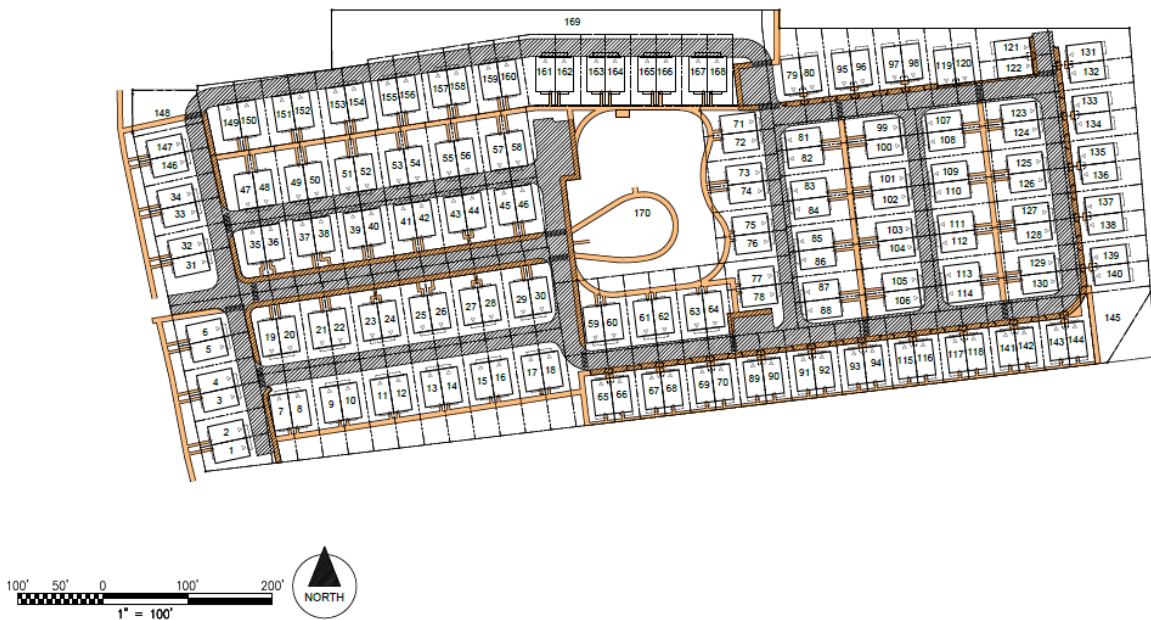
Address	4801 Sargent Road NE
Applicant:	Urban Atlantic Development LLC
Legal Description	Square 3977, Lot 0134
Ward / ANC	Ward 5; ANC 5A

Zone	R-2: The R-2 zone is intended to provide for areas predominantly developed with semi-detached houses on moderately sized lots that also contain some detached houses.
Lot Characteristics	The large lot is irregular in shape with frontage along Sargent Road NE and abuts a private alley connecting Delafield Place NE to the north.
Existing Development	The site is currently developed with the Boy's Town DC non-profit which has been vacant since 2024. There are several structures on the property including an old school building constructed in 1928.
Adjacent Properties	North: North Michigan Park Recreation Center, single unit semi-detached dwellings East: St Anselm's Abby and School South: St. Anselm's Abby and School, single-unit semi-detached dwellings West: semi-detached dwellings
Surrounding Neighborhood Character	The predominant character of the neighborhood is of single unit attached dwellings and several large institutional and public facility uses such as St. Anselm's Abby and School, and North Michigan Park Recreation Center.



III. Project Description

The applicant seeks to redevelop the property located in the R-2 zone as a new subdivision with 166 single unit semi-detached dwellings. The proposed homes will be for sale and will comply with IZ requirements, setting aside 10% of the gross floor area (GFA) for residential use for households earning 80% of the area median income (AMI). The proposed project contains 170 new record lots, one of which will preserve the existing 1928 schoolhouse and repurpose it into an amenity space for the community. Access to the lots will be provided by private streets within public access easements. New sidewalks, landscaping, and open space are also proposed. The project would be developed in six phases which are outlined in the staging plan in Exhibit F.



The applicant proposes to access the property from Sargent Road NE in approximately the same location as the existing curb cut. The curb cut will serve the entire site and provide access to all residential lots and the lot at the center of the property containing the schoolhouse and open space. The applicant intends to provide a pedestrian connection to the north, providing access to the North Michigan Park Recreation Center.

The applicant has identified several healthy mature trees that are along the Sargent Road NE frontage and along the main access road into the property that will be preserved and reincorporated into the landscaping as part of the redeveloped site. There is a bus stop for WMATA Bus line C71 at the Sargent Road NE frontage of the property that will remain and provide transit access for future residents, in addition to off-street vehicular parking in garages at each proposed dwelling.

The application is consistent with the type and scale of development permitted in the R-2 zone regulations, as follows:

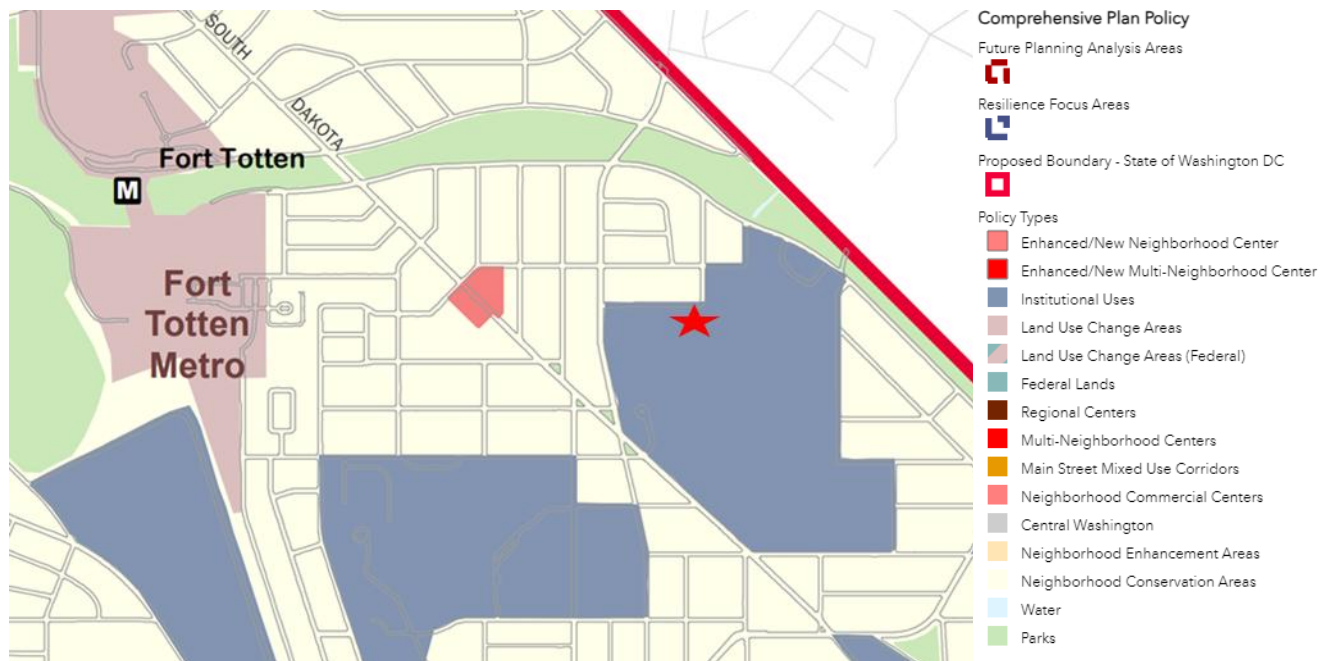
Zone-	Regulation	Proposed
Height D § 203	40 ft. max.	Conforming
Penthouse and Rooftop Structure D § 205	Maximum Height 12 ft. Maximum Number of Stories 1	None proposed
Lot Width D § 202	Semi-detached: 30	Complies
Lot Area §	Semi-detached: 2,500	Complies
Lot Occupancy D § 210	40%	Complies
Front Yard §	Within the range of existing front setbacks on street or block	Complies
Rear Yard D § 207	20 ft.	Complies
Side Yard D § 208	8 ft. for semi-detached buildings	Complies
Parking C § 701	1 per dwelling unit	1 per dwelling unit (166 spaces) and 16 surface parking spaces throughout the development
Bicycle Parking C § 801	None	10 short term spaces
GAR C § GAR J § 211	0.3 min. For single story building 0.1 min.	Complies
Use U § 201	Detached or semi-detached dwelling units	Semi-detached dwelling units Complies

IV. Comprehensive Plan

The proposal would be not inconsistent with Comprehensive Plan objectives for the Upper Northeast planning area and would advance key Land Use, Transportation, Housing, Environmental Protection, Economic Development, Urban Design, Historic Preservation and Infrastructure goals, by allowing for the

redevelopment of vacant and underutilized sites with a large residential development potential in the North Michigan Park neighborhood.

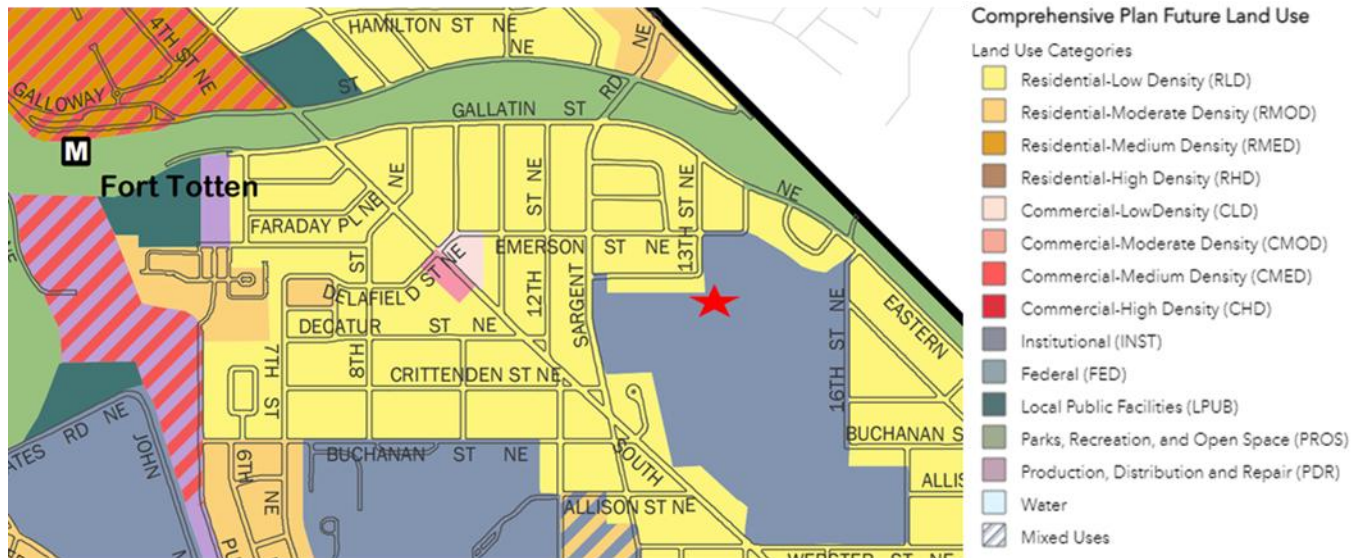
A. Generalized Policy Map



The Comprehensive Plan Generalized Policy Map describes the subject site as an Institutional Use area. The guidance within the Comprehensive Plan for these areas states : *Much of the land identified as institutional on the map represents colleges and universities; change and infill can be expected on each campus consistent with campus plans. Other institutional sites, including hospitals and religious orders, likewise may see new buildings or facilities added. Policies in the Land Use and the Educational Facilities Elements address the compatibility of such uses with surrounding neighborhoods.* 225.22

The site is not within a Future Planning Analysis or Resiliency Focus Area.

B. Future Land Use Map



The Future Land Use Map (FLUM) also indicates that the site is appropriate for Institutional uses, consistent with past uses. The Institutional designation is used for “*land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. While included in this category, smaller institutional uses such as churches are generally not mapped, unless they are located on sites that are several acres in size. Zoning designations vary depending on surrounding uses. Institutional uses are also permitted in other land use categories.*” 227.18

The Framework Element further states: *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. (p. 2-62)*

The subject property is zoned R-2, which permits single unit semi-detached homes, and the Applicant is proposing a residential development consistent with the type of development contemplated by the zone. While the Future Land Use Map designates the site as institutional given the uses historically found on the property, the designation does not preclude the site from being developed as a residential subdivision consistent with the R-2 zoning, which is also consistent with the surrounding density and use.

The proposed development would reactivate an underutilized parcel and would result in new housing, open space, and landscaping to enhance the neighborhood through appropriate infill development.

C. Citywide and Area Elements

Land Use Element

Policy LU-1.4.6: Development Along Corridors. Encourage growth and development along major corridors, particularly priority transit and multimodal corridors. Plan and design development adjacent to Metrorail stations and corridors to respect the character, scale, and integrity of adjacent neighborhoods, using approaches such as building design,

transitions, or buffers, while balancing against the District's broader need for housing. 307.14

Policy LU-1.5.1: Infill Development. Encourage infill development on vacant land within Washington, DC, 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 reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern. 308.6

Policy LU-2.1.1: Variety of Neighborhood Types Maintain a variety of neighborhoods, ranging from low-density to high density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity. 310.7

Policy LU-2.1.5: Support Low-Density Neighborhoods Support and maintain the District's established low-density neighborhoods and related low-density zoning. Carefully manage the development of vacant land and alterations to existing structures to be compatible with the general design character and scale of the existing neighborhood and preserve civic and open space. 310.12

Policy LU-2.2.4: Neighborhood Beautification Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. 311.5

Policy LU-2.3.7: Nonconforming Institutional Uses Carefully control and monitor institutional uses that do not conform to the underlying zoning to promote long-term compatibility. In the event Churches and other religious institutions are an important part of the fabric of the city's neighborhoods. such institutions are sold or cease to operate, encourage conformance with existing zoning and continued compatibility with the neighborhood. 312.9

The applicant is proposing a new residential development containing 166 new single unit semi-detached dwellings. The proposed development and associated site improvements is for an infill development providing a significant number of new homes for ownership opportunities. The site is located near amenities such as the North Michigan Park Recreation Center and is located within a priority bus corridor and a standard bus line for a variety of transit options.

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. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. 403.10

Policy T-1.4.1: Street Design for Placemaking Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way—to support

public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. 406.2

Policy T-2.4.1: Pedestrian Network. Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC. 411.5

The applicant has selected a site that is within a priority bus corridor, directly served by a Metro Bus line (non-priority) to be redeveloped with a new residential subdivision. The site plan has been designed to minimize new curb cuts as it utilizes the existing access point and creates no new curb cuts onto the site's frontage on Sargent Road NE. The development consists of a new sidewalk system and well-designed pedestrian circulation through the site with an off-site connection to the North Michigan Park Recreation Center. There are several instances where the proposed buildings face each other creating woonerf like car-free pedestrian areas that support public life and placemaking.

OP supports the applicant continuing to work with DDOT on the Transportation Demand Management (TDM) Plan and work with DDOT to address any mitigation strategies to minimize new traffic impacts and ensure safe circulation.

Housing Element

Policy H-1.1.1: Private Sector Support Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.3

Policy H-1.1.3: Balanced Growth Strongly encourage the development of new housing, including affordable housing, on surplus, vacant, and underused land in all parts of Washington, DC. Ensure that a sufficient supply of land is planned and zoned to enable the District to meet its long-term housing needs, including the need for low- and moderate- density single-family homes, as well as the need for higher-density housing. 503.5

Policy H-1.1.7: Large Sites Accommodate a significant share of the District's projected housing demand in new neighborhoods developed on large sites. Prioritize housing, particularly affordable housing preserved for long-term affordability. These neighborhoods should include or have access to well-planned retail, public schools, attractive parks, open space and recreation, as well as needed supportive services for older adults and persons with disabilities and enable resilient, innovative neighborhood- level energy systems. The new neighborhoods should include a variety of housing types, including housing for families, older adults, and other needed types, serving a diverse population and a variety of income levels. 503.9

Policy H-1.1.9: Housing for Families Encourage and prioritize the development of family-sized units and/or family-sized housing options which generally have three or more bedrooms, in areas proximate to transit, employment centers, schools, public facilities, and recreation to ensure that the District's most well-resourced locations remain accessible to families, particularly in areas that received increased residential density as a result of underlying changes to the Future Land Use Map. Family-sized units and/or family-sized housing options include

housing typologies that can accommodate households of three or more persons and may include a variety of housing types including townhomes, fourplexes and multi-family buildings. To address the mismatch between meeting the needs of larger households and the financial feasibility of developing family-sized housing, support family-sized housing options through production incentives and requirements that address market rate challenges for private development that may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. 503.11

Policy H-1.3.1: Housing for Larger Households Increase the supply of larger family-sized housing units for both ownership and rental by encouraging new and retaining existing single-family homes, duplexes, row houses, and three- and four-bedroom market rate and affordable apartments across Washington, DC. The effort should focus on both affordability of the units and the unit and building design features that support families, as well as the opportunity to locate near neighborhood amenities, such as parks, transit, schools, and retail. 505.8 Policy

H-1.3.2: Tenure Diversity Encourage the production of both renter- and owner-occupied housing, including housing that is affordable at low-income levels, throughout the District. 505.9

The project will provide 166 new semi-detached homes for sale on an underutilized 12-acre parcel of land. The surrounding neighborhood is already developed with similar homes and is located adjacent to an existing community recreation center and is close to educational facilities, which all further the Housing Element's policies in support of housing production.

Environmental Protection Element

Policy E-1.1.2: Urban Heat Island Mitigation. Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives. 603.6

Policy E-2.1.2: Tree Requirements in New Development. Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6

Policy E-2.1.3: Sustainable Landscaping Practices. Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government, private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the right-of-ways in schools, parks, and housing authority lands. 605.7

Policy E-2.3.2: Grading and Vegetation Removal Encourage the retention of natural vegetation and topography on new development sites. Prevent or require mitigation of construction

practices that result in unstable soil and hillside conditions. Grading of hillside sites should be minimized, and graded slopes should be quickly revegetated for stabilization. 607.3

Policy E-3.2.7: Energy-Efficient Building and Site Planning Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9

Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, 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. 615.4

Policy E-4.1.3: GI and Engineering Promote GI and engineering practices for rainwater reclamation and wastewater reuse systems. GI practices include green roofs, bioretention facilities, permeable pavement, and rainwater harvesting. Green engineering practices include emerging wastewater treatment technologies, constructed wetlands, and purple pipe systems or other design techniques, operational methods, and technology to reduce environmental damage and the toxicity of waste generated. 615.5

Policy E-4.4.1: Mitigating Development Impacts Future development should mitigate impacts on the natural environment and anticipate the impacts of climate change, resulting in environmental improvements wherever feasible. Construction practices that would permanently degrade natural resources without mitigation should not be allowed. 618.3

Policy E-6.1.3: Control of Runoff Continue to implement water pollution control and management practices aimed at reducing runoff and pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 622.8

The project incorporates new open spaces into the project through a central open space adjacent to the historic school building, and includes several pedestrian oriented car free, landscaped connections fronting the homes. There are over 255 new trees proposed along with the retention of several mature trees in good condition. While the project will extensively regrade the site, this is due to fill from the WMATA Green Line construction being located on site, and the new construction will meet best practices for soil and erosion control and include new stormwater facilities once complete, furthering several policies of the Environmental Protection Element.

Parks, Recreation and Open Space Element

Policy PROS-1.2.2: Improving Accessibility Improve accessibility to and within the major park and open space areas through pedestrian safety and street crossing improvements, wayfinding signage, bike lanes and storage areas, perimeter multiuse trails within select parks, and adjustments to bus routes where appropriate. All parks should be accessible by foot, and most should be accessible by bicycle. Seek to provide access within parks for all ages and abilities consistent with park use and recognize that paved trails are accessible to wheelchair users, whereas dirt, cinder, and wood chip trails can present challenges for these users. 805.8

Policy PROS-4.3.3: Common Open Space in New Development Work with developers for new and rehabilitated buildings to include green roofs, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5

Policy PROS-4.3.5: Residential Yards Recognize the value of residential yards as a component of the District's open space system and discourage increased coverage of such areas by buildings and impervious surfaces while balancing that value against other District priorities such as the creation of affordable housing. 819.7

The proposed project furthers several important Parks Recreation and Open Space goals of the Comprehensive Plan. The project would result in new open spaces as shown on the site plan where rows of homes face each other in pedestrian-oriented car free open space, and with a new central outdoor green space surrounding the preserved historic structure for the use of all residents. The project is also exploring a connection to North Michigan Park Recreation Center for increased recreational access.

Urban Design Element

Policy UD-2.1.2: Neighborhood Streetscapes Neighborhood streetscapes should be designed to visually reflect the character and level of intensity of the adjacent land uses. For instance, narrow sidewalks may be appropriate for narrow streets with low scale buildings, while sidewalks with more trees and vegetation may be appropriate for large-scale development. Pedestrian-oriented lighting should be designed to enhance walkability for all users, as well as visually reflect the character of neighborhood. 908.4

Policy UD-2.2.1: Neighborhood Character and Identity Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of high-quality and high-performance architectural designs and materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility. 909.5

Policy UD-2.2.5: Infill Development New construction, infill development, redevelopment, and renovations to existing buildings should respond to and complement the defining visual and spatial qualities of the surrounding neighborhood, particularly regarding building roof lines, setbacks, and landscaping. Avoid overpowering contrasts of scale and height as infill development occurs. 909.10

Policy UD-2.2.6: Large-Scale Development New developments on parcels that are larger than the prevailing neighborhood lot size shall be carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. Incorporate existing assets, such as historic buildings and significant natural landscapes, into the design of redeveloped large sites. For sites that were originally planned as integrated complexes of multiple buildings, historic groupings of structures should be conserved where possible. (see Figure 9.17 for examples of breaking up the massing of development on lots larger than the prevailing neighborhood lot size). 909.11

Policy UD-2.2.7: Preservation 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 minimize the loss of sunlight and maximize the usability of neighborhood parks and plazas. Buildings adjacent to parks or natural areas should orient their entrances or other community-serving functions toward these shared resources. 909.13

Policy UD-2.2.8: Planning for Large Sites Urban design plans for large sites shall consider not only the site itself but also the context of surrounding neighborhoods, including the continuation of and connection to existing street grids. 909.14

Policy UD-2.2.9: Resilient and Sustainable Large Site Development Site plan large sites to minimize the risk of flooding to buildings and extreme heat and other climate impacts. Preserve natural resources and implement stormwater management best practices, while maintaining active building frontages and pedestrian-focused streetscapes. 909.15

Policy UD 3.2.3: Recreational Space Design for Large Site Development Design open spaces conducive to physical activity as part of large-scale developments or create new recreation spaces (such as parks, walking paths, trails, and waterfront recreation) in neighborhoods lacking access to public open spaces. 914.5

The proposed subdivision furthers many of the Urban Design Elements policies. The property integrates open spaces and other elements conducive to recreation such as extensive new walking pathways and spaces to encourage social interaction and meeting among neighbors. The design of the subdivision preserves an existing structure around a central open space, and the design and materials of the new proposed structures are visually compatible with the preserved structure and existing character of the site.

Historic Preservation Element

Policy HP-1.5.4: Voluntary Preservation Engage property owners and communities in designation efforts, and encourage voluntary preservation. Seek consensus on designations when possible, and apply designation criteria with sensitivity to the rights of property owners and the interests of affected communities. 1007.10

Policy HP-2.5.3: Compatible Development Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, respect the established form of development as evidenced by lot coverage limitations, height limits, open space requirements, and other standards that contribute to the character and attractiveness of those areas. Ensure that new construction, building additions, and exterior changes are in scale with and respect their historic context through sensitive siting and design, and the appropriate use of materials and architectural detail. 1014.9

Policy HP-2.5.4: Suitability to the Historic Context Apply design standards in a manner that accounts for different levels of historic significance and types of historic environments. Encourage restoration of historic landmarks while allowing enhancements of equivalent design quality, provided such enhancements do not damage the landmark. Exercise greater restraint in residential historic districts and areas with a clear prevailing development pattern or architectural style. Allow greater flexibility where the inherent character of historic properties can accommodate greater intervention or more dramatic new design, such as non-residential zones and areas without a significant design pattern. 1014.10

The application supports the above policies of the Historic Preservation Element. The applicant has coordinated with Historic Preservation Office staff to identify features of the property that reflect the history of the site as one of Ward 5's institutional campuses. The 1928 school building which is proposed to remain, as well as retaining open space around it will serve as the center of the project. The project team is currently evaluating formally designating the school building as a historic structure. The applicant is strongly urged to determine and plan for the meaningful use of the historic building.

Upper Northeast Area Element

The property is located in the Upper Northeast Planning area, which encompasses 5,739 acres or about 13% of the District's land area and is bound by the District of Columbia border with Maryland at the northern / eastern border and Florida Avenue, Benning Road and the Anacostia waterfront to the south. The application is consistent with the following policies of the Planning Area:

Policy UNE-1.1.1: Neighborhood Conservation Encourage growth while enhancing the neighborhoods of Upper Northeast, such as Michigan Park, North Michigan Park, University Heights, Woodridge, Brookland, Queens Chapel, South Central, Lamond-Riggs, and Arboretum. The residential character of these areas should be preserved while allowing new housing opportunities for all incomes. Places of historic significance, gateways, parks, and important cultural and social places should likewise be preserved and enhanced. 2408.2

Policy UNE-1.1.2: Compatible Infill Encourage compatible residential infill development throughout Upper Northeast neighborhoods, especially in Brentwood, Ivy City, and Trinidad, where numerous scattered vacant residentially- zoned properties exist. New and rehabilitated housing in these areas should meet the needs of a diverse community that includes renters and owners; seniors, young adults, and families; and persons of low and very low-income, as well as those of moderate and higher incomes. 2408.3

Policy UNE-1.2.3: Highlighting Local Cultural Resources Develop new means to highlight the historic and cultural resources in Upper Northeast, such as improved signage and trails connecting the Fort Circle Parks, organized tours of the area's religious landmarks, and tours of historic homes in Brookland and other parts of the community. 2409.3

Policy UNE-1.2.7: Institutional Open Space Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland, Woodridge, and Gallaudet University/Trinidad. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine, which lead to Union Station and the National Mall. In the event that large institutional uses are redeveloped in the future, pursue opportunities to dedicate substantial areas as new neighborhood parks and open spaces. Connections between Upper Northeast open spaces and the network of open space between McMillan Reservoir and Fort Totten should also be pursued. 2409.7

The applicant proposes the redevelopment of a vacant institutional site, which contains the site of a historic 1928 schoolhouse. The subdivision will continue the same land use and general development pattern of semi-detached homes in the R-2 zone. The project provides much needed new housing, preserves significant

open space, and preserves a historic resource and furthers various policies of the Upper Northeast Planning Area Element.

V. EQUITY

The Comprehensive Plan Analysis through a Racial Equity Lens

The Comprehensive Plan update recognizes that advancing equity requires a multifaceted policy approach. Equitable development is a participatory approach for meeting the needs of underserved communities through policies and/or practices that reduce and ultimately eliminate disparities while fostering places that are healthy and vibrant. Equitable development holistically considers land-use, transportation, housing, environmental, and cultural conditions and creates access to education, services, healthcare, technology, workforce development, and employment opportunities. The property is within the Upper Northeast Planning Area.

More than a quarter of land within the district (28.1%) is dedicated to residential use (205.3). While this may seem like a large portion of land within the district, increased demand and competition for housing from higher-wage households has made the District one of the most expensive cities to live in the county (204.15). The addition of 166 new owner-occupied dwelling units on a large, under-utilized site will help the District meet housing production goals and provide additional housing capacity.

Demographic and Socioeconomic Data for the Upper Northeast Planning Area: 2019-2023

	Households	Median Income	Unemployment Rate	Owner Occupied	Renter Occupied	Median Age (years)
White Alone	7,055	\$168,393	2.8%	58.1%	41.9%	34.9
Black or African American Alone	20,747	\$71,715	11.0%	41.0%	59.0%	39.8
American Indian & Alaska Native	158	N/A	0.0%	50.0%	50.0%	47.2
Asian Alone	974	\$151,481	5.4%	45.7%	54.3%	35.2
Native Hawaiian & Other Pacific Islander	0	N/A	0.0%	N/A	N/A	N/A
Other Race	1,095	\$60,293\$	10.0%	26.5%	73.5%	31.7
Two or More Races	2,081	\$79,069\$	6.7%	35.4%	73.5%	35.1
Hispanic or Latino (Hispanics can be of any race and are included in race)	2,648	\$63,019	5.6%	36.5%	63.5%	31.2

categories above)						
PLANNING AREA TOTAL	32,110	\$87,784	8.2%	44.1%	55.9%	35.1

Source: *opdatahub.dc.gov*

The table includes homeownership and unemployment rates, and median income of households within the Upper Northeast Planning Area using the American Census Survey 2019-2023 by racial group. The data shows that unemployment, income, and homeownership rates are not equally divided across racial lines. The addition of a new residential development would create new dwelling units and create new ownership opportunities within the planning area.

The proposed development would not result in the displacement of any residents as there are no residential uses on site. The property is served by the D30 (Fort Totten – Federal Triangle) route. The redevelopment of a vacant institutional property at the site with 166 new homes and new green space has the potential to bring new housing investment to the neighborhood, improve the environment through additional trees and improved stormwater facilities and provide needed housing.

VI. Analysis of Compliance with 10 DCMR, Chapter 23, Large Tract Review Procedures

Because this proposal is for the subdivision of a record lot greater than 10 acres, it is subject to the submission requirements and review standards of Section 2300.1(c).

2301.2 Applicants for subdivision review shall submit ... the following documents:

(a) *A completed certification form (forms shall be provided by the Office of Planning);*

A completed certification form has been submitted with July 23, 2025 submittal. All application materials are available on the OP website. The certification form can be found in Exhibit A.

(b) *A study of site characteristics and conditions, containing the following:*

(1) *A description of existing topography, soil conditions, vegetation and drainage consisting of written material, plats, maps and photographs;*

(2) *Proposed topography including street grades and other grading contours;*

(3) *Identification of mature trees to remain and percent of site to be covered by impervious surface;*

(4) *Proposed drainage and sewer system and water distribution;*

(5) *Proposed treatment of existing natural features such as steep slopes, ravines, natural watercourses, etc.;*

(6) *Proposed method of solid waste collection; and*

(7) *Estimated water consumption (gallons per year).*

Items 1-7 listed above can be found in Exhibit F, with additional information regarding items 6 and 7 located within the applicant's written statement.

(c) *A transportation study, containing the following: (c) A transportation study, containing the following:*

- (1) Proposed circulation system including general location of roadways, driveways and sidewalks;*
- (2) Relationship of the proposed circulation system to the District's street system;*
- (3) Estimated number and type of trips assumed to be generated by project, and assumed temporal and directional distribution;*
- (4) Accommodations for and use of parking and loading areas;*
- (5) Traffic management requirements (lights, stop signs, one-way streets, etc.);*
- (6) Relationship of the proposed project to the mass transit system (nearest bus stops and routes, nearest Metrorail stations, etc.);*
- (7) Before and after capacity analyses and level of service at critical intersections.*

A Comprehensive Transportation Review is included in Exhibit H and contains all of the required information above.

(d) *A site plan or plans including, in addition to pertinent site condition and circulation information, the following:*

- (1) Subdivision plan;*
- (2) Approximate location and description of all structures;*
- (3) Type of ownership and management arrangement (fee simple, cooperative, condominium, etc.);*
- (4) Staging plan describing the phasing of construction if the project is not to be carried out all at one time;*
- (5) Information concerning any required new public facilities and estimated impact on existing public facilities other than streets or sewers (schools, recreation, police, fire, etc.) to assist in an assessment of such factors to be prepared by the Office of Planning; and*
- (6) Relationship of the proposed structures to public space, both developed and redeveloped.*

The subdivision plan is located in Exhibit E. The description and location of all structures is located in Exhibits E, F and G. The type of ownership and management arrangement can be found in the Applicant's Statement. Information concerning new public facilities and impact on existing public facilities is outlined in the Applicant's Statement. The relationship of proposed structures to public space is located within Exhibit F.

2302.1 *The scope of review to be used by District departments and agencies in assessing projects under this chapter shall include the following:*

(a) *Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;*

The proposed project would generally not be inconsistent with the Comprehensive Plan. As noted above, the project would further several policies of the Comprehensive Plan, including Land Use, Transportation, Housing, Environmental Protection, Parks Recreation and Open Space, Urban Design, Historic Preservation, and policies from the Upper Northeast Area

Element . The project would develop a vacant property and provide additional housing including IZ units consistent with the R-2 zoning.

The development would provide enhanced streetscape, stormwater facilities, landscaping, and a preserved historic building and 166 new housing units appropriate in scale and design for the R-2 zoning of the site and in relation to the adjacent uses.

(b) Potential traffic, neighborhood and design impact; and

A detailed DDOT report with analysis is included in Section VII of this report. In summary, the design would overall have a positive impact on the area adding sidewalks, and improved connectivity to the area. The applicant should continue to coordinate with DDOT in order to meet the requirements outlined in their report to ensure the provided street parking is located appropriately for the development, and the curb cuts and other aspects of the site's circulation plan meet the TDM requirements.

(c) Quality of life and environmental impact.

As noted above, the project provides a substantial improvement to environmental sustainability on site. The Applicant will provide new open space, significant new tree plantings, retained mature trees, and new stormwater facilities.

VII. Departmental Responses

Application materials were distributed to the following District departments for their review and comment:

- Department of Transportation (DDOT)
- Department of Consumer and Regulatory Affairs (DCRA)
- Department of Employment Services (DOES)
- Department of the Environment (DDOE)
- DC Public Schools (DCPS)
- Department of Public Works (DPW)
- Fire and Emergency Medical Service (FEMS)
- Metropolitan Police Departments (MPD)
- Office of the Attorney General (OAG)
- Historic Preservation Office within the Office of Planning (HPO)
- Urban Design Division within the Office of Planning (UD)

In addition, OP coordinated a technical conference including District agencies and the applicant in accordance with Section 2306.4 of the Large Tract Review regulations, held on August 11, 2025.

Written comments were provided by DDOT and DC Water, and these comments are attached were forwarded to the applicant upon receipt. No other agency provided written comments.

VIII. Community Review

Application materials were distributed to the following for their review and comment:

- ANC 5A
- Owners of property within 200' of the site

ANC 5A

The project was presented by the applicant team before ANC SMD 5A02 during a community meeting on September 20, 2025. This followed previous presentations to the ANC and community groups by the applicant. This presentation was primarily informational and provided the ANC and community members an overview of the project, construction timeline, and provided residents with the opportunity to ask questions of the applicant team and the project.

The community raised concerns regarding the following aspects of the project and requested the applicant address these concerns as the project moves forward:

- Impacts to the alley to the rear of Delafield Place and potential impacts to existing alley parking
- Construction access and duration (phasing plan)
- Repairing sidewalks experiencing damage from existing tree root systems along Sargent Road NE

As of the publishing of this report, ANC 5A has not provided formal comments or a letter of support for the Large Tract Review Application.

Potential traffic, neighborhood and design impact;

The community raised a number of issues related to traffic, neighborhood, and design impacts which the applicant should seek to address. OP encourages the applicant to continue to work with DDOT, including the Public Space Committee, and the community to address issues as enumerated in the DDOT report submitted by its Planning and Sustainability Division.

Quality of life and environmental impact.

Community members raised a number of issues related to quality of life and environmental impacts, which the applicant should seek to address. The proposed development would add a new Residential development on a vacant site and with significant changes to grading, stormwater, and landscaping proposed by the applicant. OP encourages the applicant to work with DOEE on any ongoing environmental coordination needed to develop the site.

IX. LTR Application Findings

The project proposed by this Large Tract Review Application is generally consistent with the purposes and goals of the LTR regulations, and on balance is not inconsistent with the Comprehensive Plan. The applicant is encouraged to determine and plan for the long-term use of the historic building at the center of the site, and to address the various issues noted within the DDOT report, including but not limited to:

- Consider adding an additional vehicular access point since the single access point from Sargent Road may create issues with the closely spaced interior intersection within the development;
- Consider removing curbside parking on southbound Sargent Road across from the project access driveway, from the public alley south approximately 85 feet (in front of 4814-4822 Sargent Road) to allow vehicles turning left into the site to decelerate safely and minimize disruption to through traffic;

- Explore implementation of potential traffic safety improvements to limit or restrict vehicles on South Dakota Avenue from turning onto eastbound Crittenden Street and then northbound Sargent Road;
- Ensure the pedestrian connection to the recreation center to the north meets ADA and works for people on bikes, scooters, pushing strollers, etc.;
- Ensure that the intersection of Sargent Road and the main access road, within DDOT public space, has modern ADA-compliant curb ramps and a high-visibility crosswalk;
- Submit a detailed curbside management and signage plan, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Continue to coordinate with DDOT on the public access easement for the proposed private streets, alleys, and sidewalks; and
- Continue to coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 arborist regarding the preservation of any Heritage Trees and Special Trees, removal of street trees, and planting of new street trees in bioretention facilities or a typical expanded tree planting space. According to the District's Tree Size Estimator map, the property has several trees the size of Heritage and Special Trees, and continue to coordinate with the ANC and community to address questions or concerns.

cc: applicant
district agencies

Attachments – Agency Comments

District Department of Transportation (DDOT)

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Philip Bradford
DC Office of Planning

FROM: Meredith Soniat *MS*
Acting Associate Director

DATE: September 12, 2025

SUBJECT: Large Tract Review 2025-01 – 4801 Sargent Road NE

PROJECT SUMMARY

Urban Atlantic Development LLC (the “Applicant”) seeks to construct 166 new semi-detached houses on a 12-acre property located in the R-2 zone at Square 3977, Lot 134. The site is bounded by Sargent Road NE to the west, residential properties and the North Michigan Park Recreation Center to the north, and St. Anselm’s Abbey School to the south and east. The site currently contains several buildings making up the former location of Boys Town, a child and family services facility. The Applicant will construct the project in seven (7) phases.

SUMMARY OF DDOT REVIEW

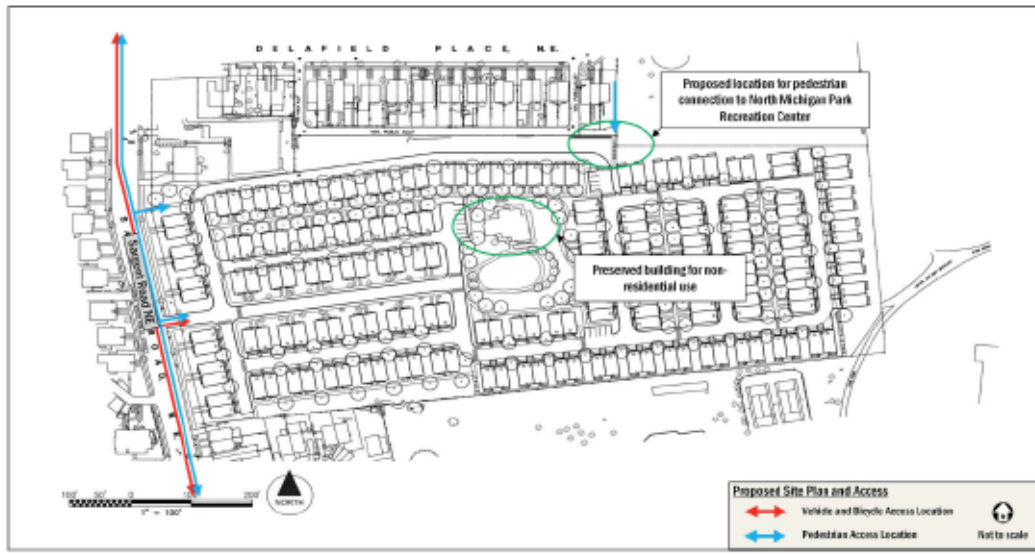
The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. To achieve this vision, DDOT works with the DC Office of Planning (OP) through the Large Tract Review (LTR) process to ensure that impacts from large new developments are manageable within, and take advantage of, the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed development on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. Through the LTR process, DDOT identifies potential transportation issues, mitigation, and public realm design guidance that the Applicant should expect to resolve during public space permitting and Environmental Impact Screening (EISF), if applicable.

DDOT conducted a thorough review of the Applicant’s LTR application materials, including the site plan in Figure 1 below and the July 2025 Comprehensive Transportation Review (CTR) study prepared by Gorove Slade Associates.

LTR 2025-01 – 4801 Sargent Road NE

Figure 1 | Site Plan



Source: *Grove Slade 7/14/25 CTR, Figure 4*

The following is a summary of notable items pertaining to the site design, travel assumptions, traffic analysis, and proposed mitigation:

- The Applicant proposes to keep the existing curb cut on Sargent Road, which will be the site's only vehicular access point;
- All of the existing buildings on site will be demolished, except for one which will contain a yet-to-be-determined non-residential use;
- A network of internal private streets and alleys, available for public use via a public access easement, will connect the houses. Each private street will contain a six-foot sidewalk with buffer, which DDOT strongly supports;
- The Applicant is studying a potential pedestrian connection to the North Michigan Park Recreation Center to the north of the site. DDOT strongly supports this connection due to the lack of existing pedestrian connections to adjacent neighborhoods and expects this connection to be covered in the public access easement;
- The Traffic Impact Analysis (TIA) found no adverse effects to the surrounding roadway network as a result of the vehicle trips generated by the site; and
- Although bicycle parking is not required for the residential portion of the development, the Applicant proposes to provide 10 short-term bicycle parking spaces on site for visitors and deliveries to the site, which DDOT supports.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

As part of all major development review cases, DDOT typically requires the Applicant to develop a comprehensive TDM Plan to help mitigate an action's transportation impacts. TDM is a set of strategies,

LTR 2025-01 – 4801 Sargent Road NE

programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length to help achieve highly efficient and sustainable use of transportation facilities.

The Applicant does not propose a TDM plan because, since all of the houses will be for sale, there will be no central authority to coordinate TDM. Despite this, the Applicant's provision of adequate pedestrian facilities and bicycle parking and location near the high-frequency Metrobus D30 route will serve to reduce the number of vehicle trips to and from the site.

STREETSCAPE AND PUBLIC REALM

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees, landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the *District of Columbia Municipal Regulations (DCMR)*, DDOT's 2019 version of the *Design and Engineering Manual* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process.

While the preliminary streetscape plans are generally consistent with DDOT standards, there are several outstanding issues that need to be reviewed in greater detail and resolved prior to the issuance of a public space permit:

- Consider adding an additional vehicular access point since the single access point from Sargent Road may create issues with the closely spaced interior intersection within the development;
- Consider removing curbside parking on southbound Sargent Road across from the project access driveway, from the public alley south approximately 85 feet (in front of 4814-4822 Sargent Road) to allow vehicles turning left into the site to decelerate safely and minimize disruption to through traffic;
- Explore implementation of potential traffic safety improvements to limit or restrict vehicles on South Dakota Avenue from turning onto eastbound Crittenden Street and then northbound Sargent Road;
- Ensure the pedestrian connection to the recreation center to the north meets ADA and works for people on bikes, scooters, pushing strollers, etc.;
- Ensure that the intersection of Sargent Road and the main access road, within DDOT public space, has modern ADA-compliant curb ramps and a high-visibility crosswalk;
- Submit a detailed curbside management and signage plan, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Continue to coordinate with DDOT on the public access easement for the proposed private streets, alleys, and sidewalks; and

LTR 2025-01 – 4801 Sargent Road NE

- Continue to coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 arborist regarding the preservation of any Heritage Trees and Special Trees, removal of street trees, and planting of new street trees in bioretention facilities or a typical expanded tree planting space. According to the District's [Tree Size Estimator map](#), the property has several trees the size of Heritage and Special Trees.

ACTION

DDOT looks forward to working with the Applicant to further refine the streetscape design with the feedback provided in this report.

If the Applicant has any questions or needs additional clarification, please contact the DDOT case manager, Noah Hagen, at noah.hagen@dc.gov or 202.815.7130. He will be the Applicant's primary point of contact at DDOT for this project throughout the LTR, EISF, and public space permitting processes.

MS:nh

DC Water

Subject: RE: Large Tract Review - Interagency Meeting - 4801 Sargent St NE (Boy's Town DC Site)

CAUTION: This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to phishing@dc.gov for additional analysis by OCTO Security Operations Center (SOC).

Good morning Mr. Bradford,

We appreciate the opportunity to provide input on this project. DC Water's existing infrastructure—including the water main, sanitary sewer main, and storm main—is available to support this project. At this stage, we have no additional comments. Many thanks.

Best Regards



Vahid Bilvardi | Senior Manager, Developer Review, Department of Permit Operations |
| DC Water | 1385 Canal St SE | Washington, DC 20003 | (202) 646-8614 |
vahid.bilvardi@dcwater.com

No other agencies provided comments on this application.