

MEMORANDUM

TO: District of Columbia Zoning Commission
FROM: ^{JLS} Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation
DATE: October 20, 2017
SUBJECT: ZC Case 17-15– Setdown Report for a Proposed Zoning Map Amendment
 Petition to Re-Map 806 Rhode Island Avenue, NE from PDR-2 to MU-6

I. RECOMMENDATION

The Office of Planning recommends the Zoning Commission **set down** the proposed map amendment from PDR-2 to MU-6 for Square 3846, Lot 85 (806 Rhode Island Avenue, NE). The proposal would be not inconsistent with the Comprehensive Plan.

II. APPLICATION-IN-BRIEF

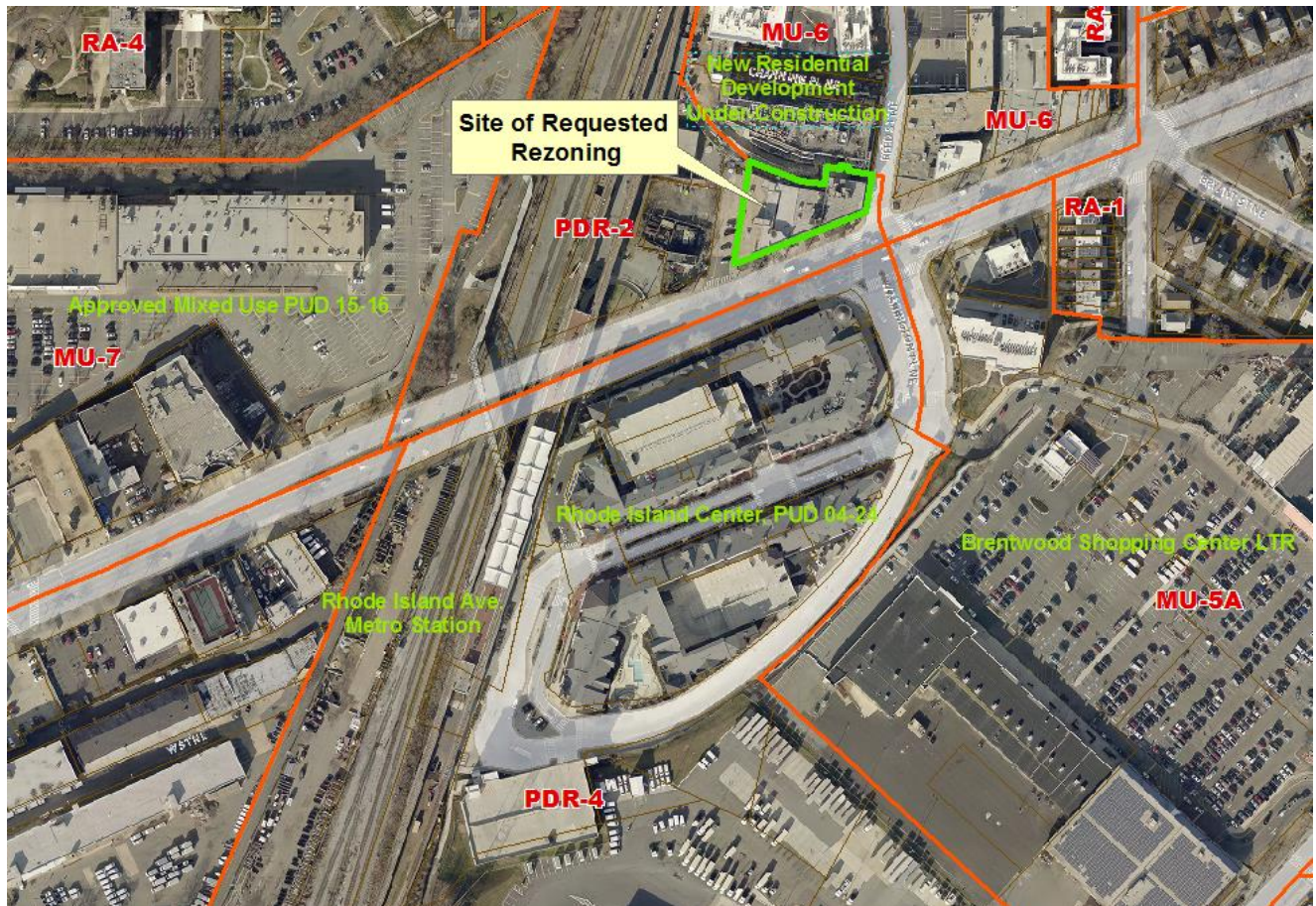
Applicant	806 Rhode Island Avenue, LLC
Proposed Map Amendment	From PDR-2 to MU-6
Legal Description	Square 3846, Lots 85
Property Size	Approx. 21,677 sq. ft.
Generalized Policy Map Designation	Land Use Change Area within Multi-Neighborhood Center
Future Land Use Map Designation	Mixed Use: Medium-Density Commercial and High-Density Residential uses
Comprehensive Plan Policy Focus Area	Rhode Island Avenue Metro Station Area, within Upper Northeast Area Element
Applicable Small Area Plan	Diamond of the District Small Area Plan (SAP), adopted 2011
Ward, ANC	Ward 5, ANC 5B
Historic District	None

III. SITE AND AREA DESCRIPTION

The site is bordered by Rhode Island Avenue, NE, to the south; 8th Place NE to the west; Reed Street, NE to the east; and, on the north, by a site being converted from vacant PDR uses to a primarily residential medium-density development. The land slopes upward from west to east. It is

owned by the Greater Mount Calvary Holy Church, and is occupied by 4-story concrete frame former industrial buildings used by the church for educational purposes.

The site is one block from the Rhode Island Avenue Metro station and within an area that has undergone considerable land use change in the last fifteen years. To the south, across Rhode Island Avenue are the Brentwood shopping center (a Large Tract Review site anchored by a Home Depot store and a Giant Food store), and the Rhode Island Center, a mixed use residential and neighborhood retail PUD (ZC 04-24). To the north, on a former industrial tract, a high-rise apartment complex is nearing completion. To the west, across the railroad tracks, the Zoning Commission has approved PUD 15-16, for a large mixed-use residential and retail development that has since decided to proceed as a matter of right project.



IV. EXISTING AND PROPOSED ZONING

The subject site is currently zoned PDR-2, a zone intended to permit moderate-density commercial and PDR activities, but in which residential use is prohibited. The site to the north is zoned MU-6, which permits the type of medium to high-density residential and mixed uses that are now being developed on that site. To the south, the Metro station is zoned PDR-4. While the Rhode Island Center residential/retail development has PDR-4 as its underlying zone, ZC 04-24's approval was accompanied by a C-2-B (now MU-5) PUD-related map amendment. The Brentwood Center is

zoned MU-5A, for medium density mixed use, “uptown and regional center” developments near rapid transit stops.

Table 1. Comparison of the Existing and Proposed Zoning Parameters

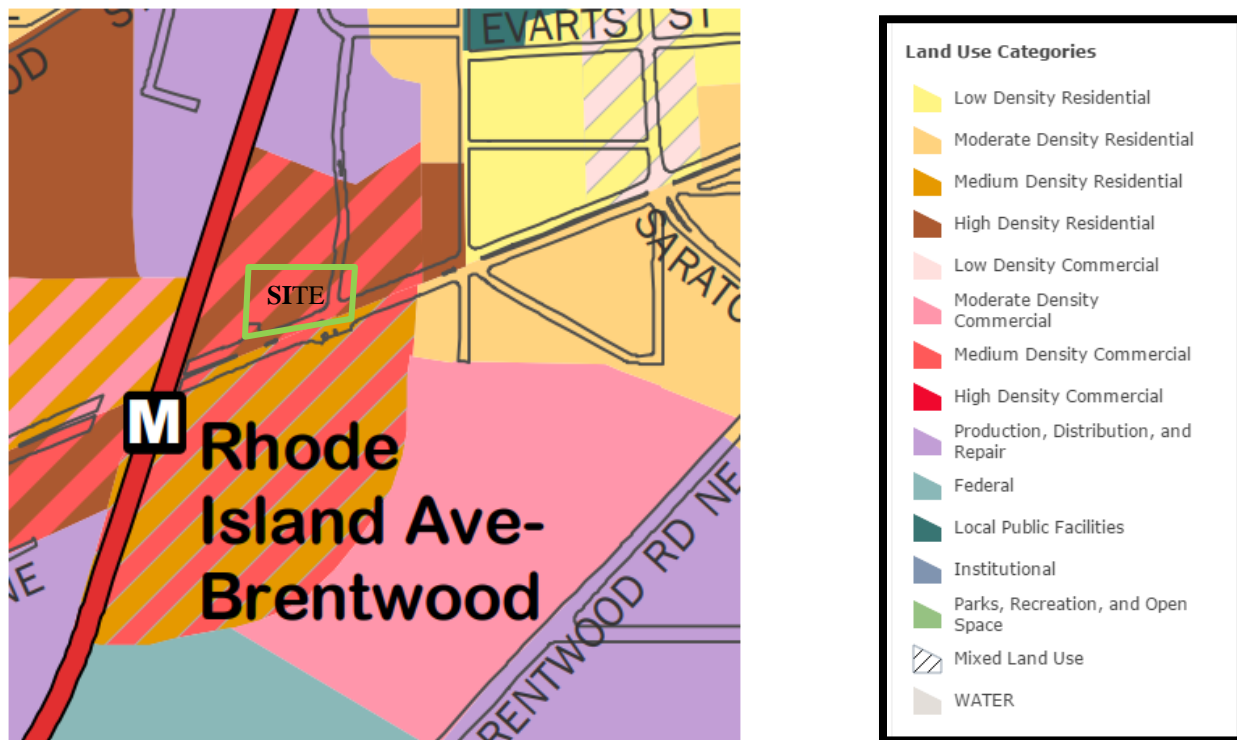
	Existing Zone: PDR-2	Proposed Zone: MU-6
Height (max.)	60 feet (90 feet if setback at 1.1 ratio from all lot lines)	90 feet
Floor Area Ratio (max.)	4.5 (3.5 for restricted uses)	6.0 (2.0 non-residential) 7.2 with inclusionary zoning
Residential Lot Occupancy (max.)	60% (places of worship) 40% (all other structures)	80% 90% (IZ)
Rear Yard (min.)	At least 12 feet	15 feet
GAR	0.2	0.3
Permitted Uses	<u>PDR-Uses, Sub. U, § 802 by-right, § 802 by Special Exception, § 803 prohibited</u> Agriculture, animal care, arts/design/creation utilities/large-scale government, PDR, waste-related uses permitted. Residential not permitted	<u>MU-Use Group E</u> Multifamily residential, office, retail, and service uses

V. COMPREHENSIVE PLAN MAPS

Section 226 of the Framework Element of the Comprehensive Plan addresses the use of the Plan’s maps, stating: *The Generalized Policy Map and Future Land Use Map are intended to provide generalized guides for development and conservation decisions.* The full Section 226 is attached. Attachment 2.

The Future Land Use Map (FLUM)

The Future Land Use Map designates the property for a mix of high-density residential use and medium-density commercial use.



Section 225 of the Framework Element provides a description of the FLUM land use designations.

High Density Residential: This designation is used to define neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas. The corresponding Zone districts are generally R-5-D and R-5-E¹, although other zones may apply. 225.6

Medium Density Commercial: This designation is used to define shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height. The corresponding Zone districts are generally C-2-B, C-2-C, C-3-A, and C-3-B², although other districts may apply. 225.10

Mixed Use Categories: The Future Land Use Map indicates areas where the mixing of two or more land uses is encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. The Mixed Use category generally applies in the following three circumstances:

- a. Established, pedestrian-oriented commercial areas which also include substantial amounts of housing, typically on the upper stories of buildings with ground floor retail or office uses;
- b. Commercial corridors or districts which may not contain substantial amounts of housing today but where more housing is desired in the future. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, with ground floor retail or office uses and upper story housing; and

¹ Corresponding ZR-16 zone names are R-5-D=RA-4, R-5-E = RA-5.

² Corresponding ZR-16 zone names are C-2-B=MU-5, C-2-C=MU-6, C-3-A=MU-7, C-3-B=MU-8

- c. *Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared. 225.18*

The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix (in this case, "Moderate Density Residential/Low Density Commercial"). The Comprehensive Plan Area Elements may also provide detail on the specific mix of use envisioned. 225.19

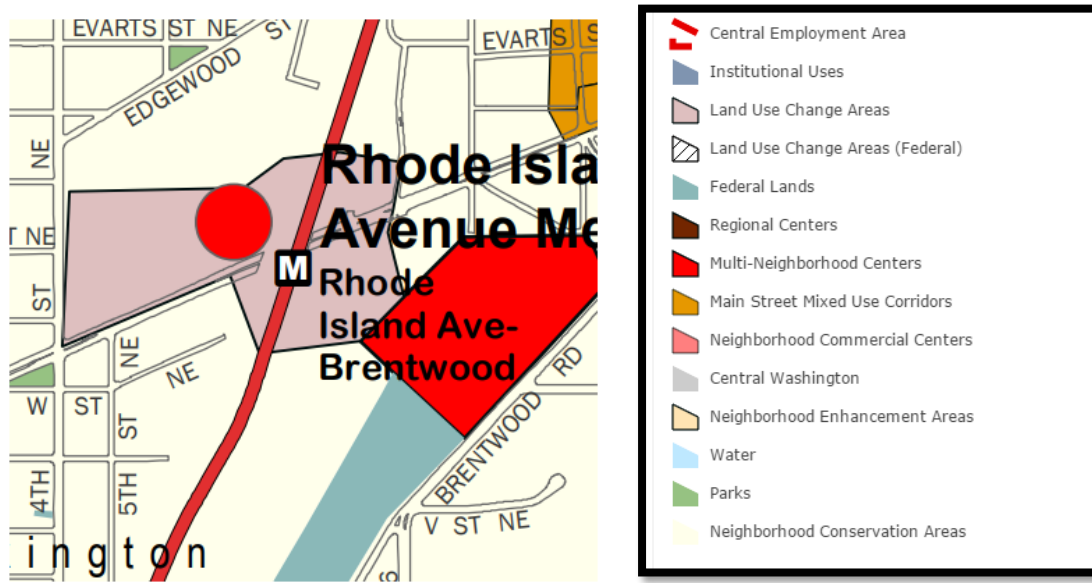
It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as "Commercial " may also contain other uses, including housing. Likewise, some of the areas shown as purely "Residential" contain existing incidental commercial uses such as corner stores or gas stations, or established institutional uses such as churches. The "Mixed Use" designation is intended primarily for larger areas where no single use predominates today, or areas where multiple uses are specifically encouraged in the future. 225.20

The proposed map amendment to MU-6 would be not inconsistent with these land use designations.

The Generalized Policy Map

The Generalized Policy Map identifies the subject site as being located within a Land Use Change area that is also a Multi-Neighborhood Center Area.

Generalized Policy Map



Section 223 of the Framework Element describes the Policy Area designations.

Land Use Change Areas: *Land Use Change Areas are areas where change to a different land use from what exists today is anticipated. In some cases, the Future Land Use Map depicts the specific mix of uses expected for these areas. In other cases, the Future Land Use Map shows these sites*

as “Federal”, indicating the District does not have the authority to determine land uses, but expects a change by 2025. 223.9

There are more than two dozen Land Use Change Areas identified on the Policy Map. They include many of the city’s large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated to undergo redevelopment. Together, they represent much of the city’s supply of vacant and underutilized land. 223.10

The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. The Comprehensive Plan’s Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area. 223.11

Multi-Neighborhood Centers: *Multi-neighborhood centers contain many of the same activities as neighborhood centers but in greater depth and variety. Their service area 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 office space for small businesses, although their primary function remains retail trade. 223.17*

Examples of multi-neighborhood business centers include Hechinger Mall, Brentwood Shopping Center, and Skyland Shopping Center. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Transit improvements to these centers are also desirable. 223.18

The subject property is located within a block of the Rhode Island Avenue/Brentwood Metro station and is across Rhode Island Avenue from the Brentwood Shopping Center. The proposed map amendment to MU-6 would be not inconsistent with the Policy Map designations and would help to bring about the land use changes that both the FLUM and the Policy Map indicate are desirable.

VI. COMPREHENSIVE PLAN POLICIES

The Comprehensive Plan encourages directing more transit-oriented residential and retail growth adjacent to the Rhode Island Avenue/Brentwood Metro station. This guidance is included in the Citywide Elements and in the Upper Northeast Area Element, which addresses the site’s location.

Citywide Elements

Land Use

The proposed map amendment would further the Land Use Element’s overall goal of ensuring the efficient use of the District’s land resources by balancing competing demands for the use of land to meet the long-term needs of the District’s residents and the region. The citywide elements note that this is particularly important near major transit centers.

Policy LU-1.3.2: Development Around Metrorail Stations: *Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and*

around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. 306.11

Policy LU-1.3.1: Station Areas as Neighborhood Centers: *Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. This policy should not be interpreted to outweigh other land use policies which call for neighborhood conservation. Each Metro station area is unique and must be treated as such in planning and development decisions. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. 306.10*

The proposed zone would permit the height and density needed to concentrate mixed-use development proximate to the Metro station and, together with the MU-6, MU-7 and MU-5A zoning that surrounds the site, would help to create the multi-neighborhood center envisioned by the Generalized Policy Map.

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 312.9

Transportation

Transportation Policy T-1 states:

T-1 Linking Land Use and Transportation: *Transportation and land use are the fundamental components of development, and are inextricably linked to each other and to the form of our cities. The construction of a new transportation facility, such as a Metrorail station or a light rail or streetcar line, influences the nature and location of new development in that area. The nature and location of development in turn, influences patterns of travel for residents... 402.1*

With the subject site’s proximity to the Metrorail station and the existing mixed use development, and with the surrounding medium-density mixed-use zoning, the proposed re-zoning would help contribute to the synergistic linking of transit and development that has already begun at this transportation hub.

Housing

The Housing element also addresses the job/housing balance that is advocated within the Transportation Element and that the proposed zoning would help enable.

Policy H-1.1.3: Balanced Growth: Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city 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. 503.4

Policy H-1.1.4: Mixed Use Development: Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. 503.5

The existing PDR zoning does not permit any housing development on a site that is adjacent to a metro station and that the Policy Map encourages as a multi-neighborhood center. The proposed zone would permit, but not require, additional housing. Rezoning the subject site from PDR-2 to MU-6 would allow the land use permissions, density and height the Comprehensive Plan maps anticipate to encourage housing, and the retail and commercial uses needed to support housing, in a multi-neighborhood center.

Environmental Protection

The mixed-use development permitted by the MU-6 zone would also be not inconsistent with the Environmental Protection Element and would help to promote the following Environmental Protection goal.

Policy E-4.1.5: Improving Air Quality Through Transportation Efficiency Promote strategies that reduce motor vehicle emissions in the District and surrounding region. As outlined in the Land Use and Transportation Elements of this Comprehensive Plan, this includes the development of a fully integrated regional system of buses, streetcars, rail transit, bicycles, taxis, and pedestrian facilities to make it easier and more convenient to travel without an automobile. It also includes the promotion of trip reduction measures such as videoconference facilities, telecommuting, flextime, and carpooling. Strategies to reduce congestion and idling time, such as improved signal timing and reversible commute lanes also should contribute to air quality improvement. 618.10

Economic Development

The proposed map amendment would take approximately ½ acre of land out of the District's shrinking supply of PDR-zoned land. This might be seen as inconsistent with the following economic development policy:

Policy ED-2.5.1: Industrial Land Retention: Retain an adequate supply of industrially zoned land in order to accommodate the production, warehousing, distribution, light industrial, and research and development activities which sustain the local economy, support municipal services, and provide good employment opportunities for District residents. 711.5

However, when the FLUM designation, specific site conditions and the overall direction of the Economic Development element are considered, the proposed re-zoning would not be inconsistent with the Comprehensive Plan. The site is adjacent to a Metro Station, located in an area designated for a multi-neighborhood center and for a mix of high-density residential and medium-density commercial uses, and is surrounded by mixed use zoning on the north side of Rhode Island Avenue.

Area Element: Upper Northeast Area

The site is within the Upper Northeast Area and specifically within the Rhode Island Avenue Metro Station Area Policy Focus Area. While the Upper Northeast area is largely devoted to lower-density residential uses with some neighborhood centers and large-scale institutional uses, it also contains the highest percentage of PDR-zoned land in the District. The industrial land had historically been located in proximity to the two rail corridors running through the area. Consistent with the Comprehensive Plan, industrial (now PDR) land near the three Metro stations located within the boundaries of the Upper Northeast Area element has been transitioning to more dense, mixed uses. The requested map amendment would be consistent with this pattern and with the following area element policies:

Policy UNE-1.1.3: Metro Station Development: Capitalize on the presence of the Metro stations at Rhode Island Avenue, Brookland/CUA, and Fort Totten, to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. The District will coordinate with WMATA to ensure that the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; serves a variety of household incomes; and mitigates impacts on parking, traffic, and public services. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, the provision of appropriate open space, and mitigation of impacts on traffic, parking, and public services. 2408.4

The Upper Northeast Area Element section 2.5 focuses on the area around the Rhode Island Avenue-Brentwood Metro. It notes that:

Land around the Rhode Island Avenue Metro station is underutilized and does not provide the community focal point it could. The WMATA parking lot presents the most immediate and obvious opportunity for redevelopment, but over time additional properties may transition to new uses. Medium to high density housing is strongly encouraged in this area, and traffic improvements are recommended to make the station more accessible for pedestrians, bicyclists, and transit users. Improvements to the Metropolitan Branch Trail are planned through this area. 2415.2

Two specific policies encourage the type of medium to high-density mixed use development that would be enabled by a re-mapping to MU-6:

Policy UNE-2.5.1: Rhode Island Avenue/Brentwood Metro Station: Encourage the development of additional medium-to high-density mixed use development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. Review the Rhode Island properties west of and proximate to the Rhode Island Avenue Metro station for transit connections and appropriate land use recommendations. 2415.5

Policy UNE-2.5.2: Redevelopment of Older Commercial and Industrial Sites: Encourage the long-term reuse of older commercial and industrial sites in the Rhode Island Avenue Metro station vicinity with higher-value mixed uses, including housing. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.6

VII. SMALL AREA PLAN

In 2011 the Council of the District of Columbia adopted the Diamond of the District Small Area Plan (SAP), into which policies and recommendations for the Rhode Island Avenue – Brentwood Metro station area are incorporated. The site for which the map amendment has been requested is within that SAP’s Subarea 1, adjacent to Rhode Island Avenue between 4th and 10th Streets, NE (SAP, p. 13). The recommendations for the subject site, which is labelled “Site F” in the document, include:

- *Adaptively re-use retail storefronts from 910-938 Rhode Island Avenue NE with neighborhood serving retail; and*
- *Target minimum redevelopment to include at least 100,000 SF of office, 250 units of housing and 10,000 SF of retail. (SAP, page 17)*

The housing component of the mixed-use recommendation could not be achieved with the existing PDR-2 zoning. To enable the mixed-use development, the SAP specifically recommends rezoning the subject property from C-M-2 to C-2-C (SAP, page 5). In ZR-16 terms, this corresponds to a recommendation for rezoning from PDR-2 to MU-6, which is the map amendment that has been requested.

VIII. MAP AMENDMENT APPLICATION AND PETITION REQUIREMENTS

Subtitle Z § 304 sets out the requirements for a map amendment application and petition. The application has met these requirements.

IX. COMMUNITY OUTREACH

The applicant met with ANC 5B on September 27, 2017. Any ANC report would be submitted prior to a hearing.

X. AGENCY REFERRAL

OP will coordinate an interagency review for comments from the following agencies, should this application be set down for a public hearing:

- The District Department of Transportation (DDOT);
- The Department of Environment and Energy (DOEE);
- The Department of Housing and Community Development (DHCD);
- DC Office of Aging (DCOA);
- DC Public Schools (DCPS);
- DC Water; and
- DC Fire and Emergency Service (FEMS).

JS^{AICP}/slc
Stephen Cochran, project manager

2 attachments

ATTACHMENT 1

The Three “Tiers” of Planning:

Since the late 1980s, the District has maintained a three-tiered system of city planning comprised of:

- a. Citywide policies*
- b. Ward-level policies*
- c. Small area policies. 104.1*

In the past, the Comprehensive Plan has been the repository for the citywide and ward-level policies. The small area policies, meanwhile, have appeared in separately bound “Small Area Plans” for particular neighborhoods and business districts. As specified in the city’s municipal code, Small Area Plans provide supplemental guidance to the Comprehensive Plan and are not part of the legislatively adopted document. 104.2

Citywide and Area Elements - *Although the Citywide and Area Elements are in separate sections of this document, they carry the same legal authority. The Area Elements focus on issues that are unique to particular parts of the District. Many of their policies are “place-based,” referencing specific neighborhoods, corridors, business districts, and local landmarks. However, the policies are still general in nature and do not prescribe specific uses or design details. Nor do the Area Elements repeat policies that already appear in the citywide elements. They are intended to provide a sense of local priorities and to recognize the different dynamics at work in each part of the city. 104.6*

Small Area Plans - *As noted above, Small Area Plans are not part of the Comprehensive Plan. As specified in the DC Code, Small Area Plans supplement the Comprehensive Plan by providing detailed direction for areas ranging in size from a few city blocks to entire neighborhoods or corridors. In the past, Small Area Plans have been prepared for places in the city where District action was necessary to manage growth, promote revitalization, or achieve other long-range planning goals. Examples include the H Street NE corridor, the Takoma Metro station area, and the Shaw/Convention Center area. Small Area Plans are adopted by the DC Council by resolution. The Comprehensive Plan is adopted in a different manner—by legislation—and becomes part of the DC Municipal Regulations. 104.8*

ATTACHMENT 2

Guidelines for Using the Generalized Policy Map and the Future Land Use Map 226

The Generalized Policy Map and Future Land Use Map are intended to provide generalized guides for development and conservation decisions. Several important parameters, defined below, apply to their use and interpretation.

- a. The Future Land Use Map is not a zoning map. Whereas zoning maps are parcel-specific, and establish detailed requirements for setbacks, height, use, parking, and other attributes, the Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards. By definition, the Map is to be interpreted broadly.

- b. The Future Land Use Map is a generalized depiction of intended uses in the horizon year of the Comprehensive Plan, roughly 20 years in the future. It is not an “existing land use map,” although in many cases future uses in an area may be the same as those that exist today.
- c. The densities within any given area on the Future Land Use Map reflect all contiguous properties on a block—there may be individual buildings that are higher or lower than these ranges within each area. Similarly, the land use category definitions describe the general character of development in each area, citing typical building heights (in stories) as appropriate. It should be noted that the granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited here.
- d. The zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the citywide elements and the area elements, as well as approved Small Area Plans.
- e. The designation of an area with a particular land use category does not necessarily mean that the most intense zoning district described in the land use definitions is automatically permitted. A range of densities and intensities applies within each category, and the use of different zone districts within each category should reinforce this range. There are more than twice as many zone districts (about 30, plus more than a dozen overlay zones) as there are Comprehensive Plan land use categories. For example, there are at least three zone districts corresponding to “Low Density Residential” and three zone districts corresponding to “Moderate Density Residential.” Multiple zones should continue to be used to distinguish the different types of low- or moderate-density residential development which may occur within each area.
- f. Some zone districts may be compatible with more than one Comprehensive Plan Future Land Use Map designation. As an example, the existing C-2-A zone is consistent with both the Low Density Commercial and the Moderate Density Commercial designation, depending on the prevailing character of the area and the adjacent uses. A correspondence table indicating which zones are “clearly consistent”, “potentially consistent” and “inconsistent” with the Comprehensive Plan categories should be prepared to assist in Comprehensive Plan implementation and future zoning actions (see Action LU-4.3.B).
- g. The intent of the Future Land Use Map is to show use rather than ownership. However, in a number of cases, ownership is displayed to note the District’s limited jurisdiction. Specifically, non-park federal facilities are shown as “Federal” even though the actual uses include housing and industry (e.g., Bolling Air Force Base), offices (e.g., the Federal Triangle), hospitals (e.g., Walter Reed), and other activities. Similarly, the “Local Public” designation includes high-impact uses such as solid waste transfer stations and stadiums, as well as low-impact uses such as schools. Other maps in the Comprehensive Plan are used to show the specific types of public uses present in each area.
- h. The Map does not show density or intensity on institutional and local public sites. If a change in use occurs on these sites in the future (for example, a school becomes surplus or is redeveloped), the new designations should be comparable in density or intensity to those in the vicinity, unless otherwise stated in the Comprehensive Plan Area Elements or an approved Campus Plan.

- i. Streets and public rights-of-way are not an explicit land use category on the Future Land Use Map. Within any given area, the streets that pass through are assigned the same designation as the adjacent uses.
- j. Urban renewal plans remain in effect for parts of the District of Columbia, including Shaw, Downtown, and Fort Lincoln. These plans remain in effect and their controlling provisions must be considered as land use and zoning decisions are made.
- k. Finally, the Future Land Use Map and the Generalized Policy Map can be amended. They are not intended to freeze future development patterns for the next 20 years. The Comprehensive Plan is intended to be a dynamic document that is periodically updated in response to the changing needs of the city. Requests to amend the maps can be made by residents, property owners, developers, and the District itself. In all cases, such changes require formal public hearings before the DC Council, and ample opportunities for formal public input. The process for Comprehensive Plan amendments is described in the Implementation Element. 226.1