

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Jonathan Kirschenbaum, AICP, Development Review Specialist
JLS
 Jennifer Steingasser, AICP
 Deputy Director, Development Review & Historic Preservation

DATE: November 8, 2021

SUBJECT: ZC Case 21-11 – Set down report for an application to rezone 5.4 acres from R-2 (residential house zone) to RA-2 (apartment house zone).

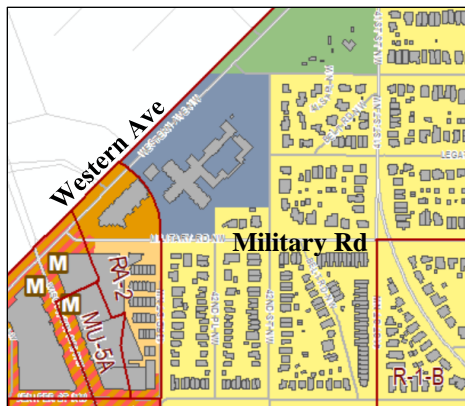
I. RECOMMENDATION

The Office of Planning (“OP”) recommends that the Zoning Commission (“Commission”) **set down** this application to rezone Lot 9 in Square 1663. The proposal **would not be inconsistent** with the Comprehensive Plan and **would be appropriate** for IZ Plus.

II. APPLICATION-IN-BRIEF

Applicant:	Abraham and Laura Lisner Home for Aged Women
Proposed Rezoning:	From R-2 to RA-2
Address:	5425 Western Avenue, NW
Ward and ANC:	3/3E
Legal Description:	Square 1663, Lots 9
Property size:	236,590 square feet (5.4 acres)
Future Land Use Map Designation:	Moderate Density Residential and Institutional
Generalized Policy Map Designation:	Institutional Uses

III. SITE AND AREA DESCRIPTION



The property (shown in blue) is an irregularly shaped corner lot that is generally bounded by Western Avenue, NW to the north, 42nd Street, NW to the east, Military Road, NW and three detached homes to the south, and an eight-story condominium building to the west. One block to the west is the Friendship Heights Metro Station and the Friendship Heights commercial corridor along Wisconsin Avenue, NW. One block to the east is the Chevy Chase Recreation Center.

The property is currently improved with a three-story building that is used as a community residential facility, an assisted living residence, and a nursing facility serving primarily low-income or very low-income senior residents.

Appendix I provides a map showing the location of the property highlighted in green with the proposed RA-2 zone.

IV. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The applicant proposes to rezone approximately 5.4 acres from R-2 to RA-2. The general purpose and intent of the existing R-2 zone and the proposed RA-2 zone is described below:

Existing R-2 Zone:

- The purpose of the R-2 zone is to:
 - (a) Provide for areas with semi-detached dwellings; and
 - (b) Protect these areas from invasion by denser types of residential development (Subtitle D § 300.4).
- The R-2 is intended to provide for area predominately developed with semi-detached houses on moderately sized lots that also contain some detached dwellings (Subtitle D § 300.5).

Proposed RA-2 Zone:

- The purposes of the RA-1, RA-2, RA-3, RA-4, RA-5 zones are to:
 - (a) Permit flexibility of design by permitting all types of urban residential development if they conform to the height, density, and area requirements established for these districts;
 - (b) Permit the construction of those institutional and semi-public buildings that would be compatible with adjoining residential uses and that are excluded from the more restrictive zones (Subtitle F § 300.1).
- The RA-2 zone provides for areas developed with predominately moderate-density residential (Subtitle F § 300.3).

The following table compares the existing R-2 zone to the proposed RA-2 zone:

	Existing Zone: R-2	Proposed Zone: RA-2
Permitted Uses:	Detached and Semi-detached Single Household Dwellings ¹	Single Household Dwellings, Flats, and Apartment Houses ²
Lot Area:	4,000 sq. ft. min. (all other structures)	None prescribed
	3,200 sq. ft. min. (IZ detached)	
	3,000 sq. ft. min. (semi-detached)	
	2,500 sq. ft. min. (IZ semi-detached)	
Lot Width:	40 ft. min. (all other structures)	None prescribed

¹ These are general residential uses permitted in the R-2 zone. For a complete list of permitted uses please refer to Subtitle U § 200.

² These are general residential uses permitted in the RA-2 zone. For a complete list of permitted uses please refer to Subtitle U § 400.

	Existing Zone: R-2	Proposed Zone: RA-2
	32 ft. min. (IZ detached)	
	30 ft. min. (semi-detached)	
	25 ft. min. (IZ semi-detached)	
Height:	40 ft. max./3 stories	50 ft. max./No story limit
Density:	1 dwelling unit per lot	None prescribed
FAR (floor-area-ratio):	None prescribed	1.8 max.
	0.4 equivalent for determining IZ Plus set-aside requirement	2.16 max. with IZ
Penthouse Height:	10 ft max.	12 ft. max./1 story max. 15 ft. mechanical max./2 story max.
Lot Occupancy:	60% max. (places of worship) 40% max. (all other structures)	60% max.
Rear Yard:	20 ft min.	4 in. per 1 ft. of principal building height but not less than 15 ft.
Side Yard:	8 ft min.	8 ft. min. for detached or semi-detached buildings with one or two dwelling units
Vehicle Parking:	1 space per single household dwelling	1 space per single household dwelling 1 space per 2 dwelling units (flat) 1 space per 3 dwelling units in excess of 4 dwelling units (apartment house)
Bike Parking:	None prescribed for single family houses or flats 1 space per 3 dwelling units for long-term parking (apartment house) 1 space per 20 dwelling units for short-term parking (apartment house)	
Pervious Surface:	30% min.	None prescribed
GAR:	None prescribed	0.3 min.

V. IZ PLUS

An IZ Plus set-aside requirement would be appropriate pursuant to Subtitle X § 502 because:

1. The map amendment would rezone the property to RA-2, which allows a higher maximum permitted FAR than the existing R-2 zone; and
2. The 2019 Housing Equity Report³ prepared by the Office of Planning and the Department of Housing and Community Affairs reports that:
 - a. ANC 3E, within which the subject property is located, only had 0.4 percent of the District’s total number of affordable housing units as of 2018; and
 - b. The Rock Creek West Planning Area only contained one percent of the District’s total number of affordable housing units as of 2018.

IZ Plus requires a higher affordable housing set-requirement than Regular IZ and prescribes a set-aside requirement based on either:

- a sliding-scale that is correlated to the total floor area built, or

³ [Housing-Equity-Report](#)

- the amount of IZ bonus density built.

Rezoning applications only consider consistency with the Comprehensive Plan and not a specific development proposal. The OP has provided two examples below to demonstrate possible IZ Plus set-aside requirements pursuant to Subtitle C § 1003.3 if a new residential development was built under the RA-2 zone at the subject property. The examples are based on an apartment house that is stick-built (non-Type I construction) on the subject property (236,590 square feet).

Example 1 – Utilizes IZ Bonus Density

FAR Built:	2.16 IZ FAR
Regular IZ Set-Aside Requirement:	12.5% or 63,879 sq. ft.
Regular IZ Dwelling Units ⁴ :	64 units
Percent Increase in Total FAR Built ⁵ :	440%
IZ Plus Set-Aside Requirement:	20% or 102,206 sq. ft.
IZ Plus Dwelling units:	102 units

Example 2 – Does Not Utilize IZ Bonus Density

FAR Built:	1.8 FAR
Regular IZ Set-Aside Requirement:	10% or 42,586 sq. ft.
Regular IZ Dwelling Units:	43 units
Percent Increase in Total FAR Built:	350%
IZ Plus Set-Aside Requirement:	20% or 85,172 sq. ft.
IZ Plus Dwelling units:	85 units

In both examples above, the set-aside requirement would be 20 percent, which is the maximum IZ Plus set-aside requirement. The amount of residential floor area built in any future development under the RA-2 zone would determine the actual IZ Plus set-aside requirement. However, given the large increase in maximum FAR permitted by the zone change, it is likely that under the majority of development scenarios that the set-side requirement could be (or close) to 20 percent.

VI. COMPREHENSIVE PLAN

As described in the Introduction (Chapter 1 Introduction, Section 103), the Comprehensive Plan is the centerpiece of a “Family of Plans” that guide public policy in the District. The Introduction goes on to note three “Tiers” of Planning (Chapter 1 Introduction, Section 104), including:

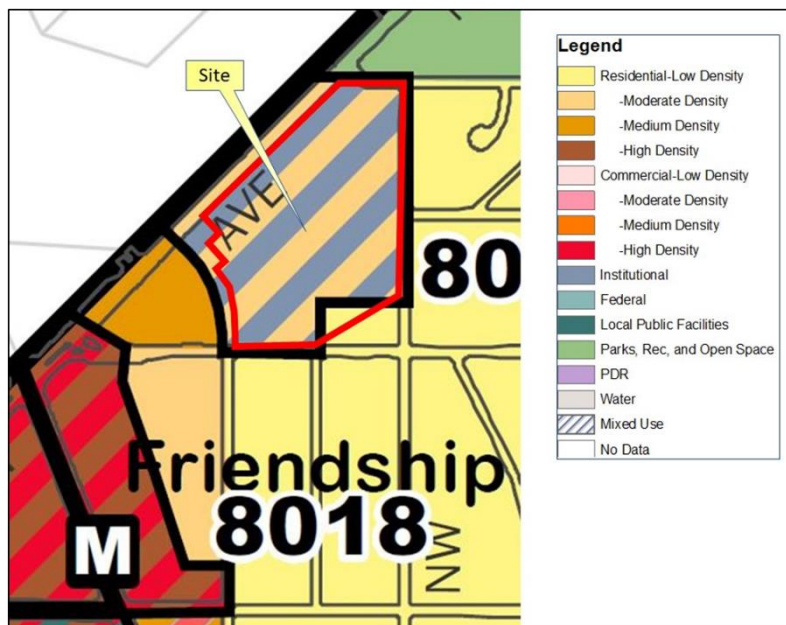
- a. Citywide policies
- b. Ward-level policies
- c. Small area policies.

⁴ The OP typically uses a density factor 1,000 sq. ft. to estimate number of dwelling units.

⁵ The percent increase between the maximum permitted FAR of the existing/prior zone (R-2), not including IZ bonus density, and the total FAR built in the IZ Plus Development. Under IZ Plus regulations, the R-2 zones are prescribed a FAR of 0.4.

A. COMPREHENSIVE PLAN MAPS

As described in the Guidelines for using the Generalized Policy Map and the Future Land Use Map (“FLUM”) (Chapter 2 Framework Element, Section 228), the maps are intended to provide generalized guidelines for development decisions. They are to be interpreted broadly and are not parcel-specific like zoning maps; i.e. the maps, in and of themselves, do not establish detailed requirements or permissions for a development’s physical characteristics including building massing or density; uses; or support systems such as parking and loading. They are to be interpreted in conjunction with relevant written goals, policies and action items in the Comprehensive Plan text, and further balanced against policies or objectives contained in relevant Small Area Plans and other citywide or area plans.



Generalized Future Land Use Map and Generalized Policy Map

The FLUM indicates that the site is generally appropriate for Moderate Density Residential and Institutional.

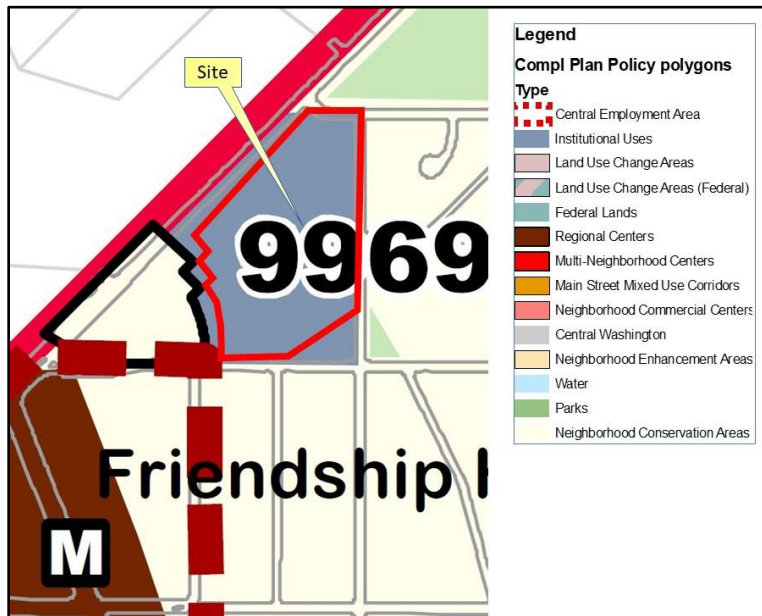
The Framework Element of the Comprehensive Plan describes Moderate Density Residential and Mixed Use Categories as follows:

Moderate Density Residential defines neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden

apartment complexes. The designation also applies to areas characterized by a mix of single-family homes, two- to four-unit buildings, row houses, and low-rise apartment buildings. In some neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all). Density in Moderate Density Residential areas is typically calculated either as the number of dwelling units per minimum lot area, or as a FAR up to 1.8, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The R-3, RF, and RA-2 Zone Districts are consistent with the Moderate Density Residential category, and other zones may also apply. 227.6 (Emphasis added)

Mixed Use Categories indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the specific land use categories. 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 map may note the dominant use by showing it at a slightly higher density than the other use in the mix. The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. 227.20

The Generalized Policy Map indicates that the site is designated Institutional Uses.



The Framework Element of the Comprehensive Plan describes Institutional as follows:

Institutional includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. While included in this category, smaller institutional uses such as churches are generally not mapped, unless they are located on sites that are several acres in size, Zoning designations vary depending on surrounding uses. Institutional uses are also permitted in other land use categories. 227.18

The proposed rezoning from the R-2 zone to the RA-2 zone would not be inconsistent with the Comprehensive Plan’s maps. The RA-2 zone would permit moderate-density residential development with a maximum FAR of 1.8 and up to 2.16 for the provision of IZ units. The proposed zone would allow for a range of residential uses, including single-family homes, flats, and multi-story apartment houses. This range of permitted residential uses under the subject property’s FLUM designation is more consistent with the RA-2 zone than the R-2 zone, which is limited to only detached and semi-detached single-family homes. The RA-2 zone would also permit several more institutional uses as a matter-of-right than the R-2 zone.

While the Comprehensive Plan does not include a specific description of the Institutional Uses Policy Map designation, it does state under section 225.22 that “*other institutional sites, including hospitals and religious orders, likewise may see new buildings or facilities added.*” The section also states properties designated as Institutional Uses will not necessarily “remain static.”

B. COMPREHENSIVE PLAN POLICIES

Equity

Background

Equity is a broad and encompassing goal of the entire District government. As explained in the Framework Element of the Comprehensive Plan,

[t]he District seeks to create and support an equitable and inclusive city. Like resilience, equity is both an outcome and a process. Equity exists where all people share equal rights, access, choice, opportunities, and outcomes, regardless of characteristics such as race, class, or gender. Equity is achieved by targeted actions and investments to meet residents where they are, to create equitable opportunities. Equity is not the same as equality. 213.6

Equity refers to fairness and justice and is distinguished from equality. Equity means recognizing that we do not all start from the same place and will experience barriers and access to opportunities differently. Public policy should acknowledge and recognize those differences and make adjustments to reduce and eliminate inequity. For example, due to the history of racism, discriminatory practices and the legacy of systemic racism, Black residents of the District, on average, experience considerably less household wealth, face negative health outcomes, and incur more challenges to accessing opportunity than white residents.

The Comprehensive Plan update further recognizes that advancing equity requires a multifaceted policy approach. While the Comprehensive Plan update addresses equity in narrower terms, such as “equitable development,” it recognizes that many areas of policy must be brought to bear on the challenge:

Equitable development is a participatory approach for meeting the needs of underserved communities through policies, programs and/or practices that reduce and ultimately eliminate disparities while fostering places that are healthy and vibrant. Equitable development holistically considers land-use, transportation, housing, environmental, and cultural conditions, and creates access to education, services, health care, technology, workforce development, and employment opportunities. As the District grows and changes, it must do so in a way that encourages choice, not displacement, and builds the capacity of vulnerable, marginalized, and low-income communities to fully and substantively participate in decision-making processes and share in the benefits of the growth, while not unduly bearing its negative impacts. 213.7

The Implementation Element calls for “the Zoning Commission to evaluate all actions through a racial equity lens as part of its Comprehensive Plan consistency analysis”^{2501.8}. Achieving equity and more specifically racial equity, requires a broad range of policies and tools, some of which fall under the zoning authorities granted to the Zoning Commission and some of which do not. Zoning Commission actions are land use focused, but the broader equity goal includes public policies, budget investments, civic improvements and social services which are beyond the scope of the Zoning Commission.

The direction to consider equity “as part of its Comprehensive Plan consistency analysis” indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission’s consideration of whether a proposed zoning action is “not inconsistent” with the Comprehensive Plan, rather than a separate determination about a zoning action’s equitable impact. And, as is the case whenever the Commission considers Comprehensive Plan consistency, the scope of the review and Comprehensive Plan policies that apply will depend on the nature of the proposed zoning action.

The scope of evaluation of “all actions through a racial equity lens” will vary depending on the type of zoning action before the Commission and what aspects of the outcome the Zoning Commission can control. A map amendment, for example, establishes what can be allowed and potentially developed on a property, but it cannot guarantee how many units will ultimately be built or at what price point. Nor can it guarantee socio-economic outcomes like health care or work force development for the occupants. In the case of a map amendment, the Commission does not know whether and when the subject site will be redeveloped, or whether the site would still be redeveloped if proposed rezoning were to be denied. It also does not know the precise number of inclusionary units that might be provided in the case of an eventual matter-of-right development. Thus, a racial

equity evaluation will only be able to analyze the potential development, uses, and impacts under the proposed zone compared to the existing zone.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where certain priorities stand out. These include affordable housing, displacement, and access to opportunity. One of the key ways the Comprehensive Plan seeks to address equity is by supporting additional housing development. 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. The Comprehensive Plan further recognizes the importance of inclusionary zoning requirements in providing affordable housing opportunities for households of varying income levels.

Analysis

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family and 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). The scarcity of land increases the cost of building 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 population of the Rock Creek West Planning Area (“Planning Area”), where the subject property is located, is predominately white at 80.6 percent of total residents, while the Black population is 6.9 percent, and the Hispanic/Latin origin population is 11.2 percent. The Asian population is 6.4 percent, which is higher than the District as a whole (§ 2303.2). In 2017, the median family income was \$131,394 in the Planning Area, while the District-wide median was \$76,649. In 2016, the Planning Area had a median sales price of \$975,000 (§2300.9).

The Planning Area only absorbed about three percent of total housing units (market rate and affordable) added between 2006 and 2015 (§ 205.9), which was the lowest out of all the planning areas. The OP 2019 Housing Equity Report identified the Planning Area as having an affordable housing production goal of 1,990 units by 2025. At the time the report was written, the planning area only had 80 units in the affordable housing pipeline and was short 1,910 affordable housing units. The prevailing low-density residential zoning in the Planning Area limits a significant portion of land to only single-family housing. The Comprehensive Plan states that 77 percent of total residential acreage in the Planning Area is developed with single-family detached homes while only 10 percent of total residential acreage is developed with apartment houses (§ 2302.2).

The current R-2 zone only permits low-density detached and semi-detached single-family housing per lot, limiting the potential to provide a greater number of housing units available to all income levels, but particularly to lower-income households. The proposed RA-2 zone would permit a greater variety of permitted housing types, including apartment houses that can provide substantially more housing units per acre than single family housing. The proposed map amendment has the potential to increase the total supply of housing units in the Planning Area, which could help alleviate the pressure on housing costs overall. It also has the potential to create a greater range of housing types and sizes, which increases the ability to provide housing for a variety of household sizes and income levels.

The Comprehensive Plan defines affordable housing as housing available to households earning 80 percent or less of the median family income (“MFI”) (§ 304.3). As of 2018, the Planning Area only

had one percent of the District’s total number of affordable housing units, and ANC 3E only had 0.4 percent of the District’s total number of affordable housing units.

A key piece of this map amendment is the potential to create additional affordable housing through an IZ Plus set-aside requirement. It is likely that the RA-2 zone could require a 20 percent set-aside requirement resulting in approximately 85 to 102 affordable housing units. The IZ program requires affordable housing units to be available to households earning either no more than 60 percent MFI for rental housing or 80 percent MFI for ownership housing. The potential affordable housing units that could be created under the requested RA-2 zone is substantially higher than if the property was not rezoned. Making room for affordable housing has the potential to benefit non-white populations who on average have lower incomes than white residents.

Citywide Elements

The map amendment proposal is not inconsistent with the Citywide Element of the Comprehensive Plan and would further the policies of the Land Use, Transportation, and Housing Citywide Elements. A compilation of relevant policies can be found in Appendix II.

Land Use

The proposed map amendment would permit moderate density residential uses, such as row houses and low- to mid-rise apartment houses, both of which are not permitted by the existing R-2 zone. The RA-2 zone would allow for substantially more housing to be built overall, both affordable and market-rate, and would allow for a greater variety of different housing sizes and types. Any residential development that would result from the rezoning would be subject to IZ Plus, which would require more IZ units to be built than the regular IZ set-aside requirements.

Transportation

The subject property is located approximately 500 feet from the Friendship Heights Metro station. The map amendment could also support the District’s goals of providing more housing, including affordable housing, in proximity to safe, affordable, and reliable transportation regardless of a person’s age, race, income, geography, or physical ability.

Housing

The map amendment would substantially increase the density for market-rate and affordable housing options in a high-opportunity area that is in proximity to the Metro and to a commercial corridor with a wide variety of uses and services. As discussed above, the proposed map amendment has the potential to increase the total supply of housing units in the Rock Creek West Planning Area, which could help alleviate the pressure on housing costs overall. Though map amendment applications only consider broad consistency with the Comprehensive Plan and not a specific development proposal, the applicant does state that the rezoning would help provide additional affordable housing for seniors.

The map amendment would require IZ Plus for any future residential development, which could help the District towards its goals of ensuring that one-third of the new housing built from 2018 to 2030 be affordable to persons earning 80 percent or less of the MFI. The application of an IZ Plus set-aside requirement would also support mixed-income housing by encouraging affordable housing in a high-cost area. The IZ Plus regulations also provide an incentive for property owners to provide larger family-sized units that are three-bedrooms or larger and an incentive for property owners to provide units for households earning 50 percent MFI or less.

Area Element

The subject property is in the Rock Creek West Area Element. A compilation of relevant policies can be found in Appendix II.

The map amendment could help reduce single occupancy vehicle trips by allowing more housing to be built in proximity to the Friendship Heights Metro Station and the Wisconsin Avenue, NW retail corridor. The applicant has also evaluated the proposal against the “Community-based Residential Facilities” policy. The proposed map amendment could allow additional development related to providing senior services at the subject property.

C. SUMMARY OF PLANNING CONTEXT ANALYSIS

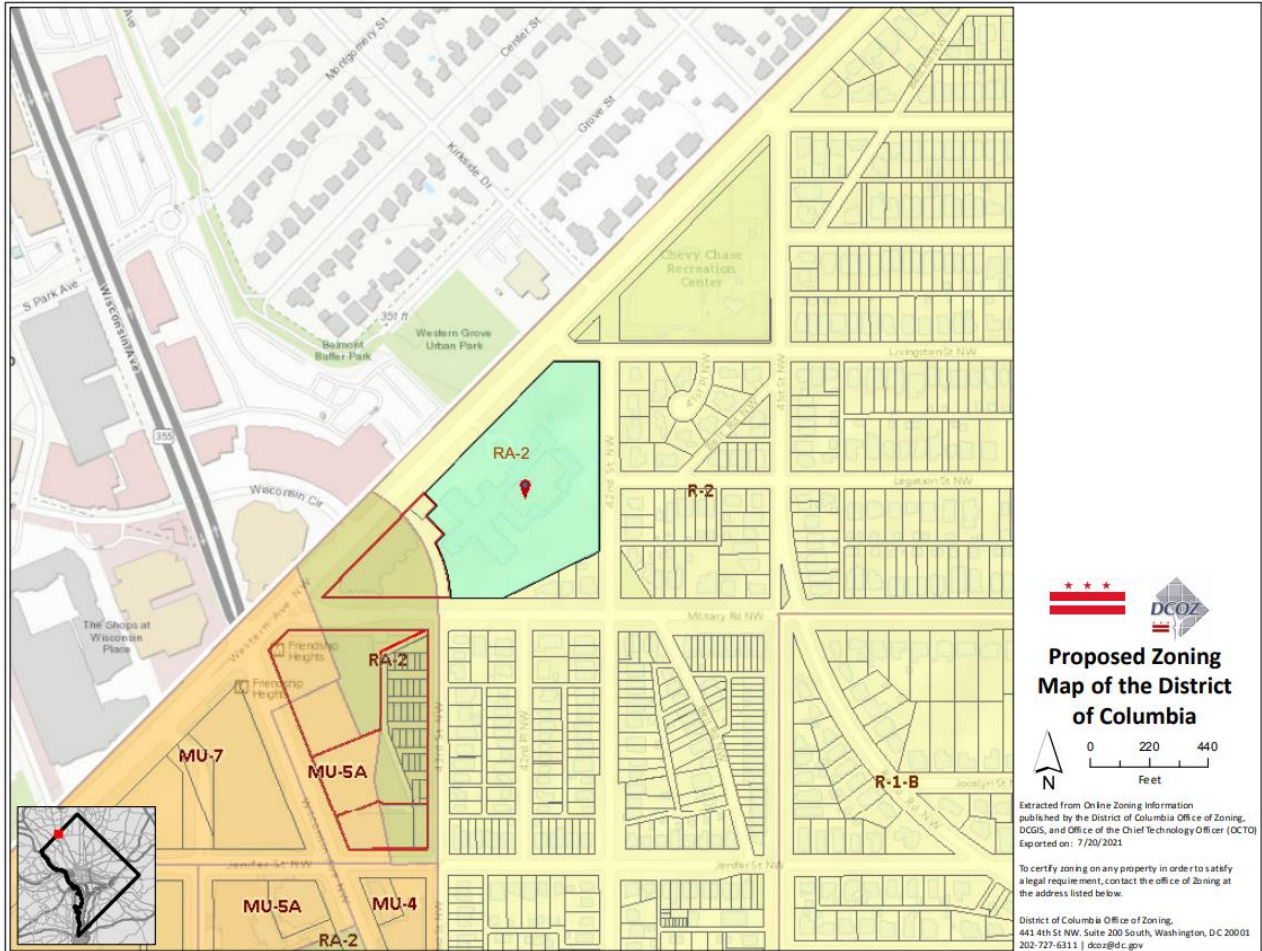
The Comprehensive Plans contains several differing policies about low-density residential uses and zoning. LU-2.1.5 describes the need to support and maintain “the District’s established low-density neighborhoods and related low-density zoning” while Policy LU-2.1.8 describes the need to “explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types.” This policy predicates any rezoning proposal on detailed neighborhood planning.

Though LU-2.1.5 supports the retention of low-density zoning, LU-2.1.8 acknowledges that there is also a need to increase density in low-density neighborhoods to help effectuate many other policies of the Comprehensive Plan, including the development of more market-rate and affordable housing. The change in zoning from low-density to moderate-density is supported by LU-2.1.8 because the subject property’s FLUM designation was specifically changed to support moderate-density zoning

Though the proposed map amendment would change the zoning from low-density to moderate-density residential, on balance, the proposal would not be inconsistent with the Comprehensive Plan. The policies cited in Appendix II and as discussed in the Citywide and Area Elements sections, work together to support increasing density to permit more housing, including affordable housing, in proximity to transit and services in a high-opportunity area.

Finally, it is important to note the Mayor’s vision for the creation of 36,000 new housing units by 2025, including 12,000 affordable units. The map amendment would help the District towards attaining its affordable housing pipeline goals as identified in the Housing Equity Report and could help the Planning Area achieve a minimum of 15 percent of affordable units by 2050.

Appendix I Proposed Zoning Map



Appendix II

Comprehensive Plan Citywide and Area Elements

The following is a compilation of the relevant Citywide and Area Elements for the proposed map amendment.

Chapter 3 Land Use

The Land Use Chapter provides the general policy guidance on land use issues across the District.

Policy LU-1.4.3: Housing Around Metrorail Stations

Build housing adjacent to Metrorail stations that serves a mix of incomes and household types, including families, older adults, and persons with disabilities, and prioritize affordable housing production. Leverage the lowered transportation costs offered by proximity to transit to increase affordability for moderate and low-income households. 307.11

Policy LU-1.4.3: Affordable Rental and For-Sale Multi-family Housing Near Metrorail Stations

Explore and implement as appropriate mechanisms, which could include community land trusts, public housing, and shared appreciation models, to encourage permanent affordable rental and for-sale multi-family housing, adjacent to Metrorail stations, given the need for accessible affordable housing and the opportunity for car-free and car-light living in such locations. 307.12

Policy LU-2.1.5: Support Low-Density Neighborhood

Support and maintain the District's established low-density neighborhoods and related low-density zoning. Carefully manage the development of vacant land and alterations to existing structures to be compatible with the general design character and scale of the existing neighborhood and preserve civic and open space. 310.12

Policy LU-2.1.8: Explore Approaches to Additional Density in Low and Moderate Density Neighborhoods

Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing. However, detailed neighborhood planning is a condition predicate to any proposals. Infill and new development shall be compatible with the general design character and scale of existing neighborhoods and minimize demolition of housing in good condition.

Chapter 4 Transportation

The Transportation Element provides policies and actions to maintain and improve the District's transportation system and enhance the travel choices of current and future residents, visitors, and workers.

Policy T-1.1.7: Equitable Transportation Access

Transportation within the District shall be accessible and serve all users. Residents, workers and visitors should have access to safe, affordable and reliable transportation options regardless of age, race, income, geography or physical ability. Transportation should not be a barrier to economic, educational, or health opportunity for District residents. Transportation planning and development should be framed by a racial equity lens, to identify and address historic and current barriers and additional transportation burdens experienced by communities of color. 403.13

Chapter 5 Housing

The Housing Element of the Comprehensive Plan describes the importance of housing to neighborhood quality in Washington, DC and the importance of providing housing opportunities for all segments of the population throughout Washington, DC.

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 moderate density single-family homes, as well as the need for higher-density housing. 503.5

Policy H-1.1.8: Production of Housing in High-Cost Areas

Encourage development of both market rate and affordable housing in high-cost areas of the District, making these areas more inclusive. Develop new, innovative tools and techniques that support affordable housing in these areas. Doing so increases costs per unit but provides greater benefits in terms of access to opportunity and outcomes. 503.10

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. 504.7

Policy H-1.2.2: Production Targets

Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. Newly produced affordable units shall be targeted toward low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8. 504.8

Policy H-1.2.9: Advancing Diversity and Equity of Planning Areas

Proactively plan and facilitate affordable housing opportunities and make targeted investments that increase demographic diversity and equity across Washington, DC. Achieve a minimum of 15 percent affordable units within each Planning Area by 2050. Provide protected classes (see H-3.2 Housing Access) with a fair opportunity to live in a choice of homes and neighborhoods, including their current homes and neighborhoods. 504.17

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. 504.18

Policy H-1.3.1: Housing for Larger Households

Increase the supply of larger family-sized housing units for both ownership and rental by encouraging new and retaining existing single-family homes, duplexes, row houses, and three- and four-bedroom market rate and affordable apartments across Washington, DC. The effort should focus on both affordability of the units and the unit and building design features that support families, as well as the opportunity to locate near neighborhood amenities, such as parks, transit, schools, and retail. 505.8

Chapter 23 Rock Creek West

Policy RCW-1.1.12: Reduce Single Occupancy Vehicle Trips

Encourage land use decisions that support multimodal transportation options including walking, biking, and transit use in areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations to reduce single occupancy vehicle trips. When planned unit developments (PUDs) are proposed in these areas, site design and mitigation measures should prioritize nonautomobile modes. Pedestrian and bicycle facilities, enhanced transit stops, and carsharing services should be integrated into site designs, in addition to measures addressing passenger, delivery, and service vehicles. 2308.13

Policy RCW-1.2.10: Community-based Residential Facilities

Encourage the development of small-scale, community-based residential facilities on scattered sites within the Planning Area, and social service counseling and referral facilities on the commercial corridors. Additional group homes and community-based residential facilities should be accommodated. Local religious institutions should be encouraged to host small shelters to provide for persons experiencing homelessness, and to provide other needed social services or housing facilities, taking into consideration issues of liability, security, and adequacy of facilities. 2309.11