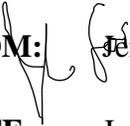


**MEMORANDUM****TO:** District of Columbia Zoning Commission**FROM:**  Jennifer Steingasser, Deputy Director Development Review & Historic Preservation**DATE:** June 6, 2014**SUBJECT: ZC 14-02: Hearing Report –Barry Farm
First Stage PUD and Related Map Amendment**

I. APPLICATION AND RECOMMENDATION

The District of Columbia Housing Authority (DCHA), A&R Development Corporation, and Preservation of Affordable Housing, Inc. (POAH) (Applicant) proposes the redevelopment of the existing Barry Farm and Wade Road Apartments with a mixed use development consisting of residential, retail and service uses. The new development would include housing for residents of varying incomes, a mixture of residential unit types and sizes, retail, service uses, a community park, and open space. To accommodate this development, the Applicant has requested a First Stage Planned Unit Development (PUD) and a related map amendment to rezone the property from the R-5-A district to the R-5-B and C-2-A districts.

On March 31, 2014 the Zoning Commission set down the proposal for a public hearing with a number of issues to be addressed including the site layout, affordable housing, connections to the Anacostia Metro Station and sustainability. These and other issues noted as requiring clarification or refinement are summarized in the OP Analysis in Section XV of this report.

Subsequently, the Applicant submitted revised plans showing considerable revisions to the site layout and unit types while retaining the proposed number of units.

The Office of Planning (OP) **recommends that the proposed First Stage PUD and related map amendment, as revised, be approved.** The proposal is not inconsistent with the Comprehensive Plan Future Land Use and Policy maps, and furthers many policies in various elements of the Plan. Additionally, the proposal would implement the recommendations of the Barry Farm, Park Chester, Wade Road Redevelopment Plan. The development plan is generally consistent with the requirements of the Zoning Regulations and the flexibility requested would allow for an improved development over that permitted by-right. OP has advised the Applicant to provide the following prior to the public hearing:

- Updated Traffic Study to address the new site layout;
- Details on the affordable housing program, such as the number and duration of the affordable housing programs.
- A more complete justification for the requested height and lot occupancy flexibility.

In addition, as part of each subsequent Second Stage review application, the Applicant has been advised to provide the following:

- Detail of the phasing plan, including approximate scheduling and development priorities;
- Details on environmental/green building initiatives;
- Detailed Landscape Plans;
- Plans showing where and how the yard requirements for theoretical lots are met and the extent of the requested deviations; and
- TDM measure specifics.
- The location of all affordable units;
- Detail how each building facade would relate to the streets and adjacent buildings.

II. SITE AND SURROUNDING AREA

The subject property, located on Square 5862, Lots 137-143; Square 5865, Lots 243, 249, 254, 259, 260-280, 893, 963-978, and 992; Square 5866, Lots 130, 133-136, 141-144, 147-150, 152, 831-835; and Square 5867, Lots 143, 172-174, 890-891, and 898, has a total land area of approximately 1,106,850 square feet or 25.4 acres. The site is generally bounded by Suitland Parkway and the new Barry Farm Recreational Center to the north; Wade Road, SE to the east; St. Elizabeths East Campus to the south, and the Firth Sterling Avenue, SE to the west. The development site is a combination of;

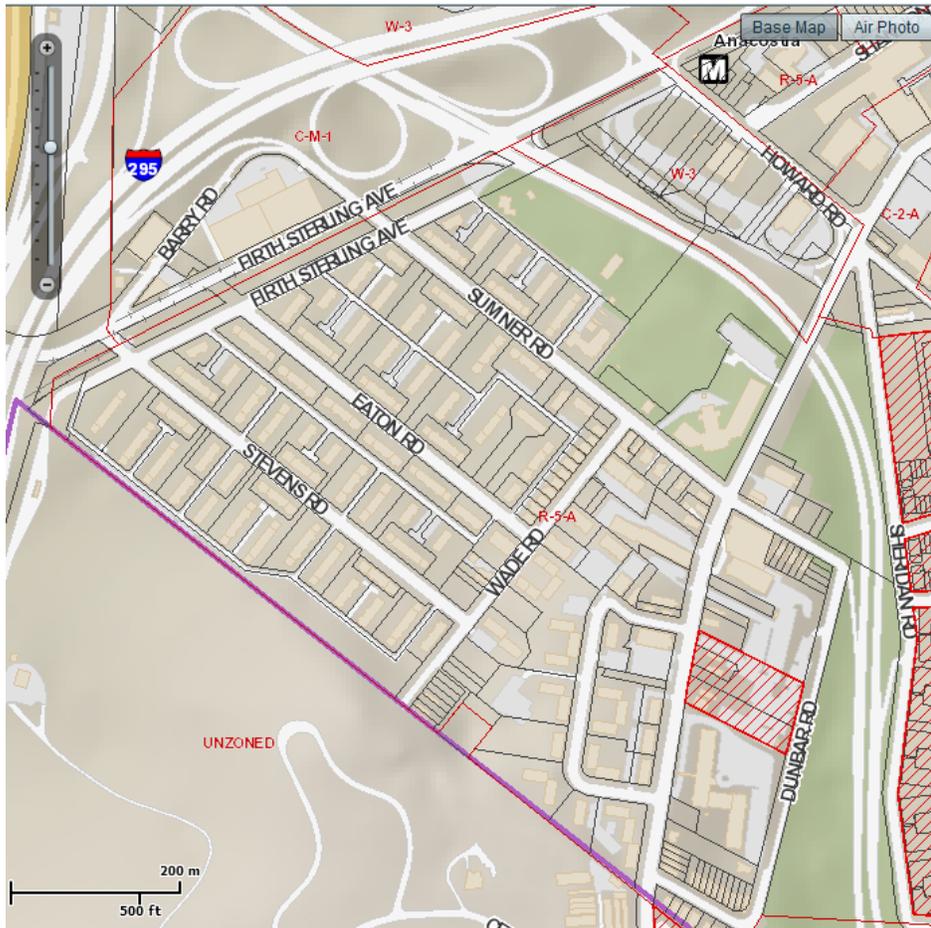
- Barry Farm residences consisting of 432 low-income, rowhouses;
- Wade Apartments, with 12 low-income units at the corner of Wade and Eaton Roads; and
- 7 vacant lots along Wade Road.

The site is located in the Anacostia neighborhood of Ward 8 and is zoned R-5-A. To the west across Firth Sterling Avenue are industrial use in the C-M-1 zone; to the north is the new Barry Farm Recreation Center and the Excel Academy Charter School in the R-5-A zone; to the east is the Park Chester apartments and row houses in the R-5-A zone; and to the south is the St. Elizabeths West campus with the US Department of Homeland Security offices and is unzoned.

Map 1 - Site Location



Map 2 - Zoning



IV. BACKGROUND

Barry Farm is one of the communities in the District's New Communities Initiative (NCI) which has a goal to revitalize areas of solely public housing and replace them with mixed income and mixed use communities. To Build-First is one of the core parameters of the New Communities Initiative, to provide for units off-site and in the neighborhood of the affected property to avoid displacement or being relocated from a resident's base community. As part of the Barry Farm NCI, 100 replacement units were funded for Barry Farm families. In January 2012, 35 Barry Farm families were moved to Matthews Memorial Terrace, located at 2632 Martin Luther King Jr Avenue, SE; and 19 families were moved to Sheridan Station Phase I, located at 2516 Sheridan Road, SE, which includes the multi-family building and the first townhouse and manor-flat units. Sheridan Station Phase III is currently in construction and will deliver 40 units for Barry Farm families.

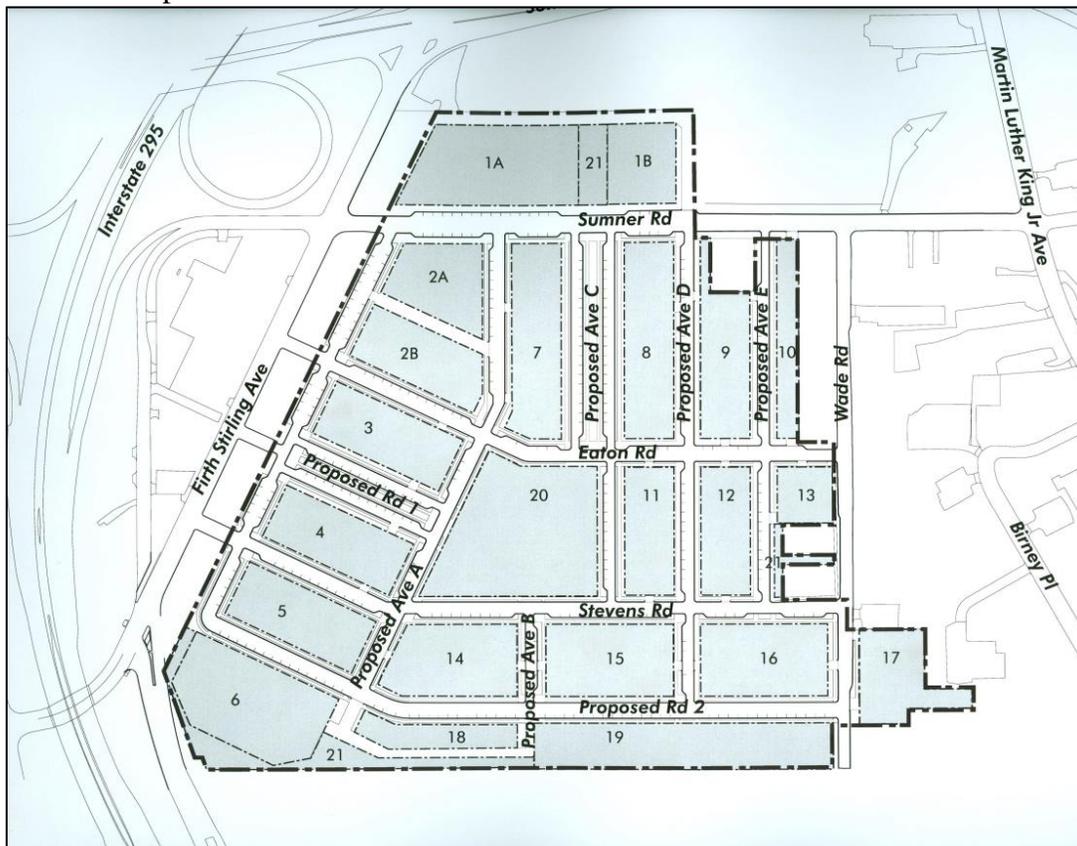
Future relocation will be managed by the DCHA which will adhere to the Uniform Relocation Assistance and Real Property Acquisitions Act (URA). DCHA would apply for Section 8 vouchers and move families to privately owned units or into other public housing units. The relocation plan will be developed once the construction phasing plan is determined. DCHA expects the return rate of the former residents to the new Barry Farm to be higher than the return rate in other HOPE VI projects. The Applicant has been advised to provide that information prior to the public hearing.

V. PROPOSAL

The proposal is to demolish the existing Barry Farm and Wade Road Apartments. The replacement of the existing Barry Farm and Wade Road residences has been contemplated, studied, and planned for a number of years and this proposal would be the implementation of these many plans. The redevelopment would benefit existing residents and the Anacostia neighborhood, and would further economic development by assisting in the revitalization of Anacostia. The project includes many elements that would be an improvement over what could be achieved as a matter-of-right, such as the provision of retail and service uses mainly to provide for the everyday need of the residents; recreation and open space; and improved circulation and pedestrian connections.

Subsequent to set down, in response to concerns raised, the Applicant revised the site plan layout considerably, and would now be subdivided into twenty-one (21) parcels (Map 3)¹. The development would retain the existing streets, although somewhat realigned, and introduce new approximately east-west and north-south streets to create a nearly grid pattern with smaller blocks than at present, and as previously proposed. The smaller blocks would provide more connectivity within the community and provide security within the development by providing better views and more eyes on the street.

Map 3 - Parcel Map



The new Barry Farm is proposed to be a mixed income residential neighborhood with approximately 1,692 units consisting of apartments, rowhouses, rowhouses with accessory units, and flats for families of varying income levels and varying sizes. Additionally, the development

¹ The former site plan proposed 22 parcels.

would include 55,500 square feet of retail and service uses which may include a health or dental clinic, daycare or early childhood center, meeting or office spaces, and approximately 188,155 square feet of open space of which 85,714 square feet (1.97 acres) would be a multi-use central park (Parcel 20).

Map 4 - Proposed Site Plan



The apartment/condominium buildings would be located on Parcels 1A-6 and portions of Parcels 7, 8 and 9. These buildings would be up to 5-stories high with one-, two- and three-bedroom units. The buildings on Parcels 1A, 1B, 2 A , 7, 8, and 9 would have ground floor retail uses along with some service, educational or office uses fronting on Sumner Road. The buildings would all front on one or more of the streets. The Applicant will detail in their Second Stage submissions how each facade would relate to the streets and adjacent buildings.

Except for Parcel 20, the park, the remainder of the parcels would be developed with a mixture of 3 to 4 story rowhouses with minimal rear yards, rowhouses with accessory buildings (portions of Parcels 14, 15, 16) and flats. These building would be along tree lined streets.

Two parks are proposed; a central park, Parcel 20 and Sterling Park, on Parcel 1. Parcel 20 would be a 1.97 acre multi-purpose park and would have a large lawn area that could accommodate neighborhood events. Other activities on this park could be a community garden, playgrounds, and informal gathering areas (Sheet 09). Sterling Park on Parcel 1 would be a park for passive recreation or an “open meadow” (Sheet 09). Both are intended to serve local residents.

The Applicant has submitted this application as a First Stage PUD. As such, the Commission is being asked to consider issues such as zoning, height, density, overall form of development, and use mix for the entire Barry Farm site. Detailed site and building design would be provided and reviewed in subsequent Second Stage applications. The following is a breakdown of the proposed development for each building in the PUD;

Parcels:	Area	Use (sq. ft.)			Height	Parking
		Residential	Retail	Other		
Parcel 1A	57,045 sf	207,385 gsf	23,000 gsf	-	65 ft.	Residential: 115 Non-residential: 69 Total: 184
Parcel 1B	23,908 sf	80,200 gsf	9,000 gsf	-	65 ft.	Residential: 45 Non-residential: 27 Total: 65
Parcel 2A	29,813 sf	115,540 gsf	10,500 gsf	-	65 ft.	Residential: 64 Non-residential: 31 Total: 89
Parcel 2B	32,270 sf	129,565 gsf	-	-	65 ft.	72
Parcel 3	34,663 sf	125,187 gsf	-	-	48-65 ft.	67
Parcel 4	34,663 sf	125,187 gsf	-	-	48-65 ft.	67
Parcel 5	34,865 sf	149,510 gsf	-	-	65 ft.	83
Parcel 6	57,285 sf	179,085 gsf	-	-	65 ft.	100
Parcel 7	42,458 sf	109,822 gsf	6,500 gsf	-	48-65 ft.	Residential: 52 Non-residential: 20 Total: 64
Parcel 8	42,465 sf	116,900 gsf	6,500 gsf	-	48-73 ft.	Residential: 55 Non-residential: 20 Total: 67
Parcel 9	32,430 sf	85,176 gsf	-	-	48 ft.	36
Parcel 10	18,210 sf	26,026 gsf	-	-	48 ft.	11
Parcel 11	27,513 sf	88,444 gsf	-	-	48 ft.	34
Parcel 12	27,513 sf	88,444 gsf	-	-	48ft.	34
Parcel 13	12,535 sf	30,758 gsf	-	-	48 ft.	13
Parcel 14	39,080 sf	100,424 gsf	-	-	48 ft.	50
Parcel 15	40,165 sf	95,256 gsf	-	-	48 ft.	54
Parcel 16	39,933 sf	96,256 gsf	-	-	48 ft.	54
Parcel 17	27,283 sf	28,393 gsf	-	-	48 ft.	12
Parcel 18	16,730 sf	62,400 gsf	-	-	48 ft.	26

Parcels:	Area	Use (sq. ft.)			Height	Parking
		Residential	Retail	Other		
Parcel 19	58,020 sf		-	Open Space 58,020 sf		
Parcel 20	85,714 sf			Open Space 85,714 sf		
Parcel 21	44,421 sf			Open Space 44,421 sf		
TOTAL	858,982 sf	2,024,177 gsf	55,500 gsf	46,654 gsf	-	Residential: 1,044 Non-residential: 168 Total: 1,212

Height, Density and Uses

The development would be a mixture of residential, retail, service uses and park/open space on 21 parcels. The ten multifamily buildings would have heights of generally up to 65 feet (5 stories), although Parcel 8 would be up to 73 feet, while the rowhouses and flats would have heights of up to 48 feet (4 stories). OP is supportive of having the taller, multifamily buildings on the western and north portions of the property where they would buffer the lower density and lower height buildings on the remainder of the site. The lower density rowhouses would be compatible to the adjacent single family detached, rowhouses and flats in the adjacent Park Chester community.

Street Improvements

The subject property is currently divided into three large sections by Sumner Road, Eaton Road and Stevens Road running in nearly east to west direction. Wade Road on the east and Forth Sterling Avenue on the west bound the property in a north to south direction. Only Sumner Road connects to Martin Luther King Jr. Avenue on the east which is the main vehicular connection to the Anacostia neighborhood. To create smaller blocks, provide additional connections internally and externally and assist circulation, Eaton and Stevens Roads would be slightly relocated and new Proposed Road 1 and Proposed Road 2 running in east to west directions would be introduced. Five new north to south roadways would be introduced (Proposed Avenue A to Proposed Avenue E) while existing Sterling Lane would be realigned.

Sidewalks throughout the development would range from 6 to 10 feet wide with the wider sidewalks along Sumner Road, which is the main pedestrian way towards the Anacostia Metro Station and where buildings would have ground floor retail. A direct pedestrian connection to the Anacostia Metro Station via a pedestrian bridge is contemplated but is not a part of this application as it is not funded and details have not been worked out with WMATA. The District Department of Transportation (DDOT) would provide dedicated bike lanes along the appropriate roadways.

Parking and Loading

The Applicant submits that approximately 1,212 parking spaces would be provided across the site which is in excess of the 1,180 required. The plans indicate that the townhouse and flats would have parking within the building while the apartments and the retail uses would have podium or below grade parking. On-street parking would also be provided throughout the development. Loading facilities to serve the apartments, retail and service uses would be provided in a manner that buildings with multiple uses can share the facilities and therefore reduce the number of size, number of berths, and the area dedicated to loading.

VI. PHASING

The Applicant has not submitted a phasing plan but has requested flexibility from § 2407.10 to allow the First Stage PUD to be valid for a period of five years instead of the typical one year. The extended time would allow the Applicant to secure the HOPE VI funding for which the Applicant would be making a submission in the very near future.

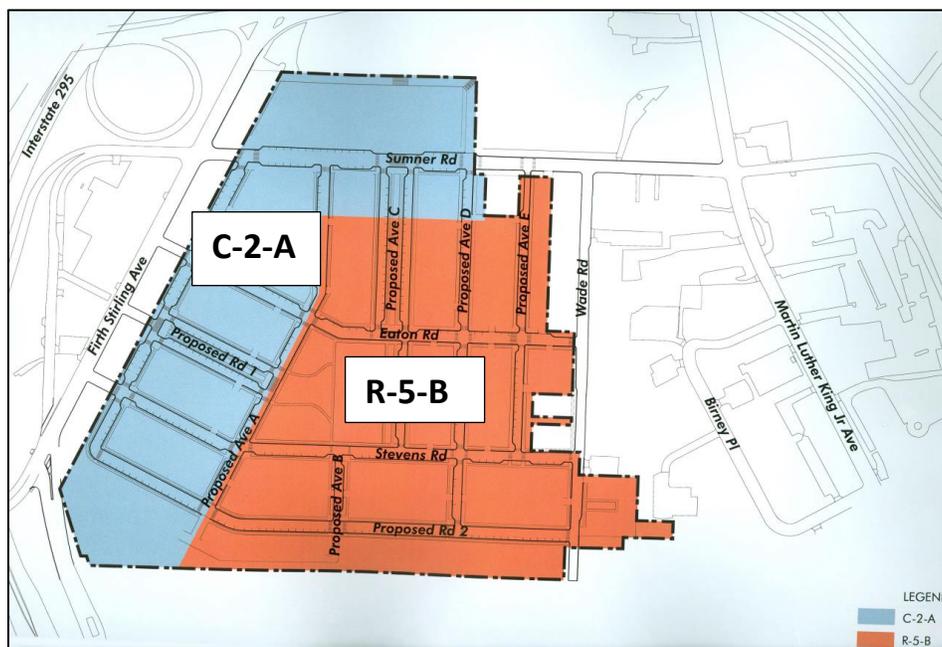
It is expected that the development would be done in phases. OP had requested that the Applicant provide a phasing plan prior to the hearing for the First Stage application. However, the applicant states that the phasing plan is dependent on the funding received for the development of the property. OP therefore recommends that the Applicant provides the phasing plan and for the overall development at the submission of the first of the Second Stage submission. The phasing plan should include the approximate scheduling and development priorities at that time, as this information is important in addressing expectations regarding the site's overall redevelopment.

VII. ZONING

The site is currently zoned R-5-A, which permits matter-of-right development of single-family residential uses including detached, semi-detached, row dwellings, and flats at a low height and density. The Applicant is requesting a PUD related map amendment to the R-5-B and the C-2-A zones. The R-5-B zone provides for moderate height and density residential uses while the C-2-A district permits shopping and business needs, housing, and mixed use development.

As shown on the map below, the C-2-A zone is proposed for Parcels 1A-6 and portions of Parcels 7, 8, 9, and 21, which are intended for apartments and mixed use buildings with retail and service uses on the ground floor; while R-5-B is proposed for the remainder of the property slated for townhouses and flats to a height of up to 48 feet.

Map 5 – Proposed Zoning



The overall goal of the PUD is to permit flexibility of development and other incentives such as increased building height and density provided the project offers a commensurate number or quality of public benefits and that it protects the public health, safety, convenience and welfare. The proposed map amendment coupled with the accompanying PUD is intended to facilitate a site-specific project and ensure a quality development at a scale that is consistent with the surrounding neighborhood.

The following table is a comparison of the R-5-A and the R-5-B/PUD and C-2-A/PUD standards and the development proposal for the project. Some of the information for the proposal would normally be provided as part of subsequent Second Stage reviews, when building designs are finalized.

Proposed R-5-B Portion

	R-5-A Standards	R-5-B/PUD Standards	Proposal
Area	2 acres	1 ac. Minimum (43,560 sq. ft.)	To be provided
Height	40 ft.	60 ft maximum	65 max ft.
FAR	0.9	3.0 maximum	To be provided.
Lot Occupancy	40%	60% maximum	Varies: 63.1 – 93.2%
Lot Width	40 ft.	None	To be provided
Rear Yard	20 ft.	4 inches/ft. of height of building but not less than 15 ft.	To be provided
Side Yard	3 inches/ft. of height of building but not less than 8 ft.	8 ft. for rowhouses if provided.	To be provided.
Parking	Rowhouse: 1 space/ unit Flat: 1 space/ unit = 407	Rowhouse: 1 space/ unit Flat: 1 space/ unit = 407	Rowhouse/Flats: 693

Proposed C-2-A Portion

	R-5-A Standards	C-2-A PUD Standards	Proposal
Area	1 ac. or 43,560 sq. ft.	15,000 sq. ft. minimum	To be provided
Height	40 ft.	65 ft maximum	73 ft.
FAR	0.9	3.0 maximum	To be provided.
Lot Occupancy	40%	60% maximum for residential 100% for commercial	Varies: 60-100%
Lot Width	40 ft.	None	To be provided
Rear Yard	20 ft.	15 ft. minimum	Varies
Side Yard	3 inches/ft. of height of building but not less than 8 ft.	2 inches/ft. of height but not less than 6 ft.	Varies.
Parking Spaces	Apartment: 1 space/2 units Retail: 1 space/300 sq. ft.	Apartment: 1 space/ 2 units= 663 Retail: 1 space/200 sq. ft. = 278	Apartment/Retail: 592
Loading	Residential: 8 - 55 ft. deep loading berth 8 - 20 ft. deep service delivery space	Residential: 8 - 55 ft. deep loading berth 8 - 20 ft. deep service delivery space 8 - 200 sq. ft. platform	8- 30 ft. deep loading berth 8 - 20 ft. deep service delivery space

	8 - 200 sq. ft. platform Non-Residential: 6 - 30 ft. deep loading berth 1 - 20 ft. deep service delivery space 6 - 200 sq. ft. platform	Non-Residential: 6 - 30 ft. deep loading berth 1 - 20 ft. deep service delivery space 6 - 200 sq. ft. platform	8- 200 sq. ft. platform
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* Information provided by the Applicant.

VIII. FLEXIBILITY

The Applicant has requested flexibility from specific zoning requirements as part of the PUD. A Zoning Tabulation sheet (Sheet 054-058) outlines the parameters for the development of each parcel. The applicant provided the proposed FAR of each of the parcels but did not provide the total FAR within each zone. The applicant should also provide the specifics for the side and rear yard for the individual parcels, and identify those parcels on which there would be theoretical lots. It is anticipated that additional flexibility may be necessary as a more detailed analysis is conducted at the Second Stage review for each parcel. The Applicant has requested the flexibility in the following areas:

Lot Occupancy

The Zoning Tabulation sheets show that many of the parcels and lots would exceed the lot occupancy requirements. The applicant should provide has been advised to provide additional justification for this flexibility.

Height

The Zoning Tabulation sheets show the building on Parcel 8 would be at a maximum 73 feet, eight feet over the permitted 65 feet. The applicant has been advised to provide additional justification for this relief.

Loading

The Applicant has requested flexibility from the loading requirements on the mixed use and apartments where all the required 55-foot berths would be replaced with 30-foot berths for the residential use and the required loading facility for the non-residential would not be provided. In the mixed use buildings the Applicant envisions the sharing of the loading facilities between the various uses. OP is not opposed to this flexibility in concept, and the Applicant will provide details of the location, access and management of the loading areas as part of the Second Stage review.

Side and Rear Yards

The Applicant has requested flexibility from the side yard and rear yard requirements for the rowhouse sites. The submitted plans show the general outline of the buildings; the Applicant has been advised to provide plans showing where and how these requirements are met and the extent of the requested deviations as part of the Second Stage review. The Applicant states that the provision of the required side and rear yards would have a “disproportional and counteractive effect” on the development; this should also be detailed as part of the Second Stage review.

IX. PUD EVALUATION STANDARDS

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

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

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

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

X. PUBLIC BENEFITS AND AMENITIES

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

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

The amenity package evaluation is partially based on an assessment of the additional development gained through the application process. The proposal requests a PUD related change in the R-5-A zone designation to R-5-B and C-2-A to permit an overall FAR of 2.42 and to utilize the C-2-A zone on portions of the site to provide a broader range of uses including retail and other service uses.

The proposed redevelopment would target an under-utilized, public housing site that has deteriorated over the years; its improvement is important to the residents of the neighborhood and revitalization of the Anacostia area and has been long planned for and anticipated. The Applicant has listed a number of areas which they feel contribute towards their amenity package. OP will provide additional analysis of the proposed benefits, amenities and mitigation measures prior to the public hearing.

Housing and Affordable Housing

The proposed development would include a variety of housing types (apartments, rowhouses, rowhouses with accessory buildings and flats) and unit sizes for a range of incomes and family sizes. Homeownership opportunities would be provided, and as required by the DC New

Communities Initiative, the new development would replace existing public housing units at Barry Farm and Wade Apartments through one-for-one replacement, although not all replacement units must be on site. The new public housing units would accommodate very low income households at 30% AMI or below. The Applicant anticipates financing some of the apartments through the Low Income Housing Tax Credit program, which provide affordable units to households at 60% of the Area Median Income (AMI) or below. As requested at Set down, the Applicant should provide more detail on the affordable program and the number and duration of the affordable housing programs. The exact location of all affordable units should be provided at the Second Stage Review.

Retail and Service Uses

The proposal would provide retail opportunities on the ground floor of buildings which front on either side of the Sumner Road. There would also be the opportunity to provide service uses in those and other multifamily buildings. The inclusion of retail uses would be an asset to the residents and provide day to day services in the neighborhood. It is not envisioned that the retail uses at Barry Farm would significantly compete with the retail areas along Martin Luther King, Jr. Avenue, the main retail corridor in Anacostia. The provision of retail space would increase pedestrian activity, along with the new recreation center, to create a livelier and inviting streetscape experience for residents of the community.

First Source Agreement

The Applicant states that they would be executing a First Source Employment Agreement with Department of Employment Services (DOES). The Applicant should provide evidence of this being provided through all phases of the development. The Applicant has not provided any information regarding entering into a Certified Business Enterprises (CBE) agreement with the District of Columbia Local Business Opportunity Commission.

Green Elements

The proposal includes a survey of the existing trees and those in good conditions will be preserved. The applicant states that they will continue to consult with the Arborist to the preservation of any special trees on the property. Along with the landscaping, stormwater management systems may include green roofs, bio retention areas permeable pavers, and additional landscaping around buildings, all of which will be detailed in Second Stage submissions.

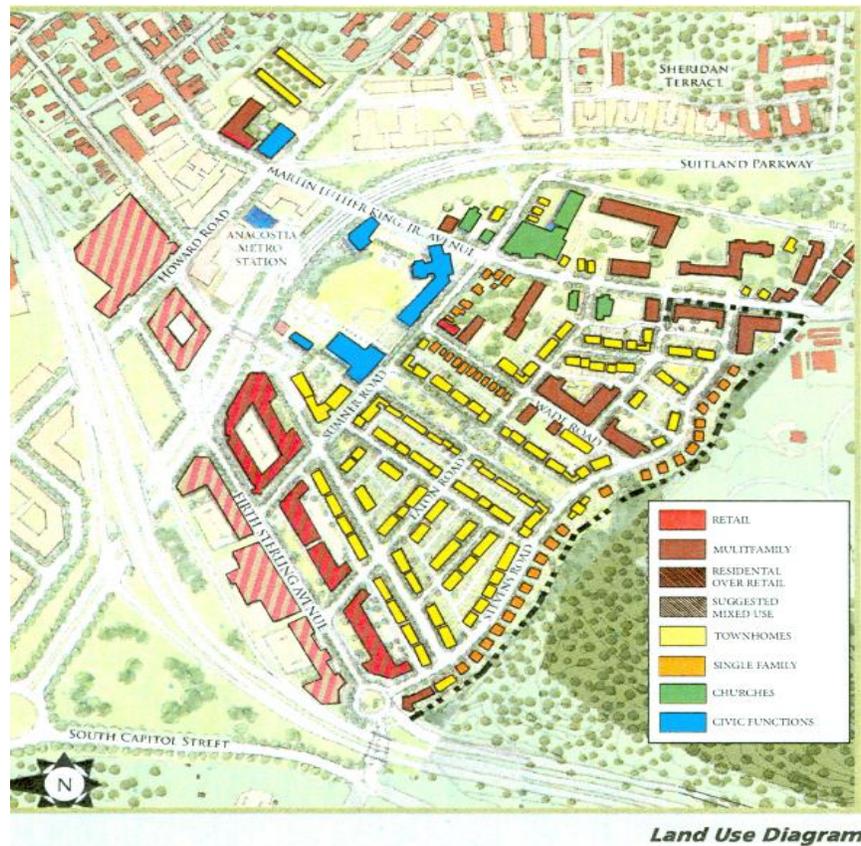
The Applicant would meet, at a minimum, the Enterprise Green Communities standards and also meet certain sustainable building standards depending on funding sources for the redevelopment. For example, if awarded HUD CHOICE Neighborhood funding, Barry Farm would also seek LEED for Neighborhood Development certification (LEED ND). The HUD CHOICE may also require the use of other building rating programs such as Energy Star. OP recommends that details of the proposed sustainable features of the development be provided as part of the Second Stage review.

XI. BARY FARM PARK CHESTER WADE ROAD REDEVELOPMENT PLAN

The District's New Communities Initiative has a goal to transform various public and low income housing developments and their neighborhoods into a mixed-income, mixed-use communities. Based on this, the Barry Farm Park Chester Wade Road Redevelopment Plan was

developed and approved by the Council of the District of Columbia on December 19, 2006². The Plan consists of three main elements: the Human Capital Plan; the Physical Plan; and a Development and Finance Strategy. The vision of the plan is to “*create a vibrant mixed-income neighborhood where resident have quality housing options, real economic opportunities and access to appropriate human services for children and adults.*” A set of key guiding principles were developed in a partnership between the District of Columbia and the Barry Farm Advisory Committee³ that addressed affordable housing; human capital; economic opportunity; and culture and heritage.

Map 6 - Barry Farm Park Chester Wade Road Redevelopment Plan



The Physical Plan makes detailed recommendations for improving the area’s housing, public facilities, neighborhood design, open space and transportation. Key elements of the Physical Plan for the neighborhood include:

- *Creating a mixed-income community of mid-rise apartments and low-rise family housing on the Neighborhood site which includes 373 replacement units together with new affordable and market rate units for a total of 1110 units.*
- *Partnering with local property owners, the Anacostia Waterfront Corporation, private developers at St. Elizabeth’s East and others to create an additional 281 replacement units in mixed-income neighborhoods*

²Through Council Resolution R16-0922

³ The Advisory Committee consisted of residents of Barry Farm, Wade Road Apartments and Park Chester developments, community stakeholders, clergy and youths.

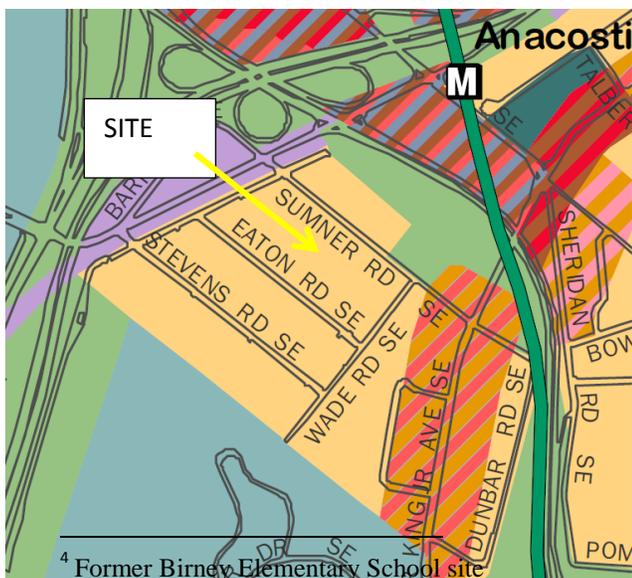
- *Creating a vibrant-mixed use main street at Firth Sterling Avenue that capitalizes on transportation improvements and new development at St. Elizabeth's West and provides new neighborhood retail*
- *Creating a new grid of residential streets linking Sumner Road and Martin Luther King Jr. Avenue eliminating the isolation of the existing neighborhood and providing addresses for new residential units*
- *Proposing the reconstruction of a new K-5 Elementary School on the existing Birney Elementary School site and the rebuilding the existing Recreation Center*
- *Creating a new linear park and community open space which provides views of the District's skyline*
- *Utilizing sustainable practices in the urban and architectural design of the new neighborhood to preserve existing natural site features and minimize the development's impact on the environment.*

The proposal would be consistent with the Physical Plan, as the redevelopment of Barry Farm and Wade Road Apartments would be a mix of mid-rise apartments, rowhouses and flats with a mix of replacement public housing, affordable and market rate units. To complement the residences, a small retail area would be along Summer Road that would provide new neighborhood retail and service uses. The redevelopment would introduce a new street grid with street running both north to south and east to west and thus creating smaller blocks. Sumner Road would be the main connector between Martin Luther King Jr. Avenue and Firth Sterling Avenue. A centrally located park would provide opportunities for a variety of active and passive activities for neighborhood residents. The redevelopment would incorporate various sustainable practices in site planning and architectural design and would minimize the development's impact on the environment. Although not a part of this application, the renovation and addition for the Excel Academy Charter School⁴ and a new Barry Farm recreation center would serve the residents of the new Barry Farm.

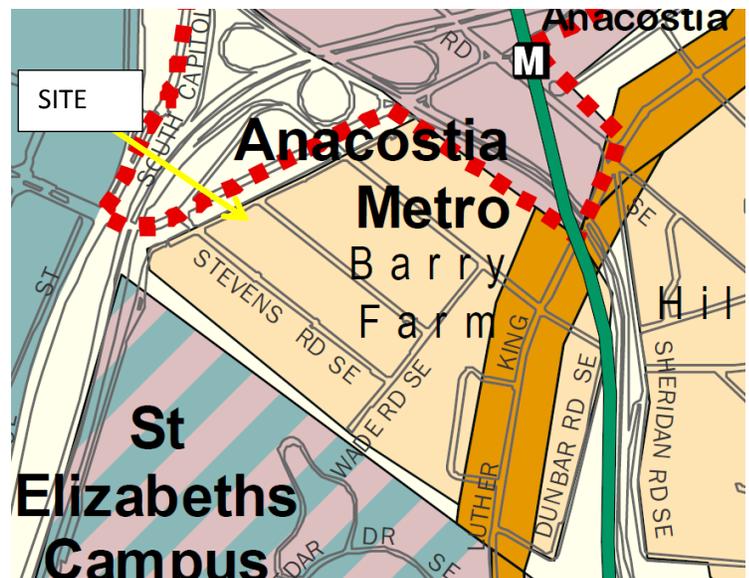
XII. COMPREHENSIVE PLAN

The Future Land Use Map designates the site for moderate density residential while the Generalized Policy Map designates the area as a Neighborhood Enhancement Area.

Map 7 - Future Land Use Map



Map 8 - Generalized Policy Map



Neighborhood Enhancement Areas are “*primarily residential in character. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible small-scale infill development, including new single family homes, townhomes, and other density housing types. Land uses that reflect the historical mixture and diversity of each community should be encouraged.*”^{223.6}

“The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development “fits-in” and responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected as development takes place. Publicly-owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable.”^{223.7}

The proposed development is not inconsistent with these designations.

The proposed development also meets or furthers many of the policies of the Comprehensive Plan as outlined below.

Chapter 3 - Land Use Element

LU-2.1.2: Neighborhood Revitalization *Facilitate orderly neighborhood revitalization and stabilization 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. 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.* 309.7

LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods *Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others.*

LU-2.4.6: Scale and Design of New Commercial Uses *Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.*

The proposed development would lead to the revitalization of this neighborhood. The proposed retail and service uses would complement the residences to provide for the day to day needs of the residents. The development would be pedestrian friendly and building would be scaled with a mass that would lessen potential impacts on adjacent residential developments.

Chapter 4 - Transportation Element

T-1.1.4: Transit-Oriented Development Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10

T-2.3.1: Better Integration of Bicycle and Pedestrian Planning Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks. 409.8

T-2.4.3: Traffic Calming Continue to address traffic-related safety issues through carefully considered traffic calming measures. 410.7

Barry Farm is in close proximity to the Anacostia Metro Station but currently access is not the best. The proposal would introduce a new street grid into the development that would allow better internal circulation as well as provide additional connections to the external streets and easier connections. Along the streets would be a pedestrian network and bike lanes that would link the neighborhood internally and externally. The Applicant has proposed the possibility of a future direct pedestrian link from the development, across Suitland Parkway to the Anacostia Metro Station

Chapter 5 - Housing Element

H-1.1.5: Housing Quality Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. 503.6

H-1.2.3: Mixed Income Housing Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing. 504.8

The proposed development would have a mix of income levels from 30% of AMI to market rate units and both home ownership and rental units,

H-1.3.1: Housing for Families Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments. 505.6

Housing for families would be provided in both rowhouse and apartments as units would range from one to three bedrooms. Additionally, the proposed rowhouses with accessory buildings would encourage and accommodate extended family living on the same property.

H-1.3.2: Tenure Diversity Encourage the production of both renter-occupied and owner-occupied housing. 505.7

H-1.4.4: Public Housing Renovation Continue efforts to transform distressed public and assisted housing projects into viable mixed-income neighborhoods, providing one-for-

one replacement within the District of Columbia of any public housing units that are removed. Target such efforts to locations where private sector development interest can be leveraged to assist in revitalization. 506.10

The proposed development would include a substantial number of new residences over the existing development and would provide for families of varying sizes and incomes, for both renter and home-ownership and units of varying sizes. DCHA IS working to providing one-for-one replacement for the housing that would be removed and is working with private entities to assist in revitalization.

Chapter 6 - Environment Protection Element

E-1.1.1: Street Tree Planting and Maintenance Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. 603.4

E-1.1.3: Landscaping Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity

E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

E-3.1.3: Green Engineering Promote green engineering practices for water and wastewater systems. These practices include design techniques, operational methods, and technology to reduce environmental damage and the toxicity of waste generated. 613.4

The proposal includes a survey of the existing trees and those in good conditions would be preserved. Extensive landscaping around the site, around the building and the creation of tree lined streets and boulevards complements the residences and would encourage walking throughout the development. Other stormwater management systems may include green roofs, bioretention areas, and permeable pavers.

The Applicant expects to meet, at a minimum, the Enterprise Green Communities standards and also meet certain sustainable building standards depending on funding sources for the redevelopment.

Chapter 7 - Economic Development Element

ED-2.2.3: Neighborhood Shopping Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. . . 708.7

The proposed development would introduce into Barry Farm a small commercial area that would provide retail and service uses to residents of the community. The additional resident on the new Barry Farm would also support the commercial streets in the area such as Martin Luther King, Jr. Avenue.

Chapter 9– Urban Design

UD-2.3.1: Reintegrating Large Sites Reintegrate large self-contained sites back into the city pattern. Plans for each site should establish urban design goals and principles which guide their subsequent redevelopment. 911.2

UD-2.3.2: Large Site Scale and Block Patterns Establish a development scale on large sites that is in keeping with surrounding areas. “Superblocks” (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington’s neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures (see Figure 9.16). 911.4

As previously discussed, the proposed redevelopment of Barry Farm is guided by the Barry Farm, Park Chester, Wade Road Redevelopment Plan which outlines goals, vision and principles for the redevelopment of the property⁵. The Plan and the proposal introduces smaller blocks along a new street grid and with the moderate 5-story apartment buildings along Firth Sterling Avenue and the lower scaled duplexes, townhouse and flats being more internal to the site.

Chapter 18 - Far Southeast and Southwest Area Element

FSS-1.1.7: Retail Development: Support additional retail development within the Far Southeast/Southwest, especially in Historic Anacostia, and in the neighborhood centers at Malcolm X/Martin Luther King Jr. Avenue and South Capitol/Atlantic. Projects which combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations.

Ground floor retail and service uses with residential above are proposed in buildings along Firth Sterling and Sumner Road.

FSS-2.3.1: Barry Farm New Community Encourage the revitalization of Barry Farm in a manner which:

- a. Ensures one-for-one replacement of any public housing that is removed, along with measures to assist residents and avoid dislocation or personal hardship;
- b. Creates additional opportunities for workforce and market rate housing on the site, consistent with the goals of the city’s New Communities program; and
- c. Provides new amenities such as community facilities, parks, and improved access to the Anacostia River and Anacostia Metro Station.

While some increase in density will be required to meet the one-for-one replacement requirement, consideration should be given to including nearby vacant land in the New Community site, so that densities may remain in the moderate to medium range. 1813.3

The proposal put forward for the redevelopment of the new Barry Farm would incorporate additional properties. The requested rezoning would provide additional density at a moderate range and allow for the incorporation of retail and service uses to serve the daily need of the residents. The Applicant has begun work to accommodate the relocation of residents during the redevelopment. Additionally, along with the replacement of public housing units, other affordable and workforce housing opportunities would be provided.

⁵ Barry Farm, Park Chester, Wade Road Redevelopment Plan, page 2.

A centrality located, nearly 2 acre park would accommodate a variety of activities such as community events, community gardens, playgrounds and informal gathering areas. The new recreation center which is now under construction, although not a part of this application, would also serve the residents of the new Barry Farm. The development would have a new street grid with pedestrian walkways for improved external and internal connectivity and a pathway to the Anacostia Metro Station.

FSS-2.3.3: Connections To Adjacent Areas: Improve pedestrian and road connections between the Barry Farm, Hillsdale, and Fort Stanton communities, and between these communities and the future developments at Poplar Point and the St. Elizabeths Campus. Residents should be able to safely walk or bicycle to the Anacostia Metro station, Anacostia Park, and Fort Stanton Park.1813.5

A new street grid with pedestrian walkways would provide internal connections as well as connections to the surrounding community. The Applicant at page 18 of the submission shows the existing connection to the Anacostia Metro Station and a “possible future pedestrian bridge” connection by a bridge across Suitland Parkway.

XIII. AGENCY COMMENTS

The application was referred to District Government agencies for review and comment. The Department of Transportation (DDOT) will submit their review of the proposal under Separate Cover; OP did not receive comments from other agencies.

XIV. COMMUNITY OUTREACH

The property is within ANC-8A. The Applicant has made presentations to the ANC, the neighborhood, and existing residents. To date, the community has given generally positive feedback regarding the redevelopment of Barry Farm.

XV. SUMMARY OF ZONING COMMISSION AND OP REQUESTS FOR ADDITIONAL INFORMATION

The following summarizes Applicant responses to Zoning Commission and OP comments provided at setdown:

Commission / OP Comment	Applicant’s Response	OP Analysis
Provide the information regarding the phasing of the development.	Phasing of project will be subject to market conditions and the availability of financing, both of which are extremely difficult to project five years in the future. Further information regarding phasing will be provided at the first Second Stage application submitted for the project, at which time the Applicant will have more information on market conditions.	OP recommends that phasing be detailed at the first submission of a Second Stage application.

Commission / OP Comment	Applicant's Response	OP Analysis
<p>What is the current status of the Barry Farm Small Area Plan?</p>	<p>The Barry Farm Park Chester Wade Road Redevelopment Plan (the "Barry Farm Small Area Plan") was approved by the Council of the District of Columbia on December 19, 2006 pursuant to resolution R16-0922. The project is consistent with, and will help to implement the Barry Farm Small Area Plan.</p>	<p>OP concurs.</p>
<p>What is the proximity of the site to a Metro station?</p>	<p>The Anacostia Metro Station, which services the Green Line, is less than a 10 minute walk north from the PUD Site. The entire PUD Site is within ½ mile of the Metro station.</p>	<p>OP concurs. The Anacostia Station is also the terminus for a of Metro Bus lines. The site layout also includes new pedestrian ways and bike lanes which would provide better connections to the Metro Station.</p>
<p>Review the site planning approach and general design concepts with respect to the apartment buildings (i.e., the safety, usefulness, and transparency of the courtyards) and the row dwellings.</p>	<p>In the revised site plan, multifamily residential buildings are located on the blocks adjacent to Firth Sterling Avenue and Sumner Road, and these generally assume a more insular, "courtyard" configuration in locations where insulation of residential program from vibrant street activity and noise are greater considerations. This configuration also allows for continuous, "eyes on the street" coverage of the adjoining street and sidewalks, and it is envisioned that the ground floor of these buildings will be lined with walk-up residential units in order to reinforce the residential, pedestrian- and community-oriented character of these blocks.</p> <p>The row dwelling blocks are concentrated toward the southern end of the PUD site, and are organized to optimize "eyes on the street" while simultaneously allowing for defensible public space, discreet service access, a community-oriented residential character, and convenient access to nearby amenities and infrastructure.</p>	<p>The Applicant has made revisions to the Site Plan submitted at Set down and has eliminated the enclosed courts on the multifamily buildings and the courts around which the rowhouses were arranged. The multifamily buildings now have open courts to maximize light to the units and the townhouses and flats all have direct access to streets. This represents a considerable improvement to the site plan.</p>

Commission / OP Comment	Applicant's Response	OP Analysis
<p>Provide additional Information regarding a number of items -- such as the extent of certain zoning relief, condo fees rates, and architectural features.</p>	<p>This information will be provided as part of the second stage submissions.</p>	<p>OP has recommends to the applicant that some of this information, which relates more to the overall development, should be provided at the first submission of a Second Stage application.</p>
<p>Provide more information regarding environmental/green building initiatives proposed, and details regarding proposed green building initiatives.</p>	<p>The PUD incorporates green building practices and would utilize innovative sustainable design practices specifically focused on streetscape improvements, enhancements to the public space, infrastructure improvements to encourage pedestrianism and sustainable transportation, transportation demand management measures, and the provision of open space and vegetation. The sustainable building standards utilized would be dependent on funding sources for the redevelopment. If awarded the HUD CHOICE Neighborhood funding, LEED for Neighborhood Development certification (LEED ND) would be sought. HUD CHOICE may also require the use of other building rating programs such as Energy Star.</p>	<p>Provided; OP would encourage the applicant to continue to investigate creative ways to address sustainability, to minimize external environmental impacts of the development and to minimize long term costs to residents by minimizing energy use and maintenance costs.</p>
<p>Provide detailed landscape plans.</p>	<p>As shown on Sheets 8 through 11 of the Architectural Plans and Elevations included with the Initial PUD Submission, the project includes a network of open spaces and public realm improvements with approximately 86,087 square feet of the site devoted to open space, public realm improvements, and community gardens. As this is a first-stage application, detailed landscape plans for the project has not been developed. However, concept landscape plans for three of the major open space areas are shown on Sheets 9 and 11 of the Architectural Plans and Elevations included with the Initial PUD Submission.</p>	<p>OP recommends that the detailed landscaped plan for the overall development be provided at the first submission of a Second Stage application, with detailed landscape plans for the parks provide as part of Second Stage review for that site. OP has also advised the applicant that additional detail regarding the timing of delivery for the parks is also needed.</p>

Commission / OP Comment	Applicant's Response	OP Analysis
Provide plans showing where and how the yard requirements for each building are met and the extent of the requested deviations.	As shown on Sheets 35 through 42 of the Architectural Plans and Elevations included with the Initial PUD Submission, a number of the proposed parcels require flexibility from the court, side yard, and rear yard requirements.	The Applicant has provided a Zoning Tabulation Sheet for each parcel showing where flexibility from side and rear yard requirement is needed. However, a tabulation sheet showing the dimensions for the theoretical lots should be provided.
Provide information regarding overall traffic and parking management for the project; loading access points and truck circulation; specific Transportation Demand Management measures to be incorporated into the project; and more details regarding treatment of the proposed surface parking spaces.	A Traffic Study for the project, was submitted to DDOT outlining the overall traffic and parking management for the project; loading access points and truck circulation; specific transportation demand management measures to be incorporated into the project; and treatment of the proposed surface parking spaces.	The Traffic Study addresses the development plan that was submitted at Set down and not the revised May 27 th Plan. A revised traffic plan may be needed, at the direction of DDOT.

JLS/mbr