

**MEMORANDUM****TO:** District of Columbia Zoning Commission**FROM:**  Jennifer Steingasser, Deputy Director Development Review & Historic Preservation**DATE:** March 21, 2014**SUBJECT: ZC 14-02: Setdown** Report –Barry Farm
First Stage PUD and Related Map Amendment

I. APPLICATION

The Applicant (District of Columbia Housing Authority (DCHA), A&R Development Corporation, and Preservation of Affordable Housing, Inc. (POAH)) 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 have 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.

II. RECOMMENDATION

The Office of Planning (OP) **recommends that the proposed First Stage PUD and related map amendment be set down for public hearing.** Barry Farm is one of the communities in the District's New Communities Initiative (NCI) to revitalize areas of solely public housing and replace them with mixed income and mixed use communities. 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 many of the existing residents and the Anacostia neighborhood, and would further economic development in revitalizing Anacostia and the District as whole. 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 serve the everyday need of the residents; recreation and open space; and improved circulation and pedestrian connections.

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. OP has advised the Applicant to provide the following prior to the public hearing:

- Detail of the phasing plan, including approximate scheduling and development priorities;
- All environmental/green building initiatives proposed;
- Details regarding proposed green building initiatives;

- Detailed Landscape Plans;
- Plans showing where and how the yard requirements for each building are met and the extent of the requested deviations; and
- TDM measure specifics.

In addition, as part of each subsequent Second Stage review application, the Applicant has been advised to provide site and building design details and specifics regarding transportation, environmental and affordable unit plans.

III. 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;

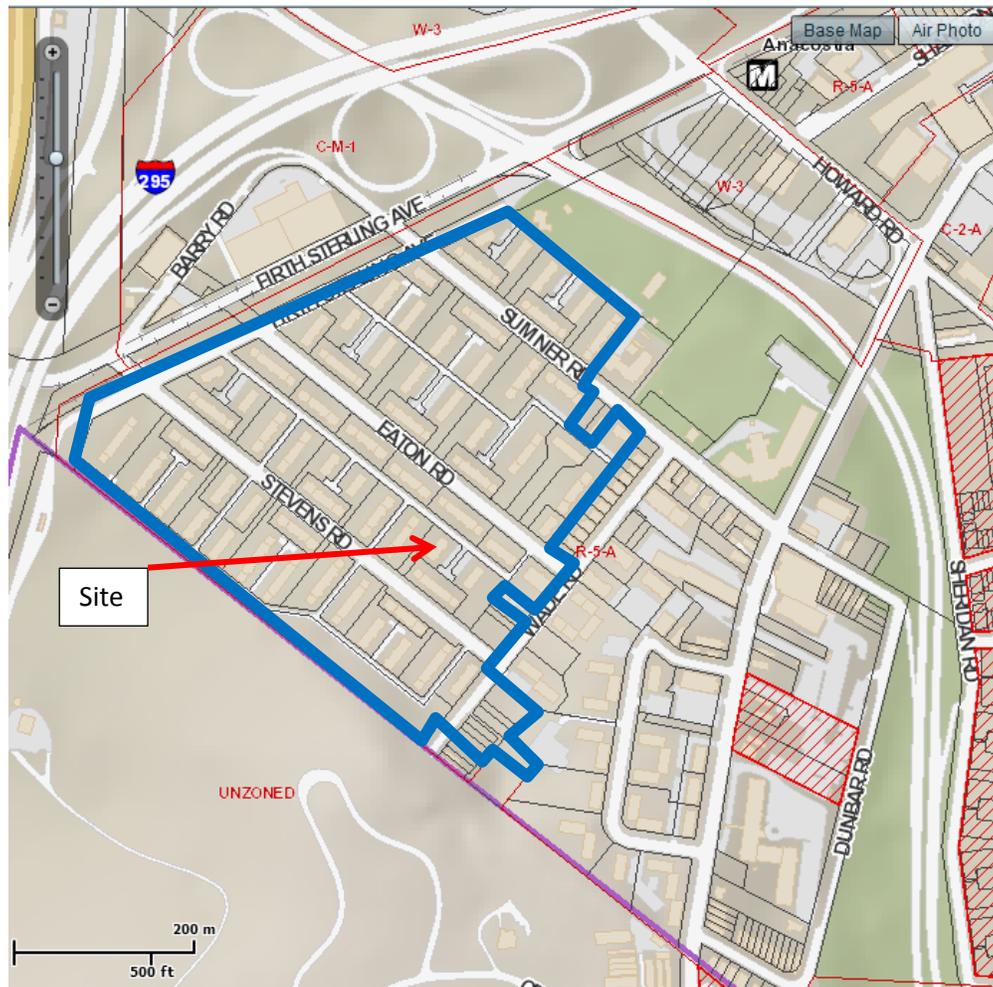
- Barry Farm residences consisting of 432 low-income, rowhouses;
- Wade Apartments, with 12 low-income units at the corner of Wade and Eaton Roads; and
- 7 vacant lots along Wade Road.

Map 1 - Site Location



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 2 - Zoning



IV. BACKGROUND

The District's New Communities Initiative (NCI) has a goal to transform various public and low income housing developments and their neighborhoods into mixed-income, mixed-use communities. To Build-First is one of the core parameters of the New Communities Initiative which would 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

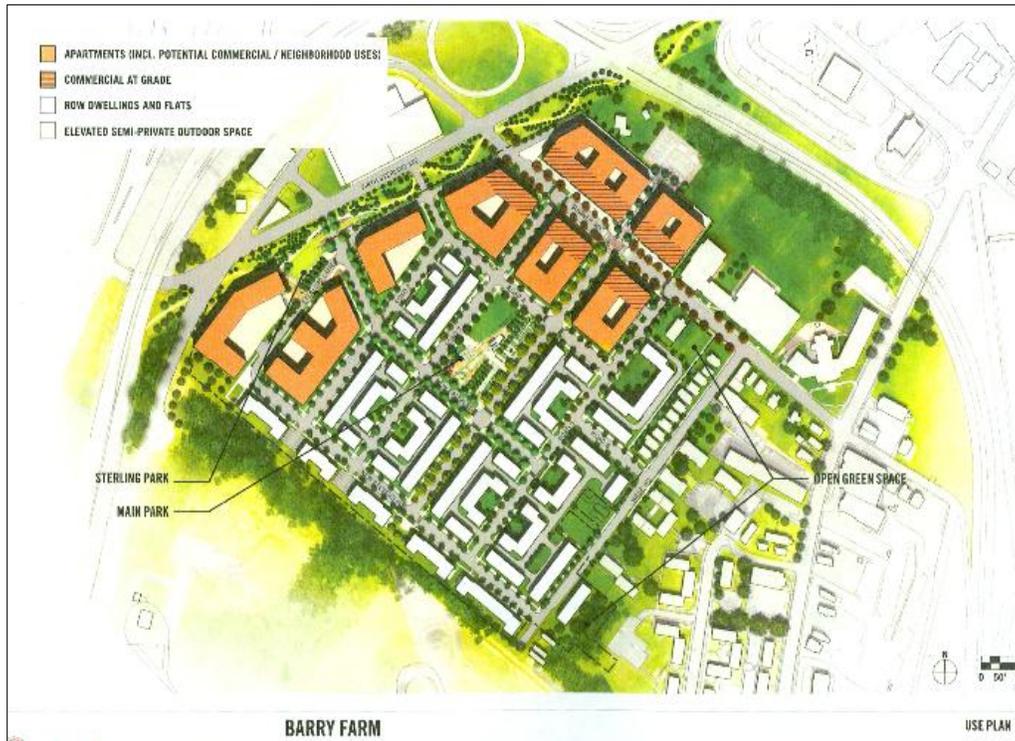
The proposal is to demolish the existing Barry Farm and Wade Road Apartments. Under the development plan, the property would be subdivided into twenty-two (22) parcels (Map 3). The development would retain the existing streets, although somewhat realigned, and introduce new east-west and north-south streets to create a nearly grid pattern with smaller blocks. 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 development with a total of between 1,324 to 1,897 units consisting of apartments, condominiums, duplexes, rowhouses, and flats for families of varying income levels and varying sizes. Additionally, the development would include 58,730 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 86,087 square feet of open space of which 46,654 square feet (1.07 acres) would be a multi-use central park (Map 4).

Map 4 - Proposed Site Plan



The apartment and condominium buildings would be located on Parcels 1-3, 6, 9, 10, 13 and 14. These buildings would be 4- to 5-stories high with one-, two- and three-bedroom units. The buildings on Parcels 6, 9, 10, 13 and 14 would have ground floor retail uses fronting on Sumner Road, and along with Parcels 1-3 may have some service, educational or office uses. The buildings would all front on multiple streets. The Applicant would detail in their Second Stage submissions how each facade would relate to the streets and adjacent buildings.

Except for Parcel 8, the park, the remainder of the parcels would be developed with a mixture of 3- to 4-story duplexes, rowhouses, and flats. Most of these buildings would be arranged in a “U” shaped with the interior of the “U” being a central open space. Most of the other buildings would be surrounded by landscaping and open space areas.

Two parks are proposed; a central park, Parcel 8, and Sterling Park, on Parcel 1. Parcel 8 would be a 1.07 acre multi-purpose park and would have a large, lawn area that could accommodate large community 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;

	Use (sq. ft.)			Building Height (Maximum)		Parking
	Residential	Retail	Other	Feet	Stories	
Parcel 1	136,000gsf (122-150 units)	-	-	65 ft.	5	58-84
Parcel 2	179,000 gsf (161-197 units)	-	-	65 ft.	5	61-93
Parcel 3	94,000 gsf (85-103 units)	-	-	65 ft.	5	37-56
Parcel 4	46,000 – 92,000 gsf (35-70 units)	-	-	30-50 ft.	2-4	35-70
Parcel 5	46,000 – 92,000 gsf (35-70 units)	-	-	30-50 ft.	2-4	35-70
Parcel 6	164,000 gsf (148-180 units)	9,308 gsf	-	65 ft.	5	46-68 (residential) 19 (retail)
Parcel 7	51,000-102,000 gsf (39-78 units)	-	-	30-50 ft.	2-4	39-78
Parcel 8	-	-	Park - 46,654 sf	-	-	0
Parcel 9	125,000 gsf (113-138 units)	8,037 gsf	-	65 ft.	5	25-37 (residential) 16 (retail)
Parcel 10	173,000 gsf (156-190 units)	20,605 gsf	-	65 ft.	5	28-42 (residential) 41 (retail)
Parcel 11	51,000-102,000 gsf (39-78 units)	-	-	30-50 ft.	2-4	39-78
Parcel 12	51,000-102,000 gsf (39-78 units)	-	-	30-50 ft.	2-4	39-78
Parcel 13	125,000 gsf (113-138 units)	7,979 gsf	-	65 ft.	5	25-37 (residential) 41 (retail)
Parcel 14	103,000 gsf (93-113units)	12,743 gsf	-	65 ft.	5	20-28 (residential)
Parcel 15	77,000-154,000 gsf 959-118 units)	-	-	30-50 ft.	2-4	59-118 (residential) 25 (retail)
Parcel 16	33,000-66,000 gsf (25-50 units)	-	-	30-50 ft.	2-4	25-50
Parcel 17	15,000-30,000 gsf (11-22 units)	-	-	30-50 ft.	2-4	11-22
Parcel 18	12,000-24,000 gsf (9-18 units)	-	-	30-50 ft.	2-4	8-19
Parcel 19	13,000-26,000 gsf (10-20 units)	-	-	30-50 ft.	2-4	10-20
Parcel 20	15,000-30,000 gsf (11-22 units)	-	-	30-50 ft.	2-4	11-22
Parcel 21	20,000-40,000 gsf (15-30 units)	-	-	30-50 ft.	2-4	15-30
Parcel 22	11,000-22,000 gsf (8-16 units)	-	-	30-50 ft.	2-4	8-16
TOTAL	540,839 gsf (1,324-1,981 units)	58,730 gsf	46,654 gsf	-	-	

Height, Density and Uses

As stated above, the development would be a mixture of residential, retail, service uses and a park on 22 parcels. The six multifamily buildings would have heights of up to 65 feet (5 stories) while the duplexes, rowhouses and flats would have heights of between 30 and 50 feet (2-4 stories). OP is supportive of having the taller, multifamily buildings on the western and northwestern perimeter streets and buffering the lower density and lower height buildings on the remainder of the site. The lower density buildings would be compatible to the adjacent single family detached and 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 a new Road A would be introduced. Four new north to south roadways would be introduced (Road 2 to Road 5) while Sterling Lane would be realigned.

Sidewalks throughout the development would range from 6 to 10 feet wide with the main pedestrian ways along Sumner Road, the New Eaton Road and Road 4 with secondary pathways along all other roads. A direct pedestrian connection to the Anacostia Metro Station via a pedestrian bridge is contemplated but is not funded. The existing configuration would remain if the bridge is not provided. The District Department of Transportation (DDOT) would provide dedicated bike lanes along Sumner Road and Road A.

Parking and Loading

The Applicant submits that between 368 and 1,147 parking spaces would be provided across the site which is a reduction from between 976 and 1,420 required. The plans indicate that the townhouse, duplexes and flats would have parking within the building or surface parking while the apartments with retail uses would have surface parking. The Applicant should clarify the parking scheme and demonstrate how the surface parking would be treated, buffering access and views from other buildings prior to the public hearing. The Applicant states that although not shown on the plans, loading facilities to serve the apartments, condominiums, 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. The Applicant should address the loading required and provided as well as access points and truck circulation.

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 required 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. Prior to the hearing for the First Stage application, and as part of each Second Stage submission, the Applicant should provide additional information on phasing, which should include the approximate scheduling and

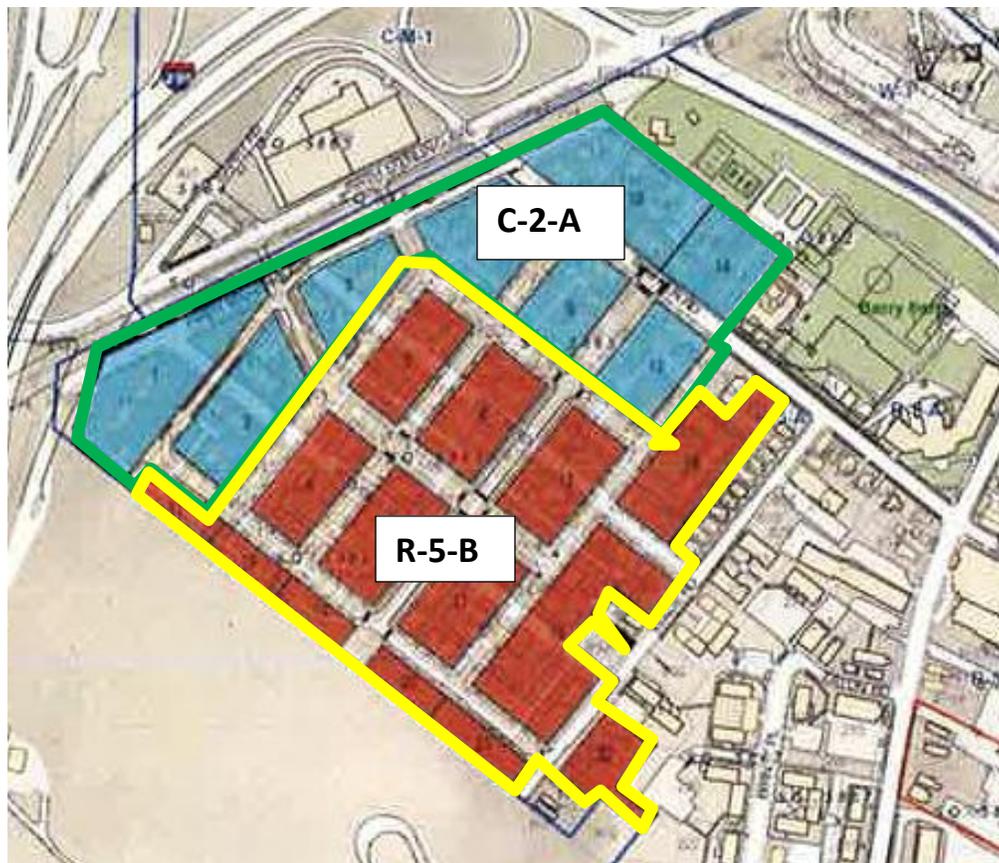
development priorities at that time, as this information is important in addressing expectations regarding the site's overall redevelopment.

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, Parcels 1-3, 6, 9, 10, 13 and 14, which are slated for the mixed use buildings with retail and service uses on the ground floor and apartments, condominiums residential use on the upper floors would be in the C-2-A zone while the remainder of the property slated for townhouses and flats would be in the R-5-B zone.

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.)	12.3 acs. (535,392 sq. ft)
Height	40 ft.	60 ft maximum	60 ft.
FAR	0.9	3.0 maximum	To be provided.
Lot Occupancy	40%	60% maximum	Varies: 54.2%-89.6%
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 = 335-672	Rowhouse: 1 space/ unit Flat: 1 space/ unit = 335-672	Rowhouse/Flats:335-672

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	42,753 sq. ft. (9.7 acs.)
Height	40 ft.	65 ft maximum	65 ft.
FAR	0.9	3.0 maximum	To be provided.
Lot Occupancy	40%	60% maximum for residential 100% for commercial	Varies: 17.2%-54.2%
Lot Width	40 ft.	None	To be provided.
Rear Yard	20 ft.	15 ft. minimum	To be provided.
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.	To be provided.
Parking Spaces	Apartment: 1 space/2 units Retail: 1 space/300 sq. ft.	Apartment: 1 space/ 2 units= 498-606 Retail: 1 space/200 sq. ft. = 177	Apartment: 310-447 spaces Retail: 117 spaces
Loading	7 - 55 ft. deep loading berth 7 - 20 ft. deep service delivery space 7 - 200 sq. ft. platform	7 - 55 ft. deep loading berth 7 - 20 ft. deep service delivery space 7 - 200 sq. ft. platform	7 - 30 ft. deep loading berth 7 - 200 sq. ft. platform

* Information provided by the Applicant.

VIII. FLEXIBILITY

The Applicant has requested flexibility from the zoning requirements as part of the PUD. A Zoning Tabulation sheet (Sheet 42) outlines the basic parameters for the development of each parcel. However, more details will be required regarding the FAR for the development within each zone, and specific yard and other requirements for each individual parcel. 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:

Parking and Loading

The Applicant states that the total number of spaces required for the overall development range between 976 and 1,420 and a range of 368-1,147 is proposed. Flexibility is being sought to reduce the number of parking spaces along with the measures to permit sharing of the parking facilities.

Concurrent with the reduction in parking would be improved pedestrian and bicycle paths to better facilitate transit connections. The Anacostia Metro Station is within walking distance of the development and a number of metro bus routes travel along Martin Luther King, Jr. Avenue and Firth Sterling Avenue. The Applicant should provide additional information regarding the overall traffic and parking management program both at the First Stage Review and at the Second Stage review.

Regarding the loading, the Applicant has requested flexibility from the loading requirements to replace the required 55-foot berths and service delivery spaces with 30-foot berths on the apartment/condominium buildings which would have retail and/or other service uses. In addition, the Applicant envisions the sharing of the loading facilities between the various uses. The Applicant should provide details of the location, access and management of the loading areas as part of the Second Stage review.

Courts, Side and Rear Yards

The Applicant has requested flexibility from the side yard, rear yard, and courts requirements. The submitted plans show the general outline of the buildings. The Applicant states that the provision of the required side yard, rear yards and courts would have a “disproportional and counteractive effect” on the development. The Applicant should provide details of this as well as plans showing where and how these requirements are met and the extent of the requested deviations 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 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. 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 between 1.78 and 2.24 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 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, duplexes, rowhouses and flats) and unit sizes for a range of incomes. 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 provides affordable units to households at 60% of the Area Median Income (AMI) or below. The development would exceed the 10% IZ requirement. The Applicant should provide more details on the affordable program and details on the number and duration of the affordable housing programs. The 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 close proximity to their residences. The Applicant should consider having the retail uses turning the corners of the building on parcels 6 and 10 at the corner of Sumner Road and Sterling Lane. 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 would be preserved. Along with the landscaping, other stormwater management systems may include green roofs, bio retention areas permeable pavers, and additional landscaping around buildings.

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.

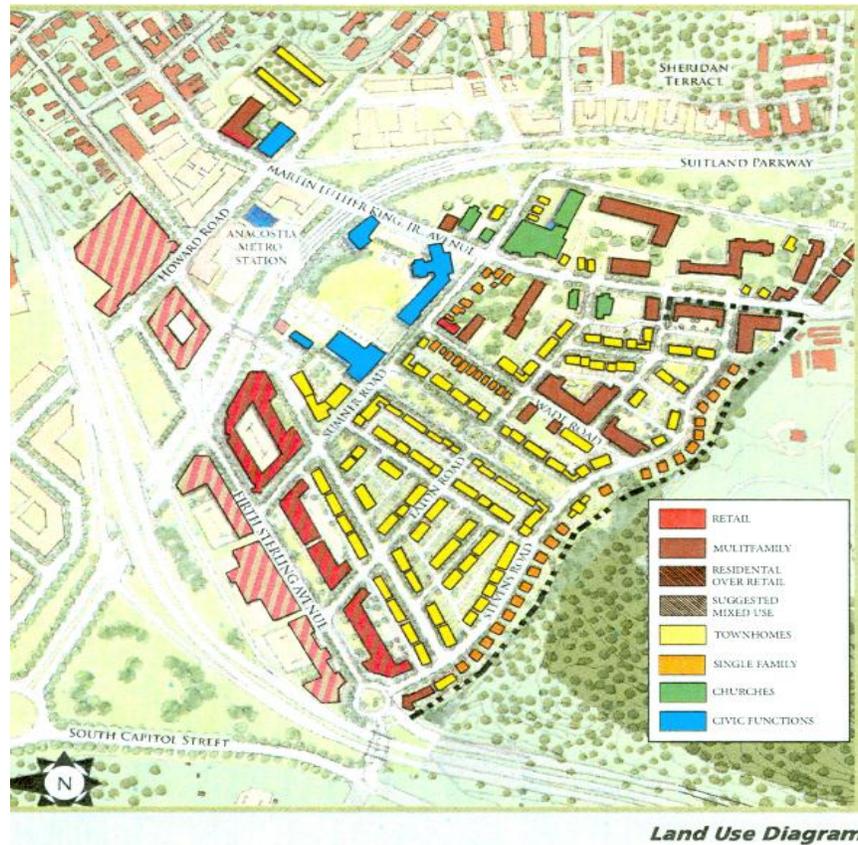
XI. BARY FARM PARK CHESTER WADE ROAD REDEVELOPMENT PLAN

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, 2006¹. 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 Committee² that addressed affordable housing; human capital; economic opportunity; and culture and heritage.

¹Through Council Resolution R16-0922

² The Advisory Committee consisted of residents of Barry Farm, Wade Road Apartments and Park Chester developments, community stakeholders, clergy and youths.

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:

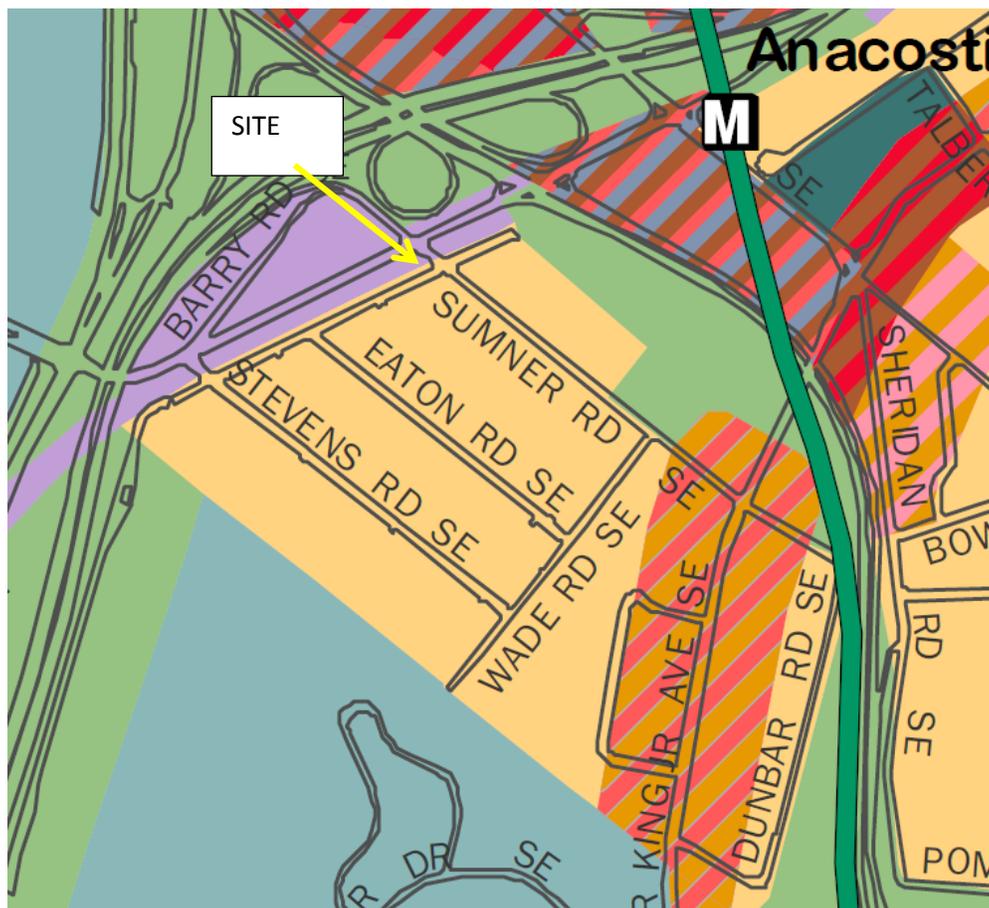
- *Creating a mixed-income community of mid-rise apartments and low-rise family housing on the Neighborhood site which includes 373 replacement units together with new affordable and market rate units for a total of 1110 units.*
- *Partnering with local property owners, the Anacostia Waterfront Corporation, private developers at St. Elizabeth's East and others to create an additional 281 replacement units in mixed-income neighborhoods*
- *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, duplexes, 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 Firth Sterling Avenue and 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 School³ and a new Barry Farm recreation center are currently under construction and would serve the residents of the new Barry Farm.

XII. COMPREHENSIVE PLAN

The Future Land Use Map designates the site for moderate density residential.

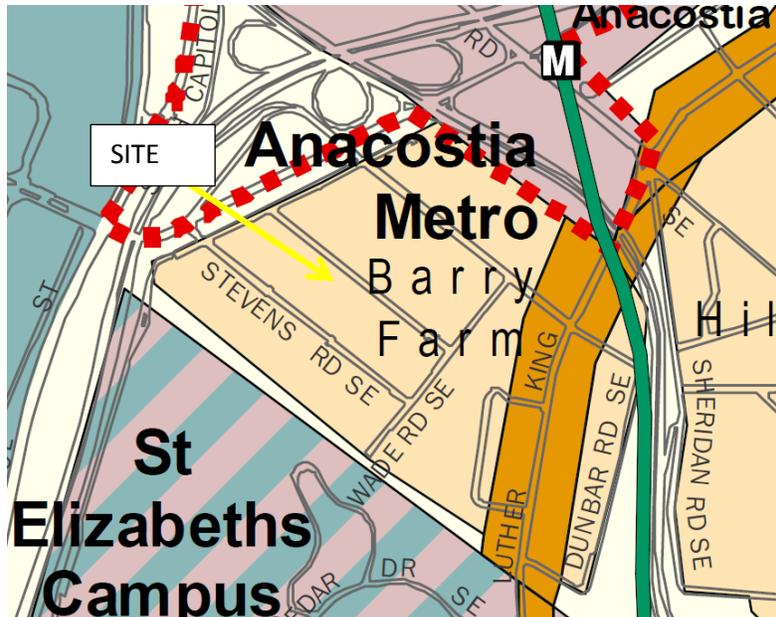
Map 7 - Future Land Use Map



³ Former Birney Elementary School site

The Generalized Policy Map designates the area as a Neighborhood Enhancement Area.

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-2.4.1: Pedestrian Network *Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city. 410.5*

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

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 to mass transit. Along the streets would be a pedestrian network that would link the neighborhood internally and externally. The Applicant has proposed the possibility of a 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-1.2.1: Affordable Housing Production as a Civic Priority Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city. 504.6

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

H-1.2.5: Workforce Housing In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of teachers, fire fighters, police officers, nurses, city workers, and others in the public service professions with wages insufficient to afford market-rate housing in the city. 504.12

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

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.

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. Additional landscaping would be provided around the buildings. 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 property⁴. 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.

⁴ Barry Farm, Park Chester, Wade Road Redevelopment Plan, page 2.

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.

A centrality located, one-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 will be referred to the following District Government agencies for review and comment at each of the Second Stage applications:

1. District Department of Transportation;
2. Metropolitan Police Department;

3. Fire and Emergency Medical Services Department;
4. Environmental Health Administration;
5. D.C. Board of Education;
6. Department of Housing and Community Development; and
7. Department of Parks and Recreation.

XIV. COMMUNITY OUTREACH

The Applicant has made presentations to the community and existing residents. The community has given generally positive feedback regarding the redevelopment of Barry Farm and is supportive of elements of the development such as the design, facade and unit types. Suggestions for improvements were also given. The property is within ANC 8A and the Applicant will continue to work with the ANC and other community organization.

JLS/mbr

ATTACHMENT

1. Barry Farm Park Chester Wade Road Redevelopment Plan, 2006