

## MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Maxine Brown-Roberts, Development Review Specialist  
JLS  
Jennifer Steingasser, Deputy Director, Development, Design and Preservation

**DATE:** October 10, 2025

**SUBJECT:** Set down Report ZC 09-03I – Modification With Hearing to ZC Order 09-03 and 09-03H for Block 1 and 4 for the Skyland Town Center

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### **I. SUMMARY AND RECOMMENDATION**

Skyland Holdings LLC (“Applicant”) requests a Modification with Hearing to ZC Case 09-03 to 09-03H to:

- Modify the Consolidated PUD on Block 4 to replace the senior housing building with for-sale condominium units;
- Provide flexibility to place the long-term bicycle parking location external to the building in a separate structure, “Bike Storage Facility”; and
- Revise the GAR calculations for Blocks 1 and 4.

The requested modifications from senior housing to condominium units and the overall Skyland development would continue to be not inconsistent with the Comprehensive Plan, Future Land Use Map, which recommends moderate density commercial for the majority of the property and the Generalized Policy Map which recommendation the property for a multi-neighborhood center. The development is also not inconsistent with many of the policies of the Far Northeast and Southeast Area and Skyland and would meet many Racial Equity goals including to provide much needed homeownership opportunities and a mix of uses at Skyland.

The information the Applicant has provided is sufficient for the Office of Planning (OP) to recommend that the proposed modification with hearing be **set down** for a public hearing. OP has brought to the attention of the Applicant the following items which need to be addressed prior to the public hearing:

- Demonstrate improvements to the architectural design and colors of the proposed building which would be more compatible to the proposed townhouses and existing Skyland development;
- Provide descriptions of the materials to be used on the building;
- Provide elevations and layout of the proposed bicycle storage facility consistent with the requirements of Subtitle C § 805;
- Demonstrate emergency vehicle access and turnaround areas along Laine A; and
- Provide the Site Plan approved under ZC Order 09-03H for comparison with the proposed Site Plan.

## II. BACKGROUND

The Skyland Town Center’s Blocks 1 and 4 were recently approved by ZC Order 09-03H, April 21, 2024, for a mix of 126 townhouses, a multiunit building with 75 units of senior housing, and approximately 10,000 square feet of retail space and was seen as the development that would finalize the buildout of the Skyland Town Center. However, the Applicant states that some of the circumstances on which the vision was built have changed and affected their ability to be able to finalize the buildout in a timely manner. To keep the development on track, their response is to replace the senior building and retail use with a 24-unit condominium building (Attachment 1 - Site Plans).

The Applicant states that the main issues impacting the development is obtaining funding for the affordable, senior housing. These issues include the following:

- The Applicant states that they have been unable to garner funding through the Housing Production Trust Fund (“HPTF”) or any other District funds for affordable, senior, multifamily housing, and it is unknown when funding will be available. At this time, many DHCD subsidized projects are struggling with collection issues and in response, most of the HPTF funds are being re-directed away from new projects and towards those existing affordable properties.
- A review of DHCD’s *2025 Low Income Housing Tax Credit Qualified Allocation Plan, DHCD (July 2025)*<sup>1</sup> identifies several factors that would result in a low evaluation score for obtaining funding for the proposed senior, multifamily building including the following;
  - a. The evaluation criteria places great weight on a project’s location, noting, *“another goal of this criteria is to disperse the District’s affordable housing supply more equitably across neighborhoods and Wards, and to counter the systemically racist housing policy of the past which has concentrated affordable housing and discouraged placement of goods, services and amenities in neighborhoods east of Rock Creek Park, particularly in Wards 7 and 8. Since Wards 7 and 8 has the highest amount of affordable housing in the City, a low score on this criteria would affect the availability of LIHTC funds.*
  - b. The evaluation criteria considers “Project Readiness” and deducts points for projects applying for gap financing with a closing timeline greater than 12 months. The proposed senior multifamily building would require gap financing and the closing timeline would exceed 12 months.
  - c. The evaluation criteria places great weight on projects that are leveraged with other public and private funding resources and, to maximize points, notes that applicants should *“pursue alternative financing sources and use surplus cash flow from market rate units to cross subsidize the affordable units”*. The proposed senior, multifamily building would be all affordable and would not have any market rate units to help subsidize the affordable units and reduce the necessary funding from DHCD.

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<sup>1</sup>[https://dhcd.dc.gov/sites/default/files/dc/sites/dhcd/publication/attachments/DHCD%27s%202025%20Qualified%20Allocation%20Plan%20Draft\\_0.pdf](https://dhcd.dc.gov/sites/default/files/dc/sites/dhcd/publication/attachments/DHCD%27s%202025%20Qualified%20Allocation%20Plan%20Draft_0.pdf)

- d. Based on the above, the Applicant states that the affordable senior building is not positioned to receive a strong weighted evaluation score to garner the required funding and allow for the development in a timely manner.
- Additionally, the Applicant states they have engaged several private subsidy sources; however, those groups were similarly not actively lending to affordable District projects at this time due to affordable collection concerns or were only interested in home ownership opportunities.

The lack of financing for the affordable senior housing at this time would result in an unknown delay in development of the site and would be the only undeveloped parcel in the Skyland Town Center. The Skyland Town Center development has been underway for over 15 years and the Applicant is trying to close out the project. If the parcel is to remain undeveloped for an extended period of time it could be an eyesore and present security problems.

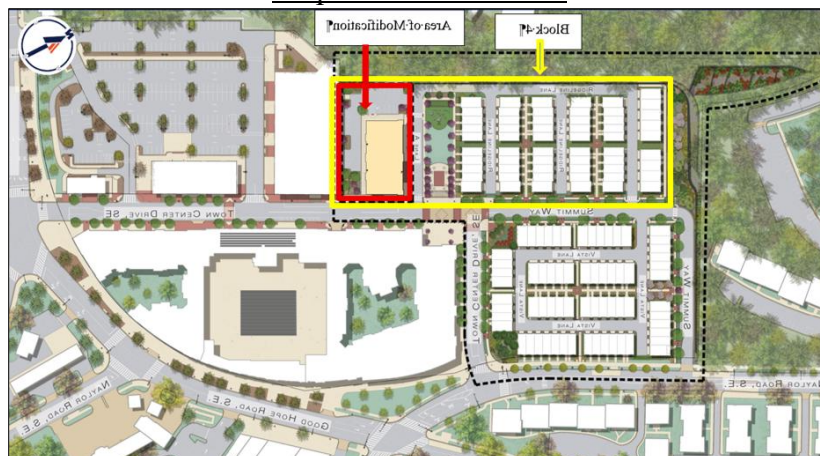
### III. PROPOSAL

The proposal is to modify Block 4 by replacing the senior building with a condominium building as shown on the plans below.

#### ZC Order 09-03H - Approved Site Plan



#### Proposed Modification



The Skyland development would continue to provide variety in housing types and sizes and would offer additional homeownership opportunities, some of which would be affordable. The application also requests a modification to the GAR calculations and also to allow the provision of the required long term bicycle parking spaces outside of the building. A background and history of approvals are attached in Appendix I.

#### IV. MODIFICATIONS with HEARING

The Applicant requests a Modification with Hearing pursuant to Subtitle X § 704. Subtitle X § 704.3 states:

*If the application is for the modification of a second-stage PUD, it shall meet the requirements for, and be processed as, a second-stage PUD application.*

The Block 4 was approved as a Consolidated PUD.

#### V. MODIFICATION TO BLOCK 4

ZC Order 09-03H approved Block 4 to be developed with a 59 townhouse units and building with 75 senior units and 10,000 square feet of ground floor retail uses.

The proposed condominium building would have an area of 40,117 gross square two feet in four-stories and fifty-four feet high. The building would have 24, bedroom/two bathroom units ranging between 1,150 and 1,555 square feet in size. Three of the units would be dedicated as affordable units at 80% MFI, one each on the first, second and third floors [Exhibit 3A1](#). The building's main entrance would be along Laine A and across from Town Center Park. A secondary entrance would be available from the 24 space surface parking lot along the rear and northern side of the building.

The side of the building fronting on Town-Center Drive seems to be along the property line with no separation between the sidewalk and the building which has low windows and would allow direct views into the units along this portion of the building. The use of landscaping could demarcate the differences between private and public space and provide privacy to the residents. **OP has requested that the Applicant provide some separation between the building and the sidewalk.**

Town Center Drive was envisioned to be a street activated by having retail uses on both sides. This vision was incorporated into the design of the senior building which was planned to have retail uses on the ground floor. With the elimination of the retail use in the proposed building, **OP request that the Applicant may want to consider ways to activate the street such as having unit entrances fronting on Town Center Drive.**

#### Long-term Bicycle Parking

The Applicant has requested flexibility from the requirements of Subtitle C § 805.1 which states:

*Except for Subtitle C § 805.11<sup>2</sup>, all required long-term bicycle parking spaces shall be located within the building of the use requiring them.*

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<sup>2</sup> Subtitle C § 805.11 references long-term bicycle parking for public schools.

The 25-unit condominium building would require eight long term-bicycle spaces per Subtitle C § 802.1. The Applicant states that locating the long-term bicycle parking within the building and meeting the requirements of Subtitle C § 805 is not feasible as it would impact the provision of two bedroom/two bath units as well as the efficiency of the building layout. The Applicant has therefore requested flexibility to provide the eight long-term bicycle spaces in a separate accessory structure to be located to the rear of the building. The Applicant states that the bike storage facility would meet the other relevant requirements of Subtitle C § 805. **The Applicant should provide drawings and elevations of the proposed bike storage facility and demonstrate how it would meet the other requirements of Subtitle C § 805.**

### **GAR calculations for Blocks 1 and 4**

The Applicant proposes to revise the approved GAR calculations for Blocks 1 and 4, [Exhibit 3B - GAR Plans](#), pages L-3.0 and L-3.1. The approved GAR calculations include both plants and soils located in the mews (public areas) and yards surrounding the townhomes (private areas). The proposed change would retain the approved plants and soils in the public and private areas but, in an abundance of caution, the plants that are located on each individual lot are being precluded from the GAR calculations, pages L-3.2 and L-3.3. The Applicant is concerned that at the end or closeout of the development when the final GAR calculations are to be verified, the calculations may fall below the approved GAR due to lack of maintenance of plants by some individual property owners on individual lots which the Applicant would not be in control of after the lots are sold. The discrepancy could require the Applicant to return to the Commission for a modification.

In the MU-7 zone, the minimum GAR requirement is 0.25 and the approved PUD proposed a GAR of 0.373. Removing the plants on the individual lots would reduce the GAR to 0.309, which is still well above the minimum required. OP notes that the GAR calculations may also change due to the removal of the green roof that was proposed on the senior building but was not accounted for in the proposed changes. **OP supports approval of the requested flexibility to update the GAR calculations but should identify all the areas of change.**

### **Additional Flexibility**

In addition to the requested zoning flexibility, the Applicant seeks the following design flexibility, consistent with Subtitle Z § 702.8, as part of the PUD process:

1. **Interior Components:** To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria, and mechanical rooms, provided that the variations do not change the exterior configuration of the building as shown on the plans approved by the order;
2. **Exterior Materials – Color:** To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges shown on the plans approved by the order;
3. **Exterior Details – Location and Dimension:** To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;
4. **Number of Units:** To provide a range in the approved number of residential dwelling units of plus or minus ten percent (10%), except that (1) the total square footage of the residential



- dwelling units shall not be reduced, and (2) the number of units and the square footage reserved for affordable housing shall not be reduced;
5. **Parking Layout:** To make refinements to the approved parking configuration, including layout and number of parking space plus or minus ten percent (10%), so long as the number of parking spaces is at least the minimum number of spaces required by the Zoning Regulations;
  6. **Signage:** To vary the font, message, logo, and color of the approved signage, provided that the maximum overall dimensions and signage materials are consistent with the signage on the plans approved by the order and are compliant with the DC signage regulations; and
  7. **Sustainable Features:** To vary the approved sustainable features of the project, provided the total number of LEED points achievable for the project does not decrease below the minimum required for the LEED standard specified by the order.

OP supports the requested flexibility as they are similar those approved under other approved including the most recent ZC Order 09-03H. **However, the Applicant should provide information on the Exterior Details and Exterior materials of the building.**

## VII. ZONING ANALYSIS

The site is zoned MU-7. With the requested modification, the development would generally remain within the allowable development standards of the MU-7B zone. Subtitle C, § 302 allows multiple buildings and structures within an approved PUD to be on a single record lot. The condominium building would be on its own tax lots.

The table below outlines a general comparison of the that allowed by the MU-7B zone and the proposed building:

	Allowable MU-7B	Proposed Senior Building
FAR	Residential: 4.0 (4.8 IZ) Non-Residential: 2.5	1.11
GFA	Residential: 133,888 sf (160,666 sf IZ)  Non-Residential: 83,680 sf	04,117 sf.
Height	65 ft.	54 ft.
Lot Occupancy	75% (80% IZ)	27%
Parking	7 spaces	24 spaces
Bicycle Parking	8 long-term 2 short-term	8 long-term 2 short-term
Loading	None Required	None Provided

The Applicant requested flexibility from the requirement to provide the long term bicycle parking within the building and modification to the GAR calculations as outlined in Section V above.

## VIII. PUD EVALUATION STANDARDS AND PUBLIC BENEFITS AND AMENITIES

### **Public Benefits and Amenities**

Chapter X § 305.2 states that “*public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.*” Subtitle X § 305.5 provides a summary of categories for PUD benefits and amenities. In this case, the Applicant is modifying an existing PUD. The modifications would result in a decrease in the overall FAR but would generally maintain the public benefits and maintain the level of public amenities that were offered in the original PUD.

#### *(a) Superior urban design and architecture*

ZC Order 09-03 approved an urban town center design with a main street developed with ground floor retail along the Main Street (Town Center Drive), Naylor and Alabama Avenues. The proposed modifications would result in less retail use than originally envisioned but with a significant increase in owner-occupied townhouses and the proposed condominiums.

**The applicant needs to provide more details regarding the architectural design and colors of the proposed building.**

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

The development would have extensive landscaping consisting of grasses and groundcover, shrubs, and trees. The landscaping around the proposed condominium building with the landscaping theme and would not change significantly the landscaping shown in ZC 09-03H.

#### *(c) Site planning and efficient and economical land utilization*

The massing, height, and density of the overall Skyland is not as dense as was envisioned for the site in the original PUD. However, OP understands the constraints and changes in circumstances and is supportive of the proposed mix of residences. OP finds that the site planning in this area is efficient in that the buildings are placed in a parklike setting with access to both public and private open spaces as well as active and passive open spaces.

#### *(g) Affordable housing except that:*

- (1) Affordable housing provided in compliance with the Inclusionary Zoning requirements of Subtitle C, Chapter 22, shall not be considered a public benefit except to the extent it exceeds what would have been required through matter-of-right development under existing zoning. In determining whether this standard has been met, the Zoning Commission shall balance any net gain in gross floor area against any loss of gross floor area that would have been set-aside for Inclusionary Units in compliance with the Inclusionary Zoning requirements of Subtitle C, Chapter 10; and*
- (2) A PUD application proposing Inclusionary Units with deeper affordability than what would be required by IZ for the existing zone, or for the proposed zone if a map amendment is sought, shall propose only a household income level published*

*in the Rent and Price Schedule established by the IZ Act that is in effect as of the date the PUD application was filed;*

The project offers three of the units at 80% MFI. The proposal will be referred to the Department of Housing and Community Development (DHCD) for review prior to the public hearing.

*(h) Employment and training opportunities;*

The Applicant states that they have met and exceeded the requirement of ZC Order 09-03 by providing and training persons through their Workforce Center.

*(k) Environmental and sustainable benefits to the extent they exceed the standards required by zoning or other regulations including, but not limited to:*

- (1) Storm water runoff controls in excess of those required by Stormwater Management Regulations;*
- (2) Use of natural design techniques that store, infiltrate, evaporate, treat, and detain runoff in close proximity to where the runoff is generated;*
- (4) Total green area ratio scores that exceed requirements by at least one-tenth (0.1); and*
- (5) Meeting the minimum standards for Leadership in Energy and Environmental Design (LEED) Gold certification. The project does not have to achieve actual LEED certification; however, the developer must include the LEED checklist and documentation in the application, approved by a LEED Accredited Professional (LEED-AP) that shows that the project will comply with LEED requirements;*

The Applicant has requested modification to the GAR plan and new calculations are provided at [Exhibit 3B - GAR Plans](#), pages L-3.0 and L-3.1. With the removal of the solar panels, green roof and the plantings on the townhouse lots, the GAR score would be reduced from 0.373 to 0.309, still above the 0.25 score required for developments in the MU-7B zone. The senior building was to be developed at Enterprise Green Communities 2020 Plus but the Applicant has not stated the standard for the proposed condominium building. The proposal will be referred to Department of the Environment (DOEE) for evaluation and comment prior to the public hearing. **The Applicant should provide information on the standard to be used.**

*(l) Streetscape plans, subject to approval by the Department of Transportation Public Space Committee including implementation and maintenance of the streetscape for the duration of the project for areas where there are no design standards;*

The proposed street and alley layout would not be changes by the requested modification. However, the applicant stated that the Transportation Management Plan would be modified to reflect the condominium program. .

*(m) Outdoor children's play area: a public, active, outdoor children's play area that shall be secure, separated from parking and maneuvering areas, and designed to facilitate adult supervision. The play area shall include play equipment, installed to the manufacturer's specifications, or natural features suitable for children in both preschool and elementary school. The play area shall be a minimum of five hundred square feet (500 sq. ft.);*

The “Town Center Park” with a flexible use plaza, an open recreational lawn and a natural playground for children would not be changed by the modification.



- (o) *Transportation infrastructure beyond that needed to mitigate any potential adverse impacts of the application including, but not limited to, dedication and/or construction of a public street or alley; maintenance of a street median; or provision of a public easement for a pedestrian walkway that would not otherwise be required;*

The overall Skyland project has completed many of the required transportation mitigation and improvements required under the original PUD and subsequent modifications. The proposed modification should not be significantly changed by the modification. DDOT will address this in their report.

- (q) *Uses of special value to the neighborhood or the District of Columbia as a whole; and*

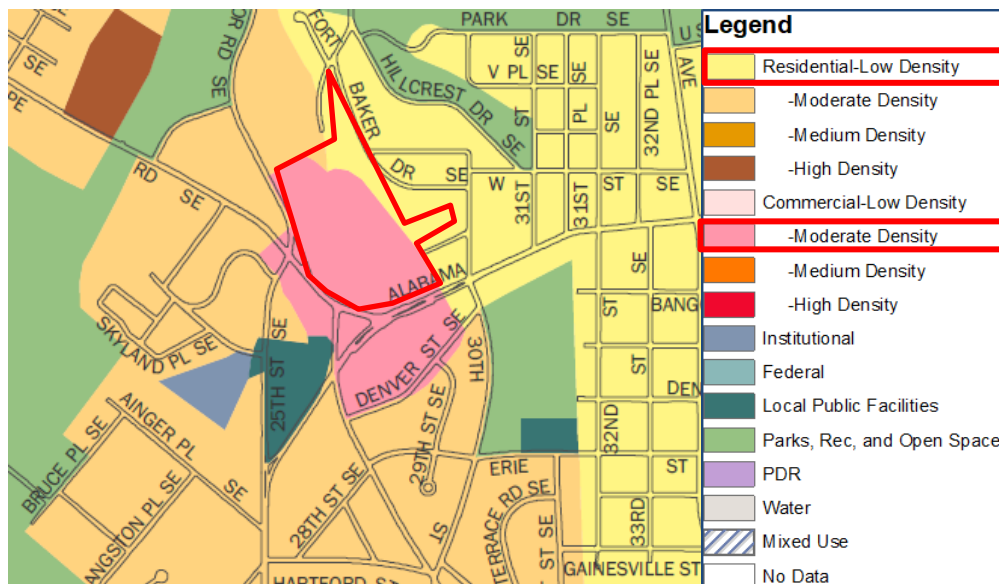
ZC Order 09-03 outlines a list of financial or in-kind service contributions that would serve the neighborhood, Wards 7 and 8 and the District as a whole. From past applications, the Applicant indicated that most of the benefits had been provided.

## IX. COMPREHENSIVE PLAN

### A. Comprehensive Plan Maps

As described in the Council approved Framework Element, *Guidelines for Using the Generalized Policy Map and the Future Land Use Map* (10A DCMR Section 228) the maps are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other development policies. OP continues to determine that, on balance, the overall Skyland development and the proposed modification for condominium units are not inconsistent with the Comprehensive Plan as a whole, including the maps and the policy statements as demonstrated below.

The **Future Land Use Map (FLUM)** indicates that the overall Skyland site is appropriate for moderate density commercial with small areas of the site also designated as moderate-density residential and low-density residential.



Moderate-density commercial uses are described as:

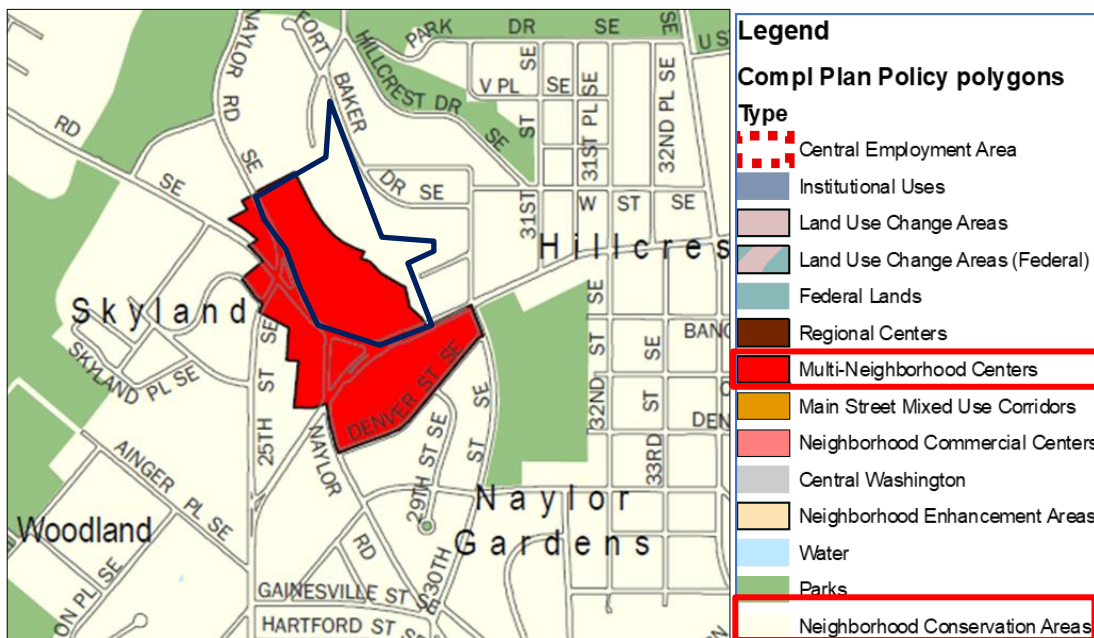
*“This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in Low-Density Commercial areas. Density ranges between a FAR of 2.5 to 4.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-5 and MU-7 Zone Districts are representative of the Zone districts consistent with the Moderate Density Commercial categories, and other zones also apply.” 227.11*

Low density residential uses are described as:

*“This designation is used to define neighborhoods generally, but not exclusively, suited for single family detached and semi-detached housing units with front, back and side yards. The R-1 and R-2 Zone Districts are consistent with the Low Density Residential category, and other zones may also apply.” 227.5*

The MU-7/PUD zoning would be retained across the site with the proposed modifications. In the original Order, it was established that the PUD-related zoning and the proposed development are not inconsistent with the moderate density commercial designation. The proposed multifamily, condominium building would not be inconsistent with the FLUM recommendation. The condominium building would provide another housing option along with the proposed townhouse and existing apartments at Skyland.

The **Generalized Land Use Map** designates a majority of the Skyland property as a Multi-Neighborhood Center with the remainder as a Neighborhood Conservation Areas.



Multi-Neighborhood Centers are described as:

*Multi-Neighborhood Centers contain many of the same activities as Neighborhood Commercial Centers, but in greater depth and variety. The area served by a Multi-Neighborhood Center is typically one to three miles. These centers are generally found at major intersections and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include residential and office space for small businesses, although their primary function remains retail trade. 225.17*

*Examples of Multi-Neighborhood Centers include Hechinger Mall, Columbia Heights, Brentwood and Skyland Shopping Centers. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Infrastructure improvements to allow safe access to all transportation modes to these centers are also important for increasing equitable access. 223.18 (emphasis added).*

Neighborhood Conservation Areas are described as:

*Neighborhood Conservation areas have little vacant or underutilized land. They are generally residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will typically be modest in scale and will consist primarily of infill housing, public facilities, and institutional uses. Major changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated, and these can support conservation of neighborhood character where guided by Comprehensive Plan Policies and the Future Land Use Map are expected to be retained with the mix of industrial, office, and retail uses they have historically provided. 225.4*

The majority of the subject property is designated a Multi-Neighborhood Center which included housing. The proposed condominium building would meet this designation as it would provide additional housing on the site.

The Applicant used the Commission’s Racial Equity Tool in their racial equity analysis, which is provided at [Racial Equity Analysis](#), Exhibit 3H2.

### **Part 1: Comprehensive Plan Policies**

#### Citywide Elements of the Comprehensive Plan

The proposal continues to not be inconsistent with the Citywide Elements of the Comprehensive Plan. Although the condominium units were not anticipated in the original PUD approval, they would meet, and further specific goals of the Comprehensive Plan for a mix of housing types and affordability. Below are some Comprehensive Plan Citywide Elements related to Racial Equity that would be advanced by the proposal.

#### Land Use

***Policy LU-2.1.2: Neighborhood Revitalization.*** *Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, as described in Section 213 of the Framework Element, and create opportunities for disadvantaged persons and*

*for deeply affordable housing. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. § 310.9*

***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods.*** *Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. § 310.10*

***Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors.*** *Planned unit developments (PUDs) in neighborhood commercial areas shall provide high quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space. § 310.20*

***Policy LU-2.4.1: Promotion of Commercial Centers.*** *Promote the vitality of commercial centers and provide for the continued growth of commercial land uses to meet the needs of residents, expand employment opportunities, accommodate population growth, and sustain Washington, DC's role as the center of the metropolitan area. Commercial centers should be inviting, accessible, and attractive places, support social interaction, and provide amenities for nearby residents. Support commercial development in underserved areas to provide equitable access and options to meet the needs of nearby communities. § 313.9*

The old Skyland development consisted of a series of old dilapidated buildings and was an inefficient use of the property and was not serving the needs of the surrounding community. The proposed development would revitalize the property with a mix of uses that would efficiently use the property and better serve the existing and future residents and visitors to the site. The combination of residences, commercial uses, recreational areas on the property would facilitate community interaction.

### Housing

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

***Policy H-1.1.5: Housing Quality.*** *Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize longterm operation, repair, and capital replacement costs. Regardless of its affordability level, new or*

*renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. § 503.7*

***Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods.*** *Support mixed-income housing by encouraging affordable housing in high-cost areas and market rate housing in low income areas. Identify and implement measures that build in long-term affordability, preferably permanent or for the life of the project, to minimize displacement and achieve a balance of housing opportunities across the District. § 504.19*

Skyland would continue to provide new housing with a mix of housing types, sizes, and affordability to help meet District and the Planning Area's housing needs, complemented with retail uses on site to serve the residents and the neighborhood. The proposed condominiums would provide housing type that is not prevalent in the Planning Area or Ward 7 and would serve an intermediate market between rental units and the for sale townhouses at Skyland.

#### Economic Development

***Policy ED-1.1.7 Use of Large Sites.*** *Plan strategically for large development sites to ensure that their unique potential is fully realized both as a source of economic dynamism and equity building, maximizing the sites' utility to the District. View the sites as assets to further the District's goals to diversify its economy and provide inclusive, equitable job growth, for housing and affordable housing production, and to bring desired amenities and services to neighborhoods. Sites with Metro access and priority transit access should be used to advance growth in emerging industries that diversify the District's economy. § 703.18*

The revitalized Skyland development with residences and commercial uses could result or be an incentive to foster other developments in surrounding neighborhood area which could bring additional housing, retail, jobs and other amenities to the area to serve a wider cross-section of residents.

Far Northeast-Southeast Area Element

#### **FNS-1.1 Guiding Growth and Neighborhood Conservation**

##### ***Policy FNS-1.1.2: Development of New Housing***

*Encourage new mixed-use, mixed-income development for area residents on vacant lots and around Metro stations and on underused commercial sites along the area's major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast and seek to ensure that the housing remains affordable for current and future residents. 1708.3*

The original Skyland PUD was approved for a mixed use, mixed income town center with 450-500 apartment units, 20 townhouse units and approximately 314,000 square feet of retail uses. Through subsequent modifications, the number of units, unit mix and unit types has changed to reflect the needs of the community. Block 2 has been developed and has 263 apartment units and Block 1 and 4 would be developed with 126 townhouse units and 24 condominium units for a total of 414 units on-site which would be below the band originally envisioned for Skyland. To enhance the affordability of housing on the site, three of the condominium units would be at 80% MFI. Overall, the development would provide residences with a mix of unit sizes, at a mix of incomes and affordability.

***Policy FNS-1.1.3: Directing Growth***

*Concentrate employment growth in Far Northeast and Southeast, including office and retail development around the Deanwood, Minnesota Avenue, and Benning Road Metro station areas; the East Capitol Street Gateway; the Fletcher-Johnson property; the former George Washington Carver Apartments site; **the Skyland Shopping Center**; and along I-295 adjacent to the Parkside neighborhood, along Nannie Helen Burroughs Avenue NE, Minnesota Avenue NE/SE, Benning Road NE, and Pennsylvania Avenue SE Great Streets corridors, as well as along the 58th Street, Eastern Avenue, and Dix Street corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. § 1708.4 (emphasis added)*

***Policy FNS-1.1.4: Retail Development***

*Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 with new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. § 1708.5*

Although the retail has been eliminated from Parcel 4 due to the many vacant spaces currently at Skyland, the overall development would continue to have the opportunity for a variety of retail uses to serve the surrounding residents and to provide services needed in Ward 7.

***FNS-2.7 Skyland***

*The Skyland Shopping Center site covers 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Avenue SE. When it was initially developed in the 1940s, the 170,000-square-foot complex of free-standing retail buildings was one of the first auto-oriented shopping centers in Washington, DC. Along with the adjacent 95,000-square-foot Good Hope Marketplace, it was the principal commercial center serving the southern part of Far Northeast and Southeast. Plans to renovate and modernize Skyland have been evolving for many years. Phase 1 of the highly anticipated mixed-use redevelopment of the center is underway. This phase will include 240 units of residential housing, as well as a medium-scale grocery store. The site will ultimately be redeveloped as a Town Center, with more than 275,000 square feet of leasable space being pursued by DMPED. An additional anchor is being sought to secure the retail portion of the site. 1717.1*

*Reinvestment in Skyland is an important part of the District's efforts to provide better shopping options for underserved communities, reduce the loss of retail dollars to the suburbs, and make Wards 7 and 8 more attractive to existing and future residents. To be most effective, planned improvements should be a part of a broader strategy to enhance the Alabama/Good Hope area as a focal point for surrounding neighborhoods, such as Hillcrest and Fairlawn, and to upgrade the Naylor Road corridor as a gateway to Far Northeast and Southeast and Historic Anacostia. 1717.2*

***Action FNS-2.7.A: Skyland Revitalization***

*Revitalize Skyland Shopping Center as an essential, dynamic community scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business and employment district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents. 1717.3*

The redevelopment of Skyland has been underway for several years and the proposal would be the final phase of the redevelopment to enhance Alabama Avenue/Good Hope Road/Naylor Road and



be a focal point for surrounding neighborhoods. The modified proposal would continue to have elements of a town center with a mix of residential and commercial uses. The condominiums would also be reflective of the changing needs of the community.

### **Part 2: Community Outreach and Engagement**

The Applicant has informed OP that they have had consultations with the ANC. The Applicant should provide details regarding their outreach if the application is set down for a public hearing.

### **Part 3: Disaggregated Data Regarding Race and Ethnicity**

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area. The data source is the 2012-2016 and 2019-2023 American Community Survey 5 Year Estimates, available via the OP State Data Center ([ACS DATA](#)). Part 3 also asks if the planning area is on track to meet affordable housing goals, and whether the data shows any intersectionality of factors such as race, ethnicity, age, income, gender, or sexual orientation within the area of the zoning action and how might the zoning action impact the intersection of those factors.

The site is in the Far Northeast/Southeast Planning Area and the ACS Data, Table 1 below, indicates that in 2012-2016, the Planning Area had a population of 79,960, or 12 percent of the District-wide total. In the 2019-2023 period, the District-wide and the Planning Area population increased but the Planning Area's increase of the Districtwide populating remained steady with a small increase of only 0.5 percent.

In 2012-2016, 94% of the population in the Far Northeast/Southeast Planning Area were black but dropped to 91% in the 2019-2023 period. Most of the other segments of the population in the Planning Area had increases in 2019-2023 over that of 2012-2016 and seems to indicate that the population in the planning area is becoming more diversified. The largest percent increase, 2.5%, was of persons identified as having Two or More races.

**Table 1: Race or Ethnicity Districtwide and in the Far Northeast/Southeast Planning Area (2012-2016 and 2019-2023)**

<b>Race or Ethnicity</b>	<b>Districtwide 2012-2016</b>	<b>Planning Area 2012-2016</b>	<b>Planning Area Percent</b>	<b>Districtwide (2019-2023)</b>	<b>Planning Area (2019-2023)</b>	<b>Planning Area Percent</b>
<b>Population</b>	659,009	79,960	12%	670,587	84,778	12.6%
<b>White alone</b>	266,035	1,669	2.1%	265,633	2,357	2.7%
<b>Black alone</b>	318,598	75,074	94%	297,101	76,801	91%
<b>American Indian and Alaskan Native alone</b>	2,174	238	0.30%	2,209	275	0.32%
<b>Asian alone</b>	24,036	352	0.44%	27,067	273	0.32%
<b>Native Hawaiian and Other Pacific Islander alone</b>	271	30	0.04%	420	25	0.03%

Race or Ethnicity	Districtwide 2012-2016	Planning Area 2012-2016	Planning Area Percent	Districtwide (2019-2023)	Planning Area (2019-2023)	Planning Area Percent
<b>Some other race alone</b>	29,650	1,706	2.1%	30,879	1,905	2.3%
<b>Two or more races</b>	18,245	923	1.2%	47,278	3,142	3.7%
<b>Hispanic</b>	69,106	2,775	3.5%	77,168	3,808	4.5%

The 2012-2016 ACS data identifies the median household income Districtwide as \$72,935 with that of the Planning Area being significantly lower at \$37,361 (Table 2). Although there was a significant increase of approximately \$28,000 in the Districtwide median household income for the period 2019-2023, the increase within the Planning Area was much lower, approximately \$18,000. The low incomes are also reflected in the unemployment rates, the cost burden, and poverty rate in both the 2012-2016 and 2019-2023 time periods. Overall, although the Planning Area is lagging behind the District, there are small improvements in the 2019-2023 median household income, unemployment poverty rate, and unemployment rate, over 2012-2016.

**Table 2: General Characteristics Districtwide and in the Far Northeast/Southeast Planning Area (2012-2016 and 2019-2023)**

Characteristic	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide (2018-2023)	Planning Area (2019-2023)
<b>Population</b>	659,009	79,960	670,587	84,778
<b>Median Household Income</b>	\$72,935	\$37,361	\$101,722	\$55,769
<b>Median Age</b>	37.7	29.9	36.4	38.0
<b>Unemployment Rate</b>	8.7%	18.2%	7.1%	15.3%
<b>Cost Burdened Households</b>	38.6%	47.1%	36.1%	45.0%
<b>Poverty Status</b>	17.9%	27.6%	15.1%	25.4%

Table 3 below shows the disaggregated data in 2017-2012 period by race, Districtwide and in the Far Northeast/Southeast Planning Area.

**Table 3: General Characteristics Disaggregated Districtwide and in the Far Northeast/Southeast Planning Area (2019-2023)**

	Population	Median Income	Unemployment Rate	Owner Occupied	Renter Occupied	Housing Cost Burdened	Below Poverty Line
<b>DISTRICT TOTAL</b>	683,154	\$93,547	7.1%	41.5%	58.5%	36.1%	15.4%
<b>Far Northeast/Southeast</b>	85,074	\$50,267	15.8%	41.3%	58.7%	53.4%	25.4%

<b>Planning Area TOTAL</b>							
<b>White Alone</b>	2,574	\$130,524	5.8%	77.3%	22.7%	-	12.3%
<b>Black or African American Alone</b>	77,900	\$48,742	16.8%	39.6%	60.4%	-	25.5%
<b>American Indian &amp; Alaska Native</b>	245	\$12,545	64%	35.8%	64.2%	-	42.9%
<b>Asian Alone</b>	378	\$86,306	4.1%	71.4%	28.6%	-	14%
<b>Native Hawaiian &amp; Other Pacific Islander</b>	27	N/A	29.6%	0%	0.0%	-	29.6%
<b>Other Race</b>	1,266	\$75,572	1.1%	41.7%	58.3%	-	16.7%
<b>Two or More Races</b>	2,684	\$54,592	7.5%	48.2%	51.8%	-	36.5%
<b>Hispanic or Latino*</b>	3,038	\$62,376	0.2%	54%	46%	-	20.9%

The information shows that the median income of the Planning Area at \$50,267 is significantly below the Districtwide amount of \$93,547. Whites in the Planning Area have a significantly higher median income of \$130,524 which is greater than the Districtwide and Planning Area median incomes and more than double that of African Americans. With their high median income, the poverty level of Whites at 12.3% is lower than the Districtwide and Planning area levels of 15.4% and 25.4% respectively. American Indian & Alaska Native and persons of Two or More races have poverty rates of 42.9% and 36.5% that are significantly above that of the Planning Area.

The unemployment rate of the Planning Area is twice that of the Districtwide rate. However, American Indian & Alaska Native at 64% and Native Hawaiian & Other Pacific Islander at 29.6% have much higher unemployment rates. Blacks in the Planning area have an unemployment rate of 16.8% which is almost three times as much as Whites with a 5.8% rate which is even lower than the Districtwide and Planning Area rates.

The percentage of owner occupied units, 58%, and renter occupied units, 41%, in the Planning Area are nearly identical to the Districtwide percentages. However, Blacks and American Indian & Alaska Native have the lowest homeownership at 39.6% and 35.8% while Whites and Asians Alone have a 77.3% and 71.4% homeownership respectively. The reverse is true for renters in that; Blacks and American Indian & Alaska Native have the highest rates of over 60%. The proposed modification would allow for additional homeownership opportunities and housing options for the population in the Far Northeast/Southeast area.

**Table 4: Vulnerable or Special Populations in the Planning Area and District (done)**

<b>Characteristic</b>	<b>Districtwide 2012-2016</b>	<b>Planning Area 2012-2016</b>	<b>Districtwide 2019-2023</b>	<b>Planning Area 2019-2023</b>
<b>Persons 65 or Older</b>	11.4%	24.3%	12.6%	14.3%

<b>Persons Under 18 Years</b>	17.4%	12.9%	18.5%	24.6%
<b>Disability Rate</b>	11.3%	19.4%	10.98%	17.4%

Table 4 shows that of the 2012-2016 population, the percentage of persons 65 years or older in the Planning Area, 24.3% was more than twice that of the Districtwide population. However, in the 2019-2023 period, there was a 10% decrease in the 65+ population in the Planning Area while there was a slight increase, one percent decrease in the 65+ population Districtwide.

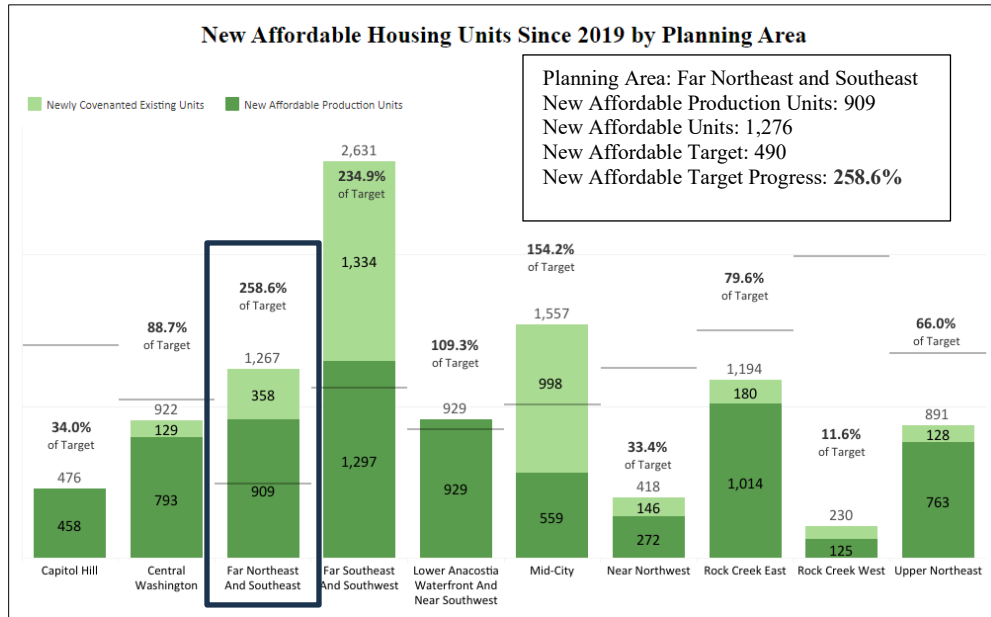
Regarding persons under 18 years, there was a slight increase, 17.4% to 18.3% between the 2012-2016 and the 2019-2023 time period Districtwide. However, as a percentage of the population of the Planning Area, younger persons increased from 12.9% to 24.6% which implies that the Planning Area has a fairly young population. The provision of the condominiums could assist those who are starting families with homeownership opportunities. The disability rate Districtwide has remained fairly constant while between the two time periods the Planning Area saw an approximately two percent (2%) decrease.

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family, senior housing, rental and ownership housing, and housing for all income levels. Given the land use characteristics of the District, only a small amount of the total land area (28.1 percent) is dedicated to residential use (205.3). Scarcity of land increases the cost of new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households. The Comprehensive Plan states that “*residents of color are a majority of lower-income households in the District and, therefore, face a disproportionate share of the problems caused by housing insecurity and displacement*” (206.4).

The Comprehensive Plan recognizes that without increased housing, the imbalance between supply and demand will drive up housing prices in a way that creates challenges for many residents, particularly low-income residents.

#### ***Progress Toward Meeting the Mayor’s 2025 Housing Equity Goals***

Table 5 below, excerpted from the Mayor’s January 2023 DC’s Comeback Plan, p. 22, indicates that the Far Northeast/Southeast Planning Area has exceeded the Mayor’s 2025 affordable housing goal. Although the area has exceeded affordable housing needs, it seems that a variety of new housing choices are not being provided. The additional homeownership opportunities with the apartments currently at Skyland should help in addressing the need for variety of housing types in the area.



#### **PART 4: ZONING COMMISSION EVALUATION FACTORS**

Pursuant to the Racial Equity Tool, the Commission will use the following criteria, themes and questions, along with data provided in the filings in its evaluation of the proposed text and map amendment's consistency with the Comp Plan, as viewed through a racial equity lens. Overall, the proposed modification would continue to advance many of the policies related to racial equity in the provision of housing, and in particular the opportunity for homeownership.

The table below provides the OP response to themes/questions from the Racial Equity Tool, based on Comp Plan policies related to racial equity, that are anticipated to have positive or negative impacts and/or outcomes because of the proposed modification.

Factor	Question	OP Response
<b>Direct Displacement</b>	Will the zoning action result in displacement of tenants or residents?	The site is currently undeveloped so would not result in the displacement of any residents as a result of the modification.
<b>Indirect Displacement</b>	What examples of indirect displacement might result from the zoning action?	OP does not anticipate indirect displacement from this project. The provision of homeownership units along with the proposed townhouses should help retain existing minority households and attract new minority households to the planning area.
<b>Housing</b>	Will the action result in changes to: <ul style="list-style-type: none"> <li>▪ Market Rate Housing</li> <li>▪ Affordable Housing</li> <li>▪ Replacement Housing</li> </ul>	The proposed modification would allow 24 market rate housing units of which three would be affordable at 80% MFI.
<b>Physical</b>	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> <li>▪ Public Space Improvements</li> <li>▪ Infrastructure Improvements</li> </ul>	The condominium building would not affect the significant amount of public, open spaces for passive and active recreation and would accommodate individual, small group as well as

	<ul style="list-style-type: none"><li>▪ Arts and Culture</li><li>▪ Environmental Changes</li><li>▪ Streetscape Improvements</li></ul>	larger community events to promote arts and culture at Skyland. The street layout including sidewalks emanating from Town Center Drive would not change.
<b>Access to Opportunity</b>	Is there a change in access to opportunity? <ul style="list-style-type: none"><li>▪ Job Training/Creation</li><li>▪ Addition of Retail/Access to New Services</li></ul>	The overall project includes a job training program for residents of the area for opportunities both within and outside of the development and would not be changed by the proposed modification.
<b>Community</b>	How did community outreach and engagement inform/change the zoning action? <ul style="list-style-type: none"><li>▪ (e.g., did the architectural plans change, or were other substantive changes made to the zoning action in response to community input/priorities etc.?)</li></ul>	The Applicant states that they have continued to work closely with the ANC and the neighborhood residents who are in agreement with the modifications and flexibility requested and support the homeownership, condominium building.

## X. AGENCY COMMENTS

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

- Department of Energy and the Environment (DOEE)
- Department of Housing & Community Development (DHCD)
- District Department of Transportation (DDOT)
- Fire and Emergency Medical Services Department (FEMS)

## XI. SUMMARY AND RECOMMENDATION

The condominium units would redevelopment of the property would serve residents of the development, the surrounding area and the wider community East of the River with family housing. The project would be at a scale compatible with surrounding residential and commercial developments. With the modifications, the development would continue to be not inconsistent with the Comprehensive Plan, the Future Land Use Map recommendations for moderate density commercial for the majority of the property, and the Generalized Policy Map recommendation for a multi-neighborhood center for the property. The development is also consistent with many of the policies for the Far Northeast and Southeast Area. OP recommends **set down** of the proposed modifications for Block 4.



## APPENDIX I – Project Background and Approval History

**Z.C. Order No. 09-03** approved a Consolidated PUD and Map Amendment to the C-3-A zone which created a Town Center featuring a Main Street with mixed-use retail and residential buildings, accompanying parking facilities, and townhouses on five different Blocks. The PUD project consisted of approximately 311,000 square feet of retail and service-related uses, a large format retail store, as well as neighborhood-serving retailers with 450-500 residential units, including a number of affordable housing units, and 20 townhouses. The PUD had a total of 1,774 parking spaces.

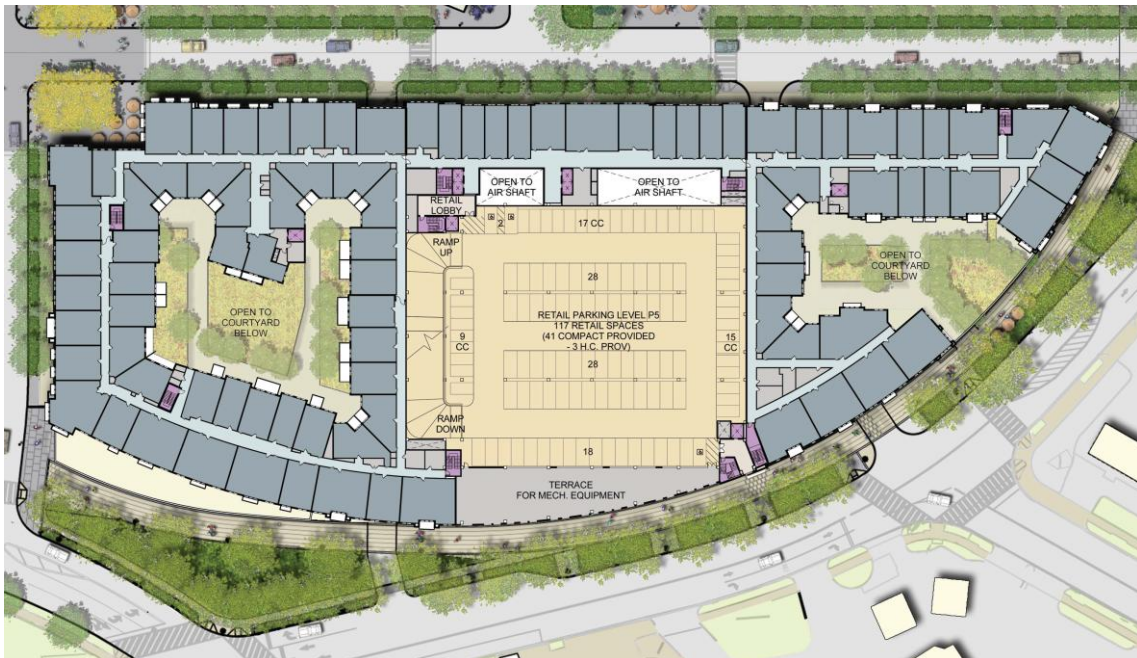


Subsequent to the approval of Z.C. 09-03, the PUD has been modified and time extensions have been granted by ZC Order 09-03B, ZC Order 09-03C and ZC Order 09-03E.

**ZC Order 09-03A** approved a PUD modification which created five blocks. The modifications affected all five blocks but retained the 450-500 residential units and increased the retail and service-uses to approximately 342,000 square feet. The major modifications were to Block 1 which was slated to be developed with a Walmart shopping center; Block 2 to be developed with a mixed-use residential building and consolidated retail parking for Blocks 2, 3, and 4; and removal of the above-grade parking garages in Blocks 3 and 4. The consolidation resulted in a reduction in the overall number of parking spaces but the total number of spaces allowed on the site remained at 1,774.



**ZC Order 09-03D** approved a Modification of Consequence to Block 2 only and allowed for the removal of three levels of above-grade parking in the center of Block 2 which reduced the number of parking spaces in the development by 345 spaces.





**ZC Order 09-03F** approved a PUD modification of significance to reconfigure the property from 5 to 4 blocks, revert Block 4 to a First Stage PUD to accommodate a medical office building on Block 1, a supermarket and coffee shop on Block 3 and a residential building with ground floor retail on Block 4. The proposal also extended the validity of the PUD.



**ZC Order 09-03H** approved a Consolidated PUD and a modification of significance to change the uses on Blocks 1 and 4 from a medical office building and an apartment building on Block 1 and 4 to accommodate 126 townhouses, a senior building and 10,000 square feet of retail uses.



## **APPENDIX II - Comprehensive Plan Area Elements**

### **Land Use Element**

***Policy LU-1.3.2: Mix of Uses on Large Sites.*** Ensure that the mix of new uses on large, redeveloped sites is compatible with adjacent uses and provide benefits to surrounding neighborhoods and to Washington, DC as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning should be compatible with adjacent uses but need not be identical. § 306.

***Policy LU-1.3.6: New Neighborhoods and the Urban Fabric.*** On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the District to the greatest extent feasible. Incorporate extensions of the street grid, public access and circulation improvements, and new public open spaces. Establish a compatible relationship between new structures and uses and the existing neighborhood fabric. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings, and they should enhance community resilience, equitable development, and promote inclusion. § 306.12

***Policy LU-1.4.6: Development Along Corridors.*** Encourage growth and development along major corridors, particularly priority transit and multimodal corridors. Plan and design development adjacent to Metrorail stations and corridors to respect the character, scale, and integrity of adjacent neighborhoods, using approaches such as building design, transitions, or buffers, while balancing against the District's broader need for housing. § 307.14

***Policy LU-2.1.2: Neighborhood Revitalization.*** Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, as described in Section 213 of the Framework Element, and create opportunities for disadvantaged persons and for deeply affordable housing. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. § 310.9

***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods.*** Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. § 310.10

**Policy LU-2.1.11: Residential Parking Requirements.** *Parking requirements for residential buildings should respond to the varying levels of demand associated with different unit types, unit sizes, unit locations (including proximity to transit), and emerging transportation trends and new technology (such as the sharing economy and autonomous vehicles (AVs)). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation-demand management measures are implemented and a reduction in demand can be demonstrated. § 310.18*

**Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors.** *Planned unit developments (PUDs) in neighborhood commercial areas shall provide high quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space. § 310.20*

## **Transportation Element**

**Policy T-1.1.8: Minimize Off-Street Parking.** *An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. § 403.14*

**Policy T-1.4.1: Street Design for Placemaking.** *Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. § 406.2*

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

**Policy T-2.5.4: Traffic Management.** *Establish traffic management strategies that prioritize the safety of pedestrians over vehicular traffic; separate local traffic from commuter or through-traffic; and reduce the intrusion of trucks, commuter traffic, and cut-through traffic on residential streets. Prioritize public transit solutions, including bus lanes and signal priority, to reduce commuter traffic. § 412.14*

**Policy T-3.1.1: TDM Programs.** *Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. § 415.10*

## **Housing**

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

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

***Policy H-1.1.4: Mixed-Use Development.*** Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. § 503.6

***Policy H-1.1.5: Housing Quality.*** Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize longterm operation, repair, and capital replacement costs. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. § 503.7

***Policy H-1.1.9: Housing for Families.*** Encourage and prioritize the development of familysized units and/or family-sized housing options which generally have three or more bedrooms, in areas proximate to transit, employment centers, schools, public facilities, and recreation to ensure that the District's most well-resourced locations remain accessible to families, particularly in areas that received increased residential density as a result of underlying changes to the Future Land Use Map. Family-sized units and/or family-sized housing options include housing typologies that can accommodate households of three or more persons and may include a variety of housing types including townhomes, fourplexes and multi-family buildings. To address the mismatch between meeting the needs of larger households and the financial feasibility of developing family-sized housing, support family sized housing options through production incentives and requirements that address market rate challenges for private development that may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. 503.11

***Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority.*** The production and preservation of affordable housing for low- and moderate-income households is a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout all District neighborhoods. § 504.8

***Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods.*** Support mixed-income housing by encouraging affordable housing in high-cost areas and market rate housing in low income areas. Identify and implement measures that build in long-term affordability, preferably permanent or for the life of the project, to minimize displacement and achieve a balance of housing opportunities across the District. § 504.19



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

***Policy H-1.4.6: Whole Neighborhood Approach.*** Ensure that planning and new construction of housing is accompanied by concurrent planning and programs to improve neighborhood services, schools, job training, childcare, services for older adults, food access, parks, libraries, community gardens, and open spaces, health care facilities, police and fire facilities, transportation, and emergency response capacity. § 506.11

## **Environmental Protection Element**

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

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

***Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff.*** Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. § 615.4

## **Economic Development Element**

***Policy ED-1.1.7 Use of Large Sites.*** Plan strategically for large development sites to ensure that their unique potential is fully realized both as a source of economic dynamism and equity building, maximizing the sites' utility to the District. View the sites as assets to further the District's goals to diversify its economy and provide inclusive, equitable job growth, for housing and affordable housing production, and to bring desired amenities and services to neighborhoods. Sites with Metro access and priority transit access should be used to advance growth in emerging industries that diversify the District's economy. § 703.18

***Policy ED-2.2.3: Neighborhood Shopping.*** Create and support additional shopping opportunities in Washington, DC's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately scaled retail infill development on vacant and underused sites. Promote the creation and growth of existing locally owned, nonchain

*establishments because of their role in creating unique shopping experiences, as well as in generating stronger local supply chains that facilitate community wealth building. § 708.8*

***Policy ED-3.1.1: Neighborhood Commercial Vitality.*** *Promote the vitality and diversity of Washington, DC’s neighborhood commercial areas by retaining existing businesses, attracting new businesses, supporting a strong customer base through residential density, and improving the mix of goods and services available to residents. § 713.5*

## **Parks, Recreation and Open Space Element**

***Policy PROS-1.4.4: Parks on Large Sites.*** *Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the District should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. § 807.9*

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

## **Urban Design Element**

***Policy UD-1.2.1: Respecting Natural Features in Development.*** *Respect and perpetuate the natural features of Washington, DC’s landscape as part of new development. In wooded or hilly areas, new construction should preserve natural features rather than alter them to accommodate development. Development in such areas should be clustered to protect topography and provide setbacks as needed to protect natural features, such as large trees, rock outcroppings, streams, and wetlands. § 904.3*

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

***Policy UD-2.1.4: Connections Between Public Spaces and Streets.*** *Public spaces, such as parks and plazas, should have entry points that create clear and porous visual and physical connections to the adjacent public realm. Where possible, coordinate streetscape designs to create a continuous experience between parks and streets. Limit the installation of tall fences or grade changes that create boundaries between parks and public rights-of-way. Public gathering spaces should be incorporated directly into the streetscape through pedestrian amenities, such as benches, public art, spacing of shade trees, and gardens. § 908.*

***Policy UD-2.1.7: Streetscapes That Encourage Activation.*** Design new streetscape projects with public spaces that can be flexibly programmed to enhance public life with short- or long-term uses throughout the year to meet the needs of a wide variety of community members. Such spaces can be sites for creative placemaking efforts, block parties, festivals, markets, pop-up retail, or food trucks. § 908.9

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

***Policy UD 3.2.1: Buildings that Enable Social Interaction.*** Residential building design should provide opportunities and spaces for interaction, such as open-air porch entrances, balconies, front stoops, and shared yards. Large multi-family buildings should prioritize individual, ground-level entrances to units that open up to the street in addition to interior access to units through a shared private lobby. § 914.3

***Policy UD-3.2.5: Safe and Active Public Spaces and Streets.*** The design of the built environment should encourage public activity throughout the day and help minimize the potential for criminal activity. Design measures include active building frontages (such as windows, balconies, and frequently spaced entrances) adequate lighting that avoids glare and shadow, maintaining clear lines of sight and visual access, and avoiding dead-end streets. Where feasible consider closing streets to vehicular traffic to enhance pedestrian and cycling uses of streets. § 914.7