

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *jl for* Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: December 4, 2015

**SUBJECT: Set down Report - ZC #13-14B (McMillan)
Modification of Approved Consolidated PUD and Related Map Amendment
Multifamily/Retail Building, Parcels 4**

I. SUMMARY AND RECOMMENDATION

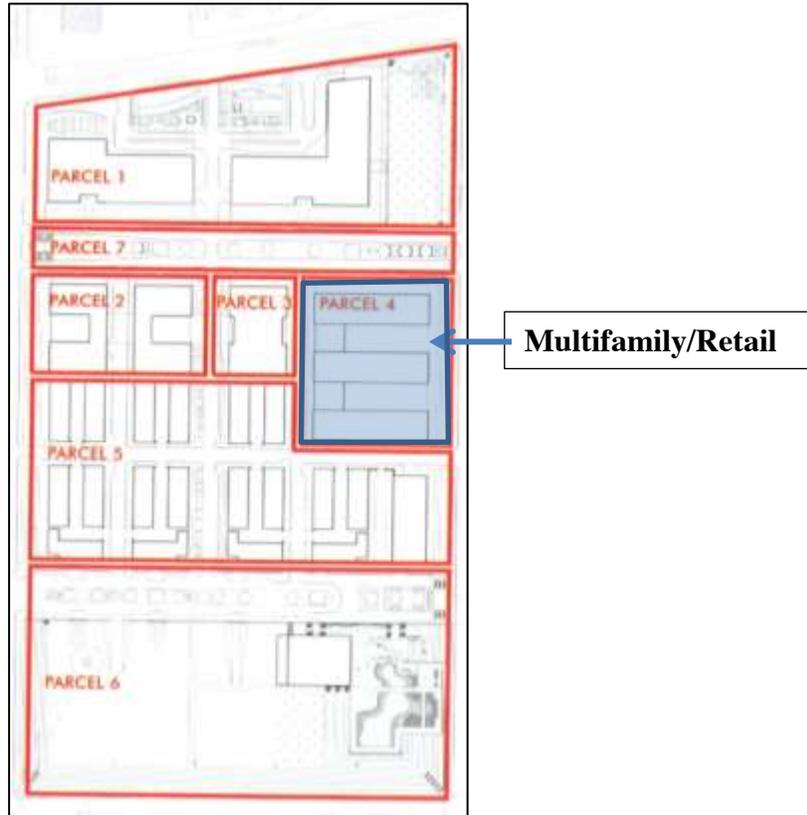
Vision McMillan Partners, LLC and District of Columbia (Co-Applicants) have petitioned the Zoning Commission for modifications to ZC Order 13-14, for the McMillan Reservoir PUD at 2501 First Street, NW (Square 3128, Lot 800). As part of that review, the Commission gave consolidated approval to the development of Parcel 4 for a mixed-use building with residential and retail uses. The proposed modifications are in the following general areas:

1. Redesign of the Parking and Loading entrances, small adjustments to the number of parking spaces, number and sizes of loading berths, and modifications to the approved Loading Management Plan;
2. Removal of flex space;
3. Addition of interior mezzanine and outdoor terrace space;
4. Elimination of some residential terrace space;
5. Modifications to east and north façade;
6. Refinement of architectural elements;
7. Modification to the building height measurement; and
8. Changes to the rooftop plan, including number of roof structures, setbacks and provision of structures of unequal heights, although the modifications does not seem to include the provision of additional habitable space within the penthouse.

The modifications also result in very small changes to FAR. The level of detail provided is acceptable for set down, including the provision of some “approved” vs “proposed” comparative illustrations. The requested modifications would not be inconsistent with the McMillan Master Plan or the Comprehensive Plan nor negatively impact the intent of the approval granted under ZC Case Order 13-14. **OP therefore recommends that the requested modification be set down for public hearing.**

II. SITE AND SURROUNDING AREA

Parcel 4 is located within the Central Sector of the McMillan property and is bounded by the North Service Court (Parcel 7) on the north; North Capitol Street to the east; Everts Street to the south; and a Quarter Street to the west.



Location on the McMillan Site-Parcel 4

The Commission is also currently reviewing a Second Stage PUD application (14-13B) for the development of Parcel 2, to the west of this site.

III. PROPOSAL

Parcel 4 was approved for a six-story, mixed used building with approximately 278 apartments, of which 85 would be for senior, 55-years and older on the upper floors and a 52,920 square foot grocery store on the ground level. At the time of the approval the supermarket was not identified. Harris Teeter has subsequently been identified for the space and some of the modifications are requested to accommodate their specific needs and requirements. Other modifications are as a result of additional architectural studies relating to the facade of the building.

IV. ZONING AND PROPOSED CHANGES

The original application included a request for a PUD-related map amendment to the CR zone. The table below depicts in bold those items for which modification has been requested.

	CR PUD	Approved	Change¹
Area	15,000 sq. ft.	95,984 sf. 71,909 sf. (minus streets/easements)	No change
Height	110 ft.	77 ft.	78.66 ft.
FAR	<u>Total:</u> 8.0 <u>Non-residential</u> 4.0	<u>Total:</u> 3.21 (actual) 4.29 (effective) <u>Non-residential</u> 0.55 (actual) 0.74 (effective) <u>Residential</u> 2.66 (actual) 3.55 (effective)	3.23 (actual) 4.31 (effective) <u>Non-residential</u> 0.55 (actual) 0.74 (effective) <u>Residential</u> 2.62 (actual) 3.49 (effective) (Numbers are inconsistent as the total FAR increases, while the non-residential FAR stays the same and the residential FAR decreases.)
Lot Occupancy	100% 75% for residential	97% non-residential 71% residential	No change
Dwelling Units	-		
Parking	<u>Retail:</u> 1 for 1 st 3,000 sf. + 1/750 sf. above 3,000 sf. = 68 spaces <u>Residential:</u> 1 per 3 du = 94 spaces	<u>Retail:</u> 154 spaces <u>Residential:</u> 175 spaces	<u>Retail:</u> 159 spaces <u>Residential:</u> 185 spaces
Bicycle	<u>Retail:</u> 5% of vehicular spaces provided	<u>Retail:</u> 8	No change

	<u>Residential:</u> 1/3 du. = 93	<u>Residential:</u> 93	
Loading	<u>Retail:</u> 1-55 ft. deep berth 1-30 ft. deep berth; 1-200 sf. platform; 1-20 ft. service/ delivery space <u>Residential:</u> 1-55 ft. deep berth 1-200 sf. platform; 1-20 ft. service/delivery space.	<u>Retail:</u> 2-73.5 ft. deep berth 2-200 sf. platform; 1-20 ft. service/ delivery space <u>Residential:</u> 1-40 ft. deep berth 1-200 sf. platform; 1-20 ft. service/ delivery space.	<u>Retail:</u> 3-40 ft. deep berth 3-200 sf. platform; 1-20 ft. service/ delivery space. No change
Roof Structure	1:1 setback from exterior wall – 18.5 ft.	5.5 ft.	3.58 ft.

¹ Information provided by Applicant on the Zoning Tabulation table (ZC Exhibit 2D1, page 2)

The information provided on the Zoning Tabulation table (ZC Exhibit 2D1, page 2) regarding the FAR is inconsistent as it shows an increase in the overall FAR while the non-residential FAR remains the same and the residential FAR decreases. This is also inconsistent with Exhibit 2D1, page 18, which shows an increase in the areas of both the senior and the market rate lobbies. The Applicant has been requested to provide a corrected table.

V. MODIFICATIONS TO THE APPROVED PUD

Parking and Loading

The entrances to the parking and loading facilities along Evarts Street have been completely redesigned and reconfigured (ZC Exhibit 2D1, Page 19). The redesign would result in a separation of the residential and supermarket loading and trash facilities. The two, 73.5 feet, angled, retail loading spaces have been reoriented and reduced to three, 40-foot spaces, oriented perpendicular to Evarts Street. The applicant should provide additional information regarding how the grocery store can function with 40 foot loading berth, and provide a loading management plan which addresses instances where a larger truck accesses the site – OP would not support a situation where larger trucks utilize the smaller bays, by encroaching out into the public space.

The residential loading space would remain at the approved 40 feet, but would be relocated along with the residential trash to the area immediately adjacent to the residential use and be controlled separately from the supermarket. The parking ramp to the below grade parking which was immediately adjacent to the residential use would be relocated to the eastern portion of the site and would have less of an impact on the residential use as well as being closer to North Capitol Street where it is envisioned that most of the traffic would emanate.

The redesign would also result in a reduction in the 95 feet curb cut to a total of 86 feet, broken into 62 feet and 24 feet sections separated by a 30 feet wide pedestrian refuge area on Evarts Street. The reduction of the curb cut would also result in the addition of one tree along the building

frontage. As part of the redesign, the shutters for the parking and loading entrances would be recessed six feet from the property line (ZC Exhibit 2D1, Page 15).

The approved, angled loading bays resulted in a 1,308 square foot area labelled “flex space”, on the eastern side of the façade. This space was not connected to any of the other uses in the building. With the redesign, this space has been removed and the square footage recaptured in the senior residential lobby/amenity space which has increased from 3,281 square feet to 4,746 square feet, an increase of 1,465 square feet.

The redesign of the loading area and the parking entrance resulted in changes to the below grade parking garage (ZC Exhibit 2D1, Pages 16 and 17). Changes include reconfiguration of the drive isle, a shift in the location of the residential elevator cores, and relocation of the bike storage areas to remain close to the access ramps. These changes allowed the applicant to create a more efficient parking layout which has resulted in an increase in the retail and residential parking. The residential parking would increase from 145 to 159 spaces and the retail spaces would increase from 179 to 185 spaces.

The redesign and modifications to be building would result in a small increase in the approved overall FAR of 3.21 to 3.23 when the easements and private streets are included and 4.29 to 4.31 when they are excluded.

OP is supportive of the requested reconfiguration of the loading area and believes that it is an improvement in size and orientation over the approved design and would lessen truck impacts on pedestrian and car movements along Evarts Street.

Condition D(1)(B) of the Order requires the implementation of a loading and curbside management plan. The Plan, (Exhibit 2E) states:

2. *Limited hours of operation. Due to the location of the docks on Evarts Street close to North Capitol Street, DDOT has requested prohibiting assess during weekday mornings during high volumes of commuter demand. Thus, the dock hours should be limited to 6:00 am to 7:00 am and 8:30 am to 7:30 pm. Deliveries would be allowed between 7:00 am and 8:30 am on weekdays.*

The Applicant states that this condition made generalized assumptions based on past experiences about the size of the trucks and the length of time they would take to unload and that morning commuter traffic would be impacted. With a particular grocer now on board, the loading facility has been reconfigured to meet their particular needs through the use of smaller trucks and shorter loading times. The applicant envisions that the conflicts with morning traffic would not materialize and has mooted that this condition is no longer necessary.

DDOT has informed OP that the Applicant needs to provide concrete information to demonstrate that the site design modifications would address queuing problems and therefore negate the need for the loading restriction.

Interior Mezzanine and Outdoor Terrace

To complement the supermarket, the grocer would add a 3,000 square feet, indoor mezzanine to accommodate a small café which would be extended outdoors to a 1,000 square foot terrace for outdoor seating on the northeastern corner of the supermarket (ZC Exhibit 2D1, Page 18). To accommodate the outdoor terrace, the solid wall plinth with the grocery store signage on the east side of the building corner would be reconfigured with openings that allow the mezzanine to extend 18 feet beyond the plinth. These openings would provide light and air into the space as well as allow views onto the North Service Court, Cell 14, Olmstead Walk, and North Capitol Street. The residential terrace on the second floor residential units would be eliminated to accommodate the café terrace.

As part of the modifications to accommodate the supermarket, the entrances to the grocery store would be relocated. OP recommends a condition of approval that all entrances to the supermarket be open to the public whenever the supermarket is open.

Building Height Measurement

Conditions A. (3) and B. (2) approved a height of 77 feet as measured for North Capitol Street for Parcel 4. The Applicant states the 77 feet was a technical labeling error as the proposed building's height at the time of approval was actually 78 feet 8 inches. The requested modification to correct this error would not change the height of the building. OP is supportive of the request.

Roof Structures

The entrances to the senior and market rate housing would be separated resulting in two elevator cores and therefore two separate penthouses. In the approved plans, no penthouse was provided for the grocery store. With the newly identified grocer, the roof plan would be revised to add three mechanical penthouses (ZC Exhibit 2D2, Page 23). The main mechanical penthouse would be on the north-south portion of the building which fronts on Quarter Street with two smaller mechanical penthouses on the north and central bars. All three penthouses would have a height of 14 feet with setbacks greater than the 1:1 setback and would therefore meet both height and setback requirements. To have all the penthouses be of equal height, the approved penthouses for the senior and market rate residences would be reduced from 16 feet to 14 feet.

The shift of the parking garage entrance would result in a small shift of the market rate elevator core. The Zoning Commission had previously granted approval for a reduced setback of 5.5 feet at this location; the modification would result in a 1.92 feet reduction, for a 3.58 feet penthouse setback from the wall of the south courtyard. ZC Exhibit 2D2, Page 23 appears to show that the elevator penthouse would increase in size. OP has advised the applicant to provide a fuller explanation for this increase, and to examine whether the penthouse could be reduced or relocated to meet the required setback.

East and north façade and other architectural refinements

A number of architectural design changes and refinements have been made due to the modifications.

With the addition of the mezzanine, the terrace, and the openings in the plinth on the northeast portion of the grocery store, the store signage has been relocated to the northwestern portion of the site. The Zoning Commission in Condition B.6. (l) and (m) granted flexibility to vary the final design of the retail frontage and signage. Further studies and refinements have also been made to

the plinth wall which would now wrap and extend around to the side elevations to form a stronger base on the building.

With the modification to the loading and parking areas, the size of the market rate lobby would increase by 1,135 square feet, and the senior lobby would increase by 1,465 square feet. In addition, the senior lobby would extend further along Evarts Street. With the enlargement of the lobbies, the entrances would be redesigned.

Generally, the proposed modifications and refinements would be consistent with the ZC Order or improvements to the approved design. HPO staff have reviewed the proposed design changes and deemed them consistent with the McMillan Master Plan.

VI. PUBLIC BENEFITS AND AMENITIES

The proposed modifications would not revise the Benefits and Amenities approved under ZC Order 13-14.

VII. COMPREHENSIVE PLAN

The Future Land Use Map recommends a mix of uses: medium density residential, moderate density commercial and Parks, Recreation and Open Space. The proposed modifications to the building would not be inconsistent with this designation. In its original approval the Commission determined that the proposal would not be inconsistent with the Comprehensive Plan. The following policies of the Urban Design Citywide Element of the Comprehensive Plan are particularly relevant to the requested modifications:

Urban Design

UD-2.2.2: Areas of Strong Architectural Character Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk (see Figure 9.10). 910.7

UD-2.2.5: Creating Attractive Facades Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.

Many of the changes proposed are to accommodate the identified grocery into the building. Additionally, further studies were made to improve circulation around the building and improve the façade of the building and in particular its base. The changes would be consistent with the McMillan Master Plan.

VIII. AGENCY REFERRALS

If this application is set down for a public hearing, it will be referred to other District Department of Transportation (DDOT) for review and comment,