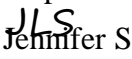


MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Stephen J. Mordfin, Development Review Specialist
 Jennifer Steingasser, Deputy Director, Development Review and Historic Preservation

DATE: December 6, 2021

SUBJECT: Preliminary Report for Zoning Commission Case No. 21-18, Consolidated Planned Unit Development and Related Map Amendment from MU-3A to MU-5A at 4608-4618 14th Street, N.W., Square 2704, Lots 64, 815, 819, 821, 823, 828 and 830-833

I. RECOMMENDATION

The Office of Planning (OP) recommends the Commission **set down** the application by Dance Loft Ventures LLC for a consolidated Planned Unit Development (PUD) with a PUD-related map amendment from MU-3A to MU-5A to construct a mixed-use building at 4608-4618 14th Street, N.W. The proposal would be not inconsistent with the Comprehensive Plan and the Central 14th Street Vision Plan and Revitalization Strategy Small Area Plan.

II. SUMMARY OF OP COMMENTS

It is typical that some issues require additional resolution or detail at this stage of a PUD application. The following table summarizes OP comments regarding this proposal, including areas where resolution or additional information is required. OP will continue to work with the applicant to adequately address these issues, and other issues raised by the Commission at setdown, prior to a public hearing.

OP Comment	Planning and/ or Zoning Rationale
Revise the hydraulic flip-up door on 14 th Street	Potential to impact/interfere with pedestrians on the sidewalk and/or street trees, especially as the trees mature.
Indicate the location of the PEPCO/transformer utility vaults.	Public Space regulations require utility vaults to be on private property or in the alley, and not have grated tops when in sidewalks.

OP Comment	Planning and/ or Zoning Rationale
Consider adding a more defined top to the building/front elevation with brick work more in the character and style more of the neighborhood.	The front elevation appears flat, as though it is missing its cap.
Consider pulling back the projection or creating a setback at the 2 nd floor on the front elevation.	The front elevation projection over the alley from the second floor appears unbalanced from the street, creating an awkward pinch point between the two buildings while also creating a dark/shadowed alley effect. This would also minimize its visual impact from the street and sidewalk.

III. AREA DESCRIPTION

Ward, ANC

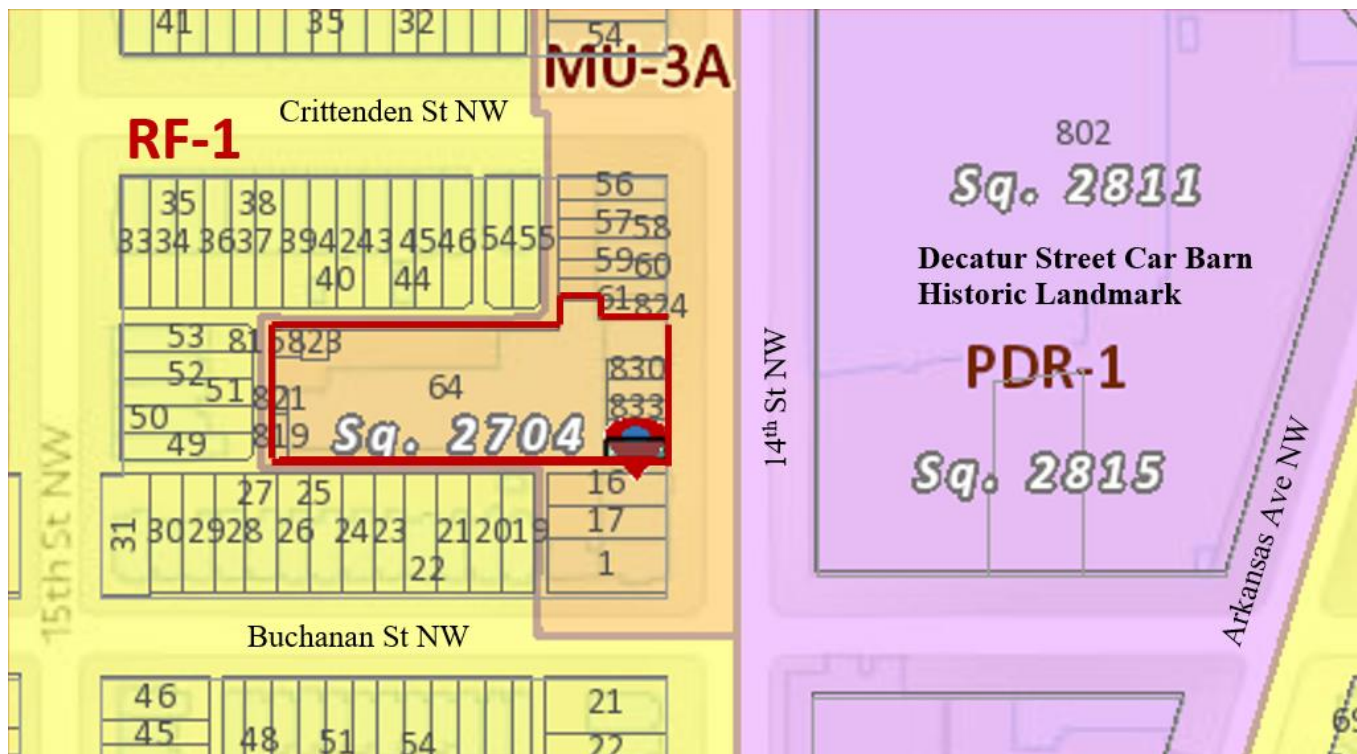
Ward 4, ANC 4C

Comprehensive Plan Area

Rock Creek East

General Context

Locally-serving commercial district serving a moderate density residential neighborhood



Future Land Use Map

SITE DESCRIPTION

Address	4608-4618 14 th Street, N.W.
Legal Description	Square 2704, Lots 64, 815, 819, 821, 823, 828 and 830-833
Property Size	29,960 square feet
Current Zoning	MU-3A
Site Characteristics	The subject property abuts 14 th Street to the east and 10-foot wide alleys to the south, west and most of the north, with a small portion abutting one-story commercial structures. All properties across the alleys are row houses or flats, with the exception of the two to four-story commercial buildings to the south fronting 14 th Street. Topography of the site slopes downward 17.67 feet from west to east.
Existing Use of Property	Moveius Contemporary Ballet Company/Dance Loft on 14, and locally serving retail and service commercial uses.

IV. PROJECT DESCRIPTION

Applicant	Dance Loft Ventures LLC
Proposed Zoning	Rezone from MU-3A to MU-5A zone
Proposed Use of Property	Mixed-use multi-family building with ground floor retail, and performing arts/entertainment/assembly uses

The applicant proposes to construct a five-story building with 101 residential units, including 24 three-bedroom units, and common amenity space. Two-thirds of the units would be affordable at 30, 50 and 60 percent MFI. A non-profit performing arts organization, Moveius Contemporary Ballet Company/Dance Loft on 14, would occupy 11,277 square feet on the ground and mezzanine levels, 1,888 square feet of retail space would face 14th Street, and 40 off-street parking spaces, including long-term bicycle parking, would be located within a garage. (see exhibits 2M1 through 2M4)

	Proposal	
Building Height	66 feet, 8 inches	
GFA	Residential	91,909 square feet
	Dance Loft	11,277
	Retail	1,888
	Other	<u>8,472</u>
	Total	113,546 square feet

	Proposal
Residential	101 units

V. PLANNING CONTEXT

As described in the Introduction (Chapter 1 Introduction, Section 103, Attachment I), the Comprehensive Plan is the centerpiece of a “Family of Plans” that guide public policy in the District. The Introduction goes on to note three “Tiers” of Planning (Chapter 1 Introduction, Section 104, Attachment II), including:

- a. Citywide policies
- b. Ward-level policies
- c. Small area policies.

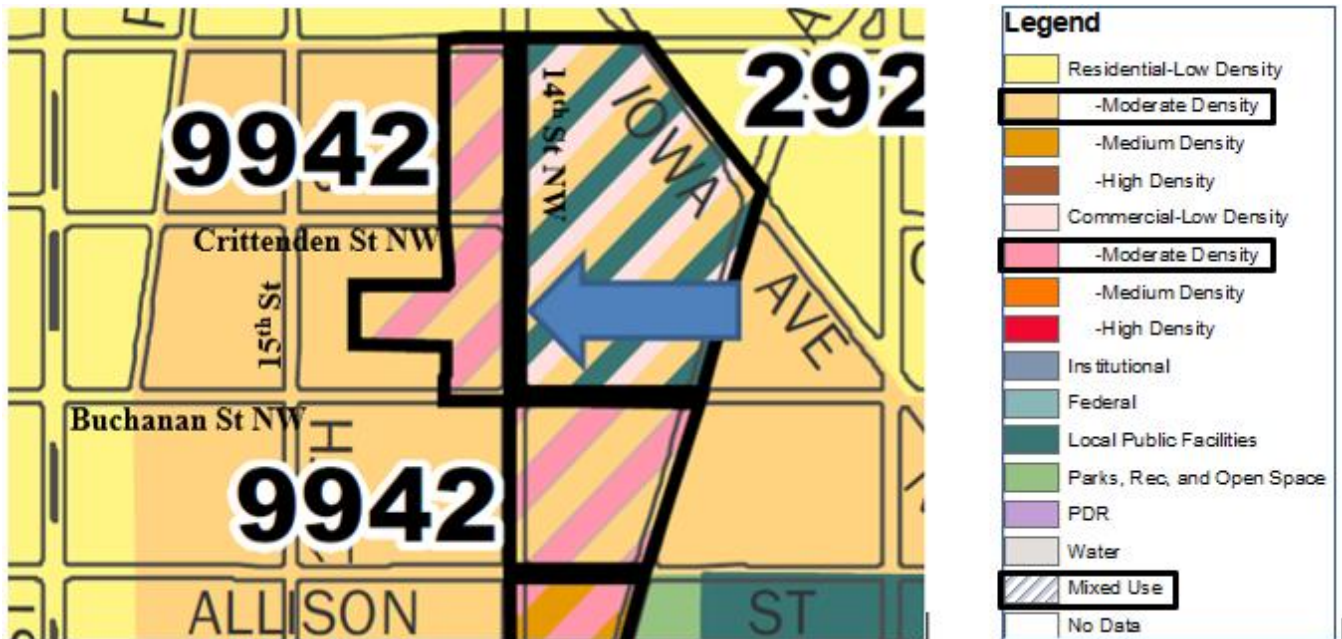
A. COMPREHENSIVE PLAN MAPS

As described in the Guidelines for Using the Generalized Policy Map and the Future Land Use Map (Chapter 2 Framework Element, Section 226, Attachment III), the maps are intended to provide generalized guidelines for development decisions. They are to be interpreted broadly and are not parcel-specific like zoning maps; i.e. the maps, in and of themselves, do not establish detailed requirements or permissions for a development’s physical characteristics including building massing or density; uses; or support systems such as parking and loading. They are to be interpreted in conjunction with relevant written goals, policies and action items in the Comprehensive Plan text, and further balanced against policies or objectives contained in relevant Small Area Plans and other citywide or area plans.

As described below, the proposed PUD and map amendment would be not inconsistent with the map designations.

Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates that the site is appropriate for “Mixed Use”, a combination of Moderate Density Residential and Moderate Density Commercial.



Future Land Use Map

Mixed Land Use

Indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the specific land use categories. The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground-floor retail with three stories of housing above), the map may note the dominant use by showing it at a slightly higher density than the other use in the mix. The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned.

Moderate Density Residential

Defines neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single-family homes, two- to four-unit buildings, row houses, and low-rise apartment buildings. In some neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all).

Moderate Density Commercial

Defines shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in Low Density Commercial areas.



Generalized Policy Map

Generalized Policy Map

“The purpose of the Generalized Policy Map is to categorize how different parts of the District may change between 2005 and 2025.”

The Generalized Policy Map designates the subject property as “Main Street Mixed Use Corridors”, described as:

“Traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian oriented environment with traditional storefronts. Many have upper-story residential or office uses. Some corridors are underutilized, with capacity for redevelopment. 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.”

B. COMPREHENSIVE PLAN WRITTEN ELEMENTS

The Comprehensive Plan Analysis Through a Racial Equity Lens

The Comprehensive Plan update recognizes that advancing equity requires a multifaceted policy approach. While the Comprehensive Plan update addresses equity in narrower terms, such as “equitable development,” it recognizes that many areas of policy must be brought to bear on the challenge:

Equitable development is a participatory approach for meeting the needs of underserved communities through policies, programs 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, health care, technology, workforce development, and employment opportunities. As the District grows and changes, it must do so in a way that encourages choice, not displacement, and builds the capacity of vulnerable, marginalized, and low-income communities to fully and substantively participate in decision-making processes and share in the benefits of the growth, while not unduly bearing its negative impacts. 213.7

The direction to consider equity “as part of its Comprehensive Plan consistency analysis” indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission’s consideration of whether a proposed zoning action is not inconsistent with the Comprehensive Plan. As is the case whenever the Commission considers Comprehensive Plan consistency, the scope of the review and Comprehensive Plan policies that apply will depend on the nature of the proposed zoning action. An equity analysis would look at how the elements of the PUD work together relative to Comprehensive Plan policies, including equity.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where the provision of affordable housing, avoiding displacement of existing residents, and creating access to opportunity is a priority.

The Comprehensive Plan recognizes that without increased housing, the imbalance between supply and demand will drive up housing prices in a way that creates challenges for many residents, particularly low-income residents. The Comprehensive Plan further recognizes the importance of inclusionary zoning requirements in providing affordable housing opportunities for households of varying income levels.

A. Land Use

The proposed building would provide moderate density housing and an arts school serving the community, in addition to a limited amount of new, modern retail space, within an area identified as such on the FLUM, enabling the proposed building to “fit-in” and contribute to this commercial segment of 14th Street and serve the moderate density commercial neighborhood to the west.

B. Transportation

The site is located approximately one mile from the Georgia Avenue/Petworth Metrorail station on the Green Line, providing access throughout the District, Maryland and Virginia. It is also served by several Metrobus lines that operate on 14th Street, providing access between downtown Washington and downtown Silver Spring. In combination, future residents of the new building would have the ability to take advantage of the provision of services and employment not only within the surrounding neighborhood, but throughout the Washington Metropolitan Area.

C. Housing

The proposed development would provide housing for an underserved population, in a building that would provide for a mix of incomes and family sizes. Two-thirds of the units within the building would be affordable, including 22 percent of the total number of units that would be offered at 30 percent MFI, 22 percent at 50 percent MFI and 22 percent at 60 percent MFI. In addition, 24 percent of the units would be three-bedroom or family-sized units.

D. Urban Design

The façade of the building would include various forms of red brick, which would contribute to its ability to blend in with many of the row houses existing within the surrounding community. New, modern retail space would be located along the 14th Street frontage, upgrading the existing retail spaces to modern retail standards. Although taller than the surrounding residential development, the proposed building would front on 14th Street in the middle of a commercial block, and separated by public alleys from the lower-rise moderate density housing surrounding the site on three sides.

Citywide Elements of the Comprehensive Plan

The proposed development is not inconsistent with the following policies of the Citywide Elements of the Comprehensive Plan:

Chapter 3 Land Use

The Land Use Chapter provides the general policy guidance on land use issues across the District.

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-2.1.2: Neighborhood Revitalization

Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, as described in Section 213 of the Framework Element, and create opportunities for disadvantaged persons and for deeply affordable housing. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. 310.9

Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader Districtwide needs, such as affordable housing, public facilities, and more. 310.10

Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors

Planned unit developments (PUDs) in neighborhood commercial areas shall provide high-quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space. 310.20

Policy LU-2.3.12: Arts and Culture Uses in Neighborhoods

Recognize the importance of low-profile, neighborhood-serving arts and culture as assets for community preservation and building. Encourage the preservation or expansion of arts and culture in discretionary review of development projects. 312.14

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial strip development and instead encourage pedestrian-oriented nodes of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 313.13

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

Develop new uses within commercial districts at a height, mass, scale, and design that is appropriate for a growing, densifying Washington, DC, and that is compatible with surrounding areas. 313.14

The proposal is for a new development approximately one mile from the Georgia Avenue/Petworth Metrorail station on the Green line, in addition to bus service along 14th Street. The proposed building, in addition to providing deeply affordable housing at 30, 50 and 60 percent MFI, would also add new, modern space for locally serving retail establishments to better serve the surrounding community. The building itself would step-back after the first floor, along the north, south and western frontages, in acknowledgment of the existing surrounding residential row houses across the public alleys.

Chapter 4 Transportation

The Transportation Chapter provides the general policy guidance on housing issues across the District.

Policy T-1.1.7: Equitable Transportation Access

Transportation within the District shall be accessible and serve all users. Residents, workers, and visitors should have access to safe, affordable and reliable transportation options regardless of age, race, income, geography or physical ability. Transportation should not be a barrier to economic, educational, or health opportunity for District residents. Transportation planning and development should be framed by a racial equity lens, to identify and address historic and current barriers and additional transportation burdens experienced by communities of color. 403.13

Policy T-1.1.8: Minimize Off-Street Parking

An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. 403.14

Action T-2.3.B: Bicycle Facilities

Wherever feasible, require large, new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. Residential buildings with eight or more units shall comply with regulations that require secure bicycle parking spaces. 409.16

The proposal would be located within a location that affords access to both Metrobus and Metrorail, affording future residents easy access throughout the region without the need for an automobile to access employment and other services throughout the region. Secure long-term bicycle parking would be provided within the on-site garage, and the amount of automobile parking proposed is minimal. The applicant requested flexibility to reduce the number of spaces provided due to the site's proximity to transit.

Chapter 5 Housing

The Housing Element describes the importance of housing to neighborhood quality in the District of Columbia and the importance of providing housing opportunities for all segments of our population.

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-1.1.4: Mixed-Use Development

Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street

mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6

503.7 Policy H-1.1.5: Housing Quality

Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize long-term operation, repair, and capital replacement costs. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. 503.7

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-1.2.2: Production Targets

Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. In aggregate, the supply of affordable units shall serve low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8: 30 percent at 60 to 80 percent MFI, 30 percent at 30 to 60 percent MFI, and 40 percent at below 30 percent MFI. Set future housing production targets for market rate and affordable housing based on where gaps in supply by income occur and to reflect District goals. These targets shall acknowledge and address racial income disparities, including racially adjusted MFIs, in the District, use racially disaggregated data, and evaluate actual production of market rate and affordable housing at moderate, low, very-low, and extremely-low income levels. 504.9

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

The proposed building, a mixed-use development, would be faced primarily with red brick, not dissimilar to much of the existing surrounding housing stock. In acknowledgment of racial income disparities in housing, two-thirds of the newly constructed units in the building would be available at 30, 60 or 80 percent MFI, and mixed throughout the building. Twenty-four of the 101 apartments proposed would be three-bedroom, or family-sized units. The site is located less than one mile from Rock Creek Park, including the Carter Baron Amphitheater. It is within walking distance of the Upshur Park complex, including a playground, a pool, a dog park, athletic fields and other recreation opportunities.

Chapter 6 Environmental Protection

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources.

603.6 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

612.7 Policy E-3.2.5: 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 residents who are least able to afford them. 612.7

Policy E-3.2.6: Alternative Sustainable and Innovative Energy Sources

Support the development and application of renewable energy technologies, such as active, passive, and photovoltaic solar energy; fuel cells; and other sustainable sources such as shared solar facilities in neighborhoods and low- or zero-carbon thermal sources, such as geothermal energy or wastewater heat exchange. Such technology should be used to reduce GHGs and imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct sunlight for distributed-energy generators and passive solar homes relying on the sun as a primary energy source. 612.8

Policy E-3.2.8: Locally Generated Electricity

Support locally generated electricity from renewable sources, including both commercial and residential renewable energy projects. Policies could support the option to share a solar project among several neighbors (i.e. community solar), financial incentives, research and education, and maximizing existing programs to help install solar panels and solar thermal systems throughout the District. 612.10

615.4 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

The building is proposed to conform to LEED v.4 Gold -level design standards. The roof, designed to accommodate solar photovoltaics, would be supplemented through the use of off-site solar energy through the District's Community Solar Program. A green roof with native plants would also be included. The rooftop would include a balance between renewable energy with stormwater management and GAR requirements.

Chapter 9 Urban Design

The Urban Design Element addresses the District's physical design and visual qualities.

Policy UD 2.1.6: Minimize Mid-Block Vehicular Curb Cuts

Curb cuts should be avoided on streets with heavy pedestrian usage and minimized on all other streets. Where feasible, alleys should be used in lieu of curb cuts for parking and loading access to buildings. Curb cuts for individual residences should only be allowed if there is a predominant pattern of curb cuts and driveways on the block face. 908.8

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

Facade materials proposed for the building include various forms of red brick, grey cementitious panels and grey metal panels. The building footprint would be larger than the residential floors, to allow for a visual and spatial separation of the proposed building from the surrounding residential row houses.

No curb cuts are proposed for the new building and all vehicular access would utilize the existing public alley system. To facilitate access into the building from the ten-foot wide alley on the south side of the proposed building, the applicant proposes to widen the alley on the subject property's side of the alley to fifteen feet.

Chapter 14 Arts and Culture

The Arts and Culture Element provides policies and actions dedicated to the preservation and promotion of the arts in the District.

Policy AC-1.1.1: Enhancement of Existing Facilities

Preserve and enhance existing District-owned or controlled neighborhood arts and cultural spaces. Assist in the improvement of arts and cultural organizations' facilities to enhance the quality, diversity, and distribution of cultural infrastructure . 1403.5

Policy AC-1.1.10: Encourage Cultural Space in Planned Unit Developments

Developing long term, low-cost cultural space should be considered an important and desired benefit in discretionary development reviews. Where appropriate, it should be provided in addition to, not instead of, any affordable housing deemed appropriate for the project. 1403.14

The site was purchased by the applicant, Dance Loft and Helios, with the assistance of three affordable housing lenders, allowing the existing arts uses on the site to be retained on-site and relocated into the new building. As a result, much of the first floor and mezzanine levels would be dedicated to the arts. The housing provided on the upper levels of the building would include affordable housing that that would consist of approximately two-thirds of the building.

Area Elements of the Comprehensive Plan

The proposed development is located within the Rock Creek East Area Element of the Comprehensive Plan, and specifically within the Central 14th Street NW Policy Focus Area. The proposal would particularly further the following Area Element statements and policy objectives:

Policy RCE-1.1.3: Directing Growth

Concentrate economic development activity, employment growth, and new housing, including affordable housing, in Rock Creek East around the Georgia Avenue-Petworth and Takoma Metro station areas, along the Georgia Avenue NW corridor, along Kennedy Street NW, at key nodes along 14th Street NW, at the former WRAMC site, and at the AFRH site. Provide improved pedestrian, transit, and bicycle access to these areas, and improve their visual and urban design qualities to create a unique destination for the local community to enjoy. 2208.4

Policy RCE-1.1.13: Vibrant Local Shopping Streets

Encourage a vibrant mix of commercial businesses, including local retail options, to avoid excessive concentrations of liquor stores on local shopping streets. 2208.14

Policy RCE-2.7.1: Central 14th Street NW

Nodal Development Support the nodal redevelopment opportunities of 14th Street NW:

- *Intermediary Node Two (Webster to Decatur Streets NW) can become a neighborhood-serving retail area with potential for additional uses in conjunction with the reconstruction of the existing bus barn.*

Policy RCE-2.7.2: Public Realm

Improve the aesthetics of the Central 14th Street corridor, as well as pedestrian safety and connectivity. 2217.4

Policy RCE-2.7.4: Small Business Opportunities

Strengthen opportunities for existing and new small businesses along the Central 14th Street corridor and enhance their marketing and advertising to increase neighborhood patronage. 2217.6

Action RCE-2.7.A: Land Use Change

Encourage moderate-density, mixed-use commercial uses for properties, where appropriate, along 14th Street NW and Arkansas Avenue NW between Webster and Decatur Streets NW to support mixed-use redevelopment of commercial properties. 2217.7

The proposed mixed-use commercial development would, in addition to improving the visual design of the block, provide new housing, including affordable housing between 30 and 60 percent MFI, within a key node on 14th Street, N.W. New retail space would be constructed that could be available to neighborhood serving small businesses in the area, and in combination with the new and improved arts space within the building, would create a unique destination for the local community. Long and short-term bicycle parking would be provided, improving access to the site.

C. SMALL AREA PLANS

The subject property is located within the “Central 14th Street Vision Plan and Revitalization Strategy” small area plan, adopted by Council in 2012, prior to the adoption of the 2021 version of the Comprehensive Plan. It is located within the commercial node identified in that plan as “Node Two”, which extends from Webster Street north to Decatur Street. Nodes in the plan were identified because of concerns regarding “*safety, cleanliness, physical appearance, and revitalization.*”

The Plan indicates the need for storefront improvements. The proposed building, in addition to cultural arts space, would provide for approximately 1,888 square feet of new modern retail space fronting 14th Street. In addition, the plan finds that Node Two has the potential for 130 new residential units, and the application would contribute 101 new residential to that number.

Redevelopment of the subject property is recommended by the plan to include a mixed use building with ground floor retail, possibly a grocery, and up to three floors of residential above, similar to the subject application, although the proposal is for four floors plus a penthouse level of residential. The amount of retail space proposed, 1,888 square feet, would be insufficient to for a grocery store or supermarket.

Design guidance in the plan recommends the bulk of the building front on 14th Street, and that the building should step back away from the surrounding residential development.

D. SUMMARY OF PLANNING CONTEXT ANALYSIS

On balance the proposal would provide for new retail space, new and improved arts space for the applicant, and new housing, including family-sized or three bedroom units that would consist of approximately twenty-four percent of the total number of units. Two-thirds of the housing units would

be offered at a level of affordability between thirty and sixty percent MFI. New, modern retail space would be provided along the 14th Street frontage, part of the existing commercial strip on the block. Although the amount of retail space would not be large enough for a supermarket, the proposed building would provide many other amenities that would be available to the neighborhood, including a performing arts anchor. The sustainable design of the building would include many green and environmentally sensitive components, including a green roof with native plants, a net-zero energy target, the use of solar panels, all designed to achieve a LEED Gold rating.

VI. ZONING ANALYSIS

The site is currently zoned MU-3A and the applicant is requesting a PUD-related zoning map amendment to the MU-5A zone, which is not inconsistent with the Comprehensive Plan. Below is a table comparing the existing (MoR) and proposed PUD zone to the proposal:

	Existing Zone MU-3A MoR	Proposed Zone MU-5A PUD	Proposal	Flexibility
Lot Area	None prescribed	21,780 sq. ft.	29,960 sq. ft.	None Required
Height G § 303/G § 403	40-foot max.	90 -foot max	66 feet, 8 inches	None Required
Penthouse	12 feet 15 feet for mechanical	12 feet 18.5 feet for mechanical	12 feet 18.5 feet for mechanical	None Required
FAR G § 402; X 303	1.2 with IZ bonus	5.04 with IZ & PUD bonuses	3.79	None Required
Lot Occupancy G § 404	60% max. res. 100% non-res. max.	80% max. res. 100% non-res. max	70% res. 100% non-res.	None Required
Rear Yard G § 405	20-foot min.	15-foot min.	15 feet	None Required
Parking C § 701.5	Residential: 32 Entertainment 23 <u>Retail: 0</u> TOTAL: 55 min.	Residential: 32 Entertainment 23 <u>Retail: 0</u> TOTAL: 55 min.	40 spaces	REQUIRED
Short Term Bicycle Parking (min.) C § 802	Residential.: 5 Entertainment: 2 <u>Retail: 0</u> TOTAL= 7	Residential.: 5 Entertainment: 2 <u>Retail: 0</u> TOTAL= 7 min.	8	None Required
Long Term Bicycle Parking (min.) C § 802	Residential.: 33 Entertainment: 2 <u>Retail: 0</u> TOTAL= 35	Residential.: 33 Entertainment: 2 <u>Retail: 0</u> TOTAL= 35	35	None Required

	Existing Zone MU-3A MoR	Proposed Zone MU-5A PUD	Proposal	Flexibility
Loading C § 901	1-30 ft. berth min. 1-20 ft. delivery space	1-30 ft. berth min. 1-20 ft. delivery space	1-30 ft. berth 1-20 ft. delivery space	None Required
Green Area Ratio G § 407.3	0.3 min.	0.3 min.	0.3	None Required

VII. REQUESTED ZONING FLEXIBILITY

The applicant requests the following flexibility through this PUD:

1. PUD-related map amendment from MU-3A to MU-5A.
2. Reduction in off-street automobile parking from a minimum of 55 spaces to 40 spaces.

The applicant requests a reduction in parking to provide fewer spaces than required. OP will provide detailed analysis of requested flexibility prior to a public hearing.

VIII. PUD EVALUATION STANDARDS

The Zoning Regulations define a Planned Unit Development (PUD) as “A plan for the development of residential, institutional, and commercial developments, industrial parks, urban renewal projects, or a combination of these, on land of a minimum area in one (1) or more zones irrespective of restrictions imposed by the general provisions of the Zoning Regulations, as more specifically set forth in Subtitle X, Chapter 3.” (Subtitle B-28). The purpose and general standards for a Planned Unit Development are established in Subtitle X 300:

300.1 The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that the PUD:

- (a) Results in a project superior to what would result from the matter-of-right standards;*
- (b) Offers a commendable number or quality of meaningful public benefits; and*
- (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.*

300.2 While providing for greater flexibility in planning and design than may be possible under conventional zoning procedures, the PUD process shall not be used to circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.

Public Benefits and Amenities:

Chapter X Section 305.2 states that “Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.”

Subtitle X § 305.5 provides a summary of categories for PUD benefits and amenities. While the final benefits amenities proffer is typically refined and resolved later in the PUD process, at this point, the applicant has proffered the following (refer to Exhibit 2A2, pages 25 and 26) for the proposed PUD:

(a) Superior urban design and architecture

The proposal would be for a mixed-use building with 101 multi-family units, including twenty-four family sized units and sixty-six affordable units. Of the affordable units, twenty-two would be at thirty percent, twenty-two at fifty percent and twenty-two at sixty percent MFI in a sustainably designed building designed to LEED v.4 Gold Standards. The building would be designed to accommodate the existing non-profit community arts organization within a new space without the displacement of that organization from the community.

(b) Superior landscaping, or creation or preservation of open spaces

The applicant proposes green roofs with native plants. Although a sustainable design, the application does not provide a GAR in excess of the minimum required. Therefore, OP does not consider this to be a public benefit.

(c) Housing

The building is proposed to contain 101 apartment units in a neighborhood that has seen very little new housing in recent years, including twenty-four family three-bedroom units.

(d) Affordable housing

The applicant proposes that approximately two-thirds of the apartment unit in the building would be affordable. Twenty-two percent of the units would be affordable at thirty percent MFI, twenty-two percent at forty percent MFI and twenty-two percent at sixty percent MFI.

(e) Environmental and sustainable benefits

The building would be designed for LEED Gold v4 certification, including rooftop solar panels to attempt to achieve net zero energy. This would include maximizing on-site solar energy coupled with off-site solar energy through the District's Community Solar Program to achieve net-zero energy, maximizing rooftop renewable energy in coordination with stormwater management and GAR requirements, avoiding outdoor heat pump equipment and exploring ground source/geothermal equipment or sanitary sewer heat recovery systems, and potentially possibly tapping into the sewer main in 14th Street, N.W. so as to employ a sanitary sewer heat recovery HVAC system, which the applicant discussed with DC Water.

(f) Other public benefits and project amenities

Three retail spaces exist on the site and are proposed to be replaced with three new ones. Although the applicant has not yet reached an agreement with the existing retailers on site to return after construction, the Applicant proposed to assist these retailers with resources to relocate to other nearby buildings on 14th Street, NW or elsewhere in the vicinity of the Property. OP will require more information on this proposal from the applicant.

In general, OP finds the benefits and amenities proposed are sufficient for the PUD as proposed, including the requested map amendment and reduction in off-street parking.

The applicant should continue to work closely with OP, other agencies, the ANC and community groups to develop a full proffer commensurate with the flexibility requested, for submission prior to a public hearing on this case. OP will provide a detailed analysis of the final benefits and amenities proffer prior to a public hearing.

IX. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will refer it to the following District agencies for review and comment:

- Department of Energy and the Environment (DOEE)
- Department of Housing & Community Development (DHCD)
- District Department of Transportation (DDOT)
- Department of Parks and Recreation (DPR)
- DC Public Schools (DCPS)
- Department of Public Works (DPW)
- Department of Aging (DOA)
- Department of Employment Services (DOES)
- Fire and Emergency Medical Services Department (FEMS)
- Metropolitan Police Department (MPD)
- District of Columbia Water and Sewer Authority (DC Water)
- Washington Metropolitan Area Transit Authority (WMATA)