

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Philip Bradford, AICP, Development Review Specialist
JLS Jennifer Steingasser, AICP, Deputy Director, Development, Design & Preservation

DATE: January 24, 2025

SUBJECT: ZC Case 24-16 – Setdown Report for a Petition to Rezone Grace Reformed Church (Square 0210, Lot 0827) from RA-5 to ARTS-3

I. PROPOSAL AND RECOMMENDATION

The applicant, MR 1401 15th Street Retail LLC requests a map amendment to rezone the subject property located at 1405 15th Street NW (Square 0210, Lot 0827) from the RA-5 zone to the ARTS-3 zone. The site is designated mixed-use medium-density residential and moderate-density commercial, a designation consistent with the ARTS-3 zone. The uses and development types permitted by the ARTS-3 zone would be compatible with the surrounding community.

Therefore, the Office of Planning (OP) recommends that the Zoning Commission **set down** the proposed map amendment for a public hearing. Additionally, OP does not recommend the map amendment be subject to IZ Plus as further discussed in Section IV of this report.

II. PETITION-IN-BRIEF

Applicant:	Holland & Knight LLP on behalf of MR 1401 15 th Street Retail LLC
Owner:	Central Atlantic Conference of the United Church of Christ
Proposed Map Amendment:	From RA-5, high-density residential, to ARTS-3, medium-density, mixed-use
Address:	1401-1405 15 th Street NW
Ward and ANC:	Ward 2, ANC 2F
Legal Description:	Square 0210, Lot 0827
Property size:	7,200 square feet
Future Land Use Map Designation:	Mixed Uses: Residential - Medium Density (RMED) Commercial – Moderate Density (CMOD)
Generalized Policy Map Designation:	Neighborhood Conservation Area
Historic District:	Greater Fourteenth Street Historic District

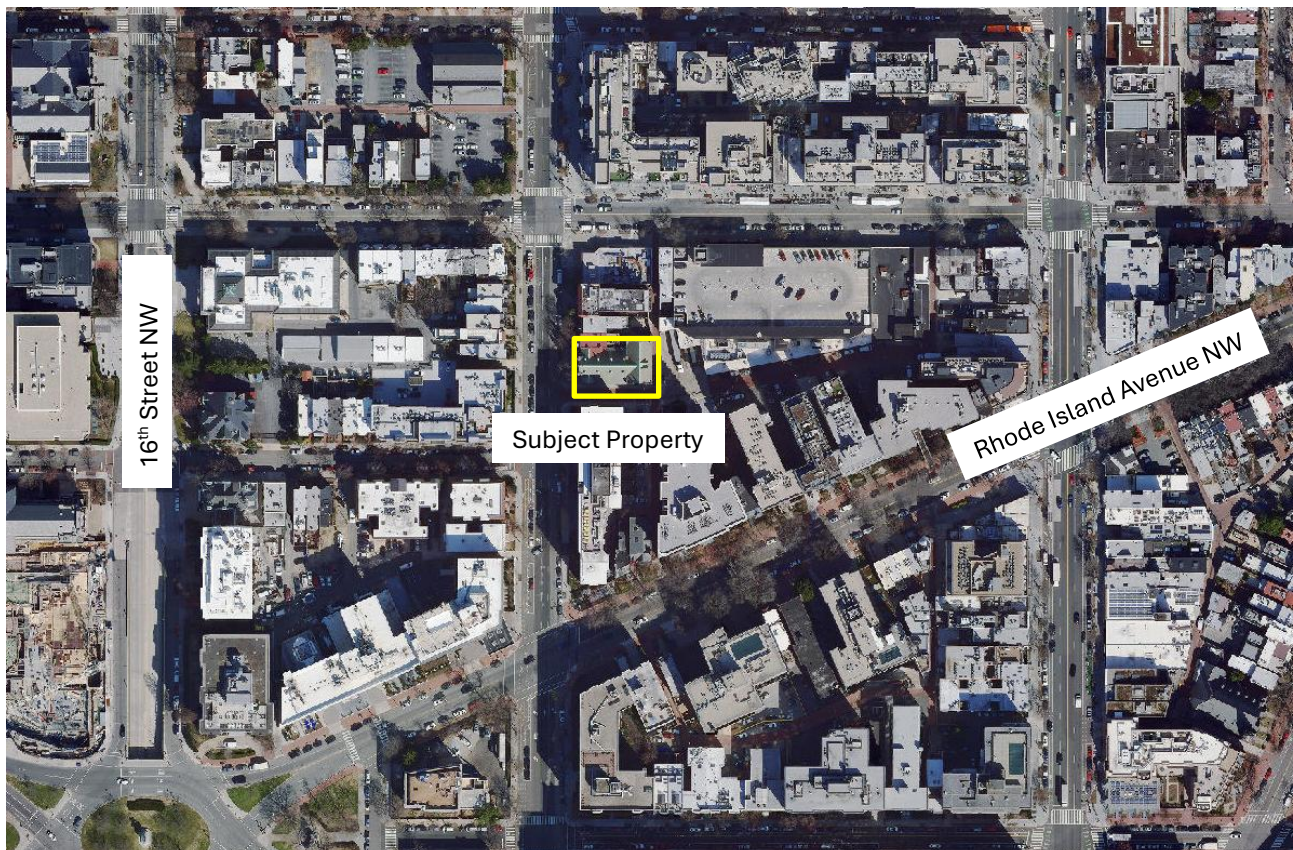
Historic Landmark:	Grace Reformed Church
---------------------------	-----------------------

III. SITE AND AREA DESCRIPTION

The property is located on the east side of 15th Street NW and is improved with the Grace Reformed Church. The site has functioned as a church since it was first constructed but has been vacant since 2022 and is currently in the process of being sold by the Central Atlantic Conference of the United Church of Christ. The property is located within the Greater Fourteenth Street Historic District and is located within the Logan Circle neighborhood. The church is surrounded by high- to medium- density residential development to the west and south, with mixed use development to the north along P Street NW, and east along 14th Street NW.

The surrounding neighborhood contains a variety of moderate density residential row houses and apartment buildings, many of which predate the 1958 zoning regulations. Some buildings in the vicinity contain ground floor commercial space or are occupied by hotels. The site is also well served by transit with various bus lines on P Street NW, 14th Street NW, and 16th Street NW. The property is located approximately 3 blocks east of the Dupont Circle Metro Red Line Station. In addition to being located in a highly walkable area of the District the site is also located near several separated bike lanes and Capital Bikeshare stations.

The church building is significant as it is the national memorial of the Reformed Church in the United States. The Washington congregation was established in 1868 and has been located on the site since 1880. The property was listed on the National Register of Historic Places on April 18, 1991.



IV. COMPARISON OF EXISTING AND PROPOSED ZONES

The applicant's petition is to rezone the property from RA-5 to the ARTS-3 zone. The intent of the existing RA-5 zone is as follows (Subtitle F § 101.8):

- *The RA-5 zone provides for areas developed with predominantly high-density residential.*

The intent of the proposed ARTS-3 zone is as follows (Subtitle K § 800.4):

- *The ARTS-3 zone is intended to permit medium-density, mixed-use development, with a focus on employment.*

As mentioned previously within the report, the property is improved with a vacant historic Church, which as a religious-based use is permitted as a matter-of-right in the RA-5 zone. While this is also permitted in the ARTS-3 zone as a matter-of-right, the ARTS-3 zone requested by the applicant also allows Arts, Design, and Creation, Eating and Drinking Establishments, and Retail uses which all significantly increase the viability of adaptively reusing the vacant structure and ensuring its preservation.

Rezoning applications consider only consistency with the Comprehensive Plan and do not include a specific development proposal. However, the applicant has stated that they propose to renovate the church for commercial uses with the Parish House used for residential use, which would not be inconsistent with the Comprehensive Plan and can be accommodated on site under the proposed ARTS-3 zoning.

The following table summarizes the proposed ARTS-3 zone in comparison to the existing RA-5 zone:

	Existing Zone: RA-5	Proposed Zone: ARTS-3
Permitted Uses:	Chapter 4 – Residential multi-family, retail, eating and drinking not permitted as special exception	Chapter 7 – Residential multi-family, arts, design & creation. Retail, and eating and drinking as a matter of right.
Height:	90 feet max.	65 feet max. (75 feet max. with IZ)
FAR:	6.0 max. 7.2 IZ	4.0 max. 4.8 IZ 2.5 FAR max. non-residential.
Penthouse Height:	20 feet max. and 1 story 2 nd story permitted for mechanical max.	12 feet max. and 1 story 18 feet 6 in. mechanical max.
Lot Occupancy:	75 % max. 80% IZ	75 % max. 80 % IZ
Rear Yard:	12 feet min. 3 in. per 1 ft of height	12 feet min. 2.5 in. per 1 ft. of height
Side Yard:	4 feet min. if provided	5 feet min. if provided
GAR:	.30 min.	.25 min.

V. IZ PLUS EVALUATION

IZ Plus requires a higher affordable housing set-aside requirement than regular inclusionary zoning. An IZ Plus set-aside requirement **would not be appropriate** pursuant to Subtitle X § 502.1 because:

502.1 Except as provided in Subtitle X § 502.2, the requirements of this section shall apply to:

(a) A map amendment that rezones a property:

(1) From a PDR zone to an ARTS, CG, D, MU, NMU, R, RA or RF zone;

(2) From any zone other than a PDR zone to a D zone without a prescribed residential FAR; or

(3) From unzoned to an ARTS, CG, D, MU, NMU, R, RA or RF zone; or

(b) A map amendment not described in paragraph (a) of this subsection 502.1, which rezones a property from any zone to a zone that allows a higher maximum FAR, both exclusive of the twenty percent (20%) IZ bonus density, if applicable.

1. The proposed map amendment is for a rezoning from the RA-5 zone to the ARTS-3 zone and would result in rezoning the property from a higher maximum FAR to a lower FAR, which does not meet the applicability requirements of the section above.
2. As the site is fully developed with a structure on the National Register of Historic Places, the development capacity of the site is limited to the confines of the existing building envelope. Due to historic preservation regulations limiting any exterior changes or expansion the site does not have a development capacity for additional density beyond the existing building envelope.

Therefore, OP is recommending this map amendment not be subject to IZ Plus. IZ Plus is intended to produce more affordable housing, particularly in areas with relatively few affordable units. The Near Northwest planning area contains a shortage of affordable units, and it would be ideal to add more within the planning area. However, due to the historic nature of the property and small site, it is unlikely that it could accommodate additional density. The property would still be required to comply with the standard IZ requirements depending on the number of residential units included in the project.

VI. PLANNING CONTEXT

A. COMPREHENSIVE PLAN MAPS

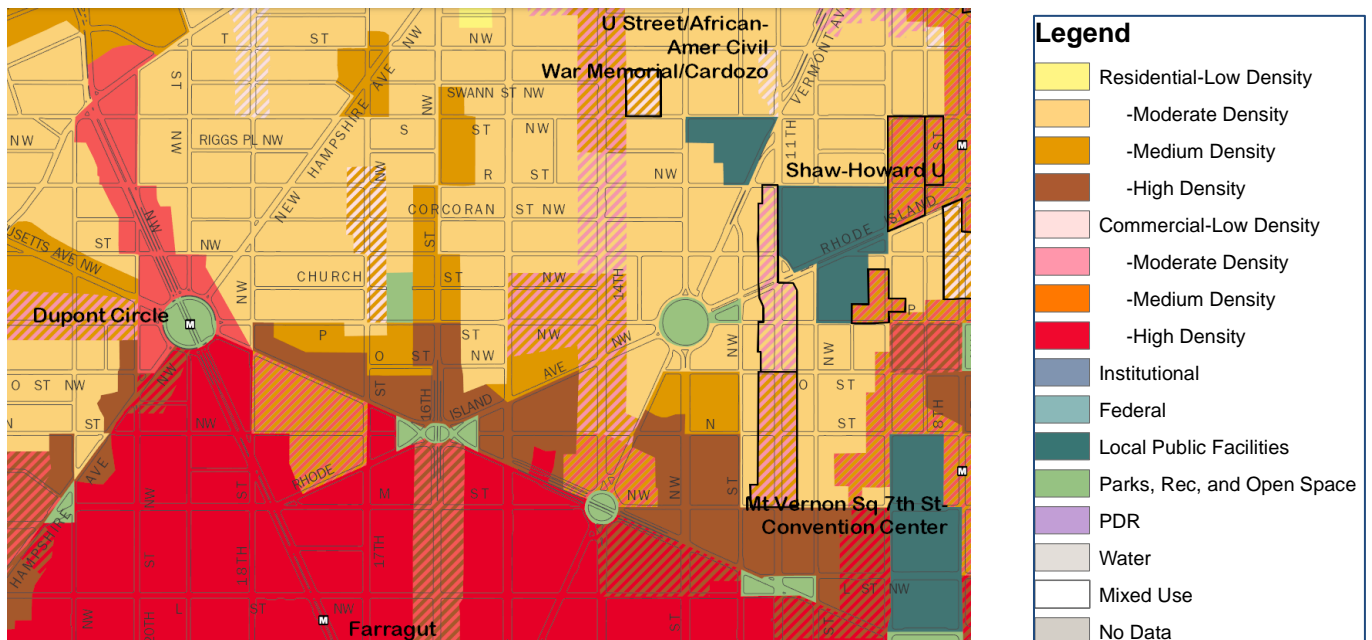
As described in the Guidelines for Using the Generalized Policy Map and the Future Land Use Map (Chapter 2 Framework Element, Section 226, Attachment III), the maps are intended to provide generalized guidelines for development decisions. They are to be interpreted broadly and are not parcel-specific 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.

As described below, the proposed zoning map amendment would be not inconsistent with the map designations.

Generalized Future Land Use Map (FLUM)

The District of Columbia Comprehensive Plan (the "Comprehensive Plan") guides the District's development, both broadly and in detail, through maps and policies that establish priorities, key actions, and assumptions about the future of development, 10A DCMR §§ 103.2 and 103.3. The Future Land Use Map (FLUM) indicates that the site is appropriate for mixed Medium Density Residential and Moderate Density Commercial land uses.



Mixed Use Categories

The Future Land Use Map 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 categories defined on the previous pages. A Mixed Use Future Land Use Map designation should not be confused with the Mixed Use (MU) zoning districts, although they frequently apply to the same area or parcel of land. The Mixed Use Category generally applies in the following circumstances:

- Established, pedestrian-oriented commercial areas that also include substantial amounts of housing, typically on the upper stories of buildings with ground-floor retail or office uses;*
- 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;

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; and

d. Development that includes residential uses, particularly affordable housing, and residentially compatible industrial uses, typically achieved through a Planned Unit Development or in a zone district that allows such a mix of uses. 227.20

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 uses envisioned. 227.21

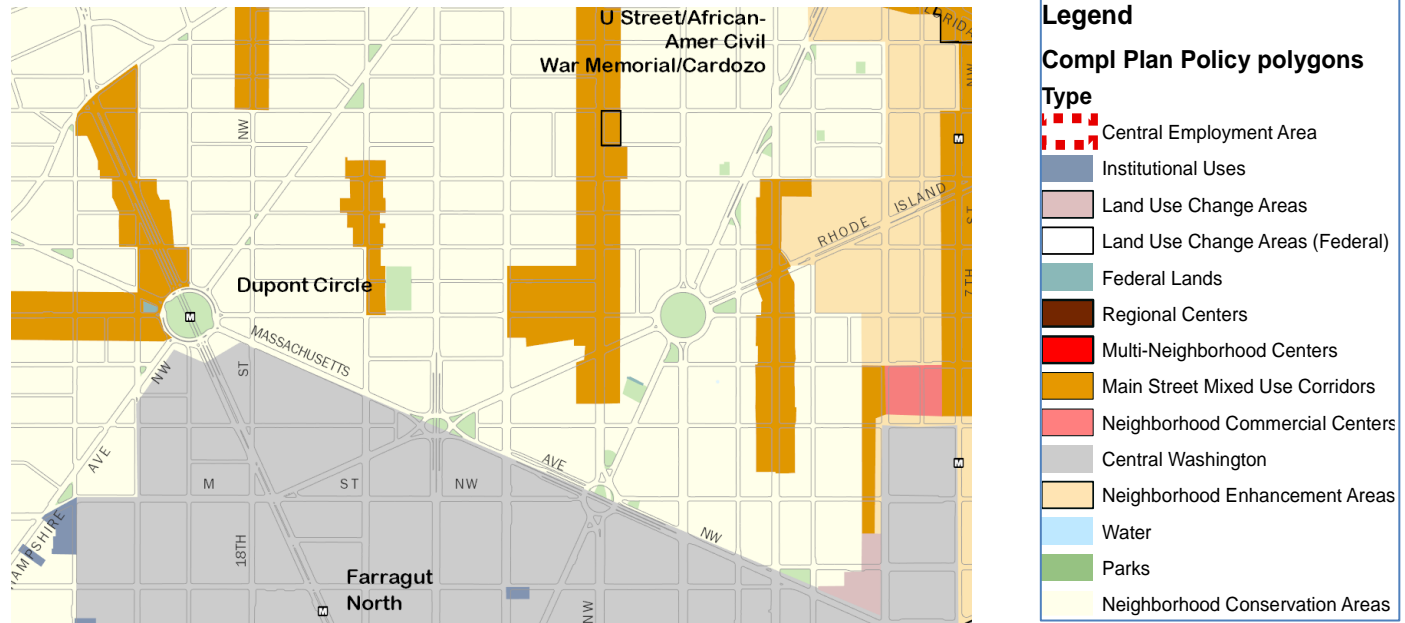
It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as “Commercial” may also contain other uses, including housing. Likewise, some of the areas shown as purely “Residential” contain existing incidental commercial uses such as corner stores or gas stations, or established institutional uses, such as places of worship. 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. 227.22

A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. All zone districts formerly identified as commercial, SP, CR and Waterfront were renamed as MU zone districts in 2016, and are considered to be mixed use. Residential uses are permitted in all of the MU zones, however, so many Mixed Use areas may have MU zoning. 227.23

The proposed ARTS-3 zone would be more in line with these designations than the existing RA-5 zone. Unlike the RA-5 zone, the ARTS-3 zone allows mixed use development with medium density residential permitted. The RA-5 zone is a high-density residential zone which is not fully consistent with the FLUM map designation. On balance, the ARTS-3 zone is more appropriate for the site as it permits the types of uses envisioned by the mixed-use designation on the FLUM map.

Generalized Policy Map

The Generalized Policy Map indicates that the site is located within a neighborhood conservation area.



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. Neighborhood Conservation Areas that are designated “PDR” on 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 guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs. Limited development and redevelopment opportunities do exist within these areas. The diversity of land uses and building types in these areas should be maintained and new development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map and Comprehensive Plan policies. Approaches to managing context-sensitive growth in Neighborhood Conservation Areas may vary based on neighborhood socio-economic and development characteristics. In areas with access to opportunities, services, and amenities, more levels of housing affordability should be accommodated. Areas facing housing insecurity (see Section 206.4) and displacement should emphasize preserving affordable housing and enhancing neighborhood services, amenities, and access to opportunities. 225.5

The existing development on the site is vacant and while the landmark building enhances the neighborhood, the vacancy of any use does not. The proposed rezoning, while technically a downzoning, allows for more flexibility regarding matter-of-right uses, that would enable the small

site to be adaptively reused and add vitality to the neighborhood consistent with the intent of the neighborhood conservation designation within the Generalized Policy Map.

EQUITY

1. Comprehensive Plan Analysis Through a Racial Equity Lens

The Comprehensive Plan requires an examination of zoning actions through a racial equity lens. 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. The Comprehensive Plan recognizes that advancing equity requires a multifaceted policy approach and 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 Commission’s four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. The Applicant’s Racial Equity Analysis is provided at [Exhibit 5H](#) and OP’s analysis is provided below.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning. The rezoning could allow the property to be adaptively reused with commercial and residential uses as supported by the Comprehensive Plan Future Land Use Map, Generalized Policy Map, and proposed zoning designation which would enhance the existing neighborhood.

RACIAL EQUITY TOOL PART 1 – COMPREHENSIVE PLAN GUIDANCE

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity. Below is an outline of Comprehensive Plan policies relative to this proposal which, when viewed through a racial equity lens, provides the Commission a framework for evaluating the map amendment. Please refer to Attachment I in this report for the full text of each policy statement, or refer to the [Comprehensive Plan](#) available on the Office of Planning website – www.planning.dc.gov.

As noted above, the proposal would not be inconsistent with both Comprehensive Plan Generalized Policy and Future Land Use maps. The proposed development, would particularly further the policies of the Land Use, Transportation, Housing, and Economic Development Elements. It would also

further many policies of the Near Northwest Area Element. For the complete wording of each policy statement, see Attachment I to this report.

Area Elements:

Near Northwest Element

- *NNW-1.1.2: Enhancing Established Commercial Areas*
- *NNW-1.1.10: Pedestrian and Bicycle Safety*
- *NNW-1.1.11: Pedestrian Connections*
- *NNW-1.2.9: Design Review*

The proposed map amendment advances these policies for the Near Northwest planning area. By allowing for the adaptive reuse of the historic structure the map amendment will help facilitate the enhancement of the nearby established commercial areas of P Street NW and 14th Street NW. The improved streetscape as part of the future redevelopment will encourage safer and more accessible connections for pedestrians and cyclists and create an overall improved environment for the community. The property also utilizes the Historic Preservation design review process to promote high quality architecture and urban design within the Planning Area.

Citywide Elements:

Land Use Element

- *Policy LU-1.4.1: Station Areas as Neighborhood Centers*
- *Policy LU-1.4.2: Development Around Metrorail Stations*
- *Policy LU-1.4.6: Development Along Corridors*
- *Policy LU-2.1.1: Variety of Neighborhood Types*
- *Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods*
- *Policy LU-2.1.4: Rehabilitation Before Demolition*
- *Policy LU-2.1.10: Multi-Family Neighborhoods*
- *Policy LU-2.2.2: Appearance of Vacant Lots and Structures*
- *Policy LU-2.2.3: Restoration or Removal of Vacant and Abandoned Buildings*
- *Policy LU-2.2.4: Neighborhood Beautification*
- *Policy LU-2.3.7: Nonconforming Institutional Uses*
- *Policy LU-2.4.5: Encouraging Nodal Development*
- *Policy LU-2.4.6: Scale and Design of New Commercial Uses*

The proposed map amendment would not be inconsistent with the Land Use Element of the Comprehensive Plan. Allowing the subject property to be rezoned and redeveloped through adaptive reuse of the existing structure will remove a vacant building from the area. The potential for mixed uses helps encourage small scale commercial uses in this area where high density uses to the south transition to more neighborhood scale mixed use development to the north.

Transportation Element

- *Policy T-1.1.4: Transit-Oriented Development*
- *Policy T-1.1.7: Equitable Transportation Access*
- *Policy T-1.2.1: Major Thoroughfare Improvements*
- *Policy T-1.2.3: Discouraging Auto-Oriented Uses*

- *Policy T-1.3.1: Transit-Accessible Employment*

The proposed map amendment would not be inconsistent with the Transportation Element of the Comprehensive Plan. The subject property is transit oriented with a location close to numerous bus lines and the Dupont Circle Red Line Metro station. The redevelopment of the property could improve pedestrian and bicycle networks by activating frontage frequently busy with pedestrians and abutting a bike lane. The site would also contribute toward creating transit accessible employment opportunities. The proposed map amendment would therefore support the expectations of equity in transportation accessibility.

Environmental Protection Element

- *E-1.1 Preparing for and Responding to Natural Hazards*
- *E-1.1.2: Urban Heat Island Mitigation*
- *E-2.1.2: Tree Requirements in New Development*
- *E-2.1.3: Sustainable Landscaping Practices*
- *E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff*

The proposed map amendment would not be inconsistent with the Environmental Protection Element of the Comprehensive Plan. The subject property would likely be required to provide improved stormwater infrastructure which will benefit the environment and improve the landscape and reduce the urban heat island effect in this highly urbanized location within the District.

Economic Development Element

- *ED-1.1.4: Promote Local Entrepreneurship*
- *ED-2.2 The Retail Economy*
- *ED-2.2.1: Expanding the Retail Sector*
- *ED-2.2.3: Neighborhood Shopping*
- *ED-2.2.4: Support Local Entrepreneurs*
- *ED-2.2.5: Business Mix*
- *ED-2.2.9: Clustered Retail at Transit*
- *ED-3.1.1: Neighborhood Commercial Vitality*
- *ED-4.2 Increasing Workforce Development Skills*
- *ED-4.2.6: Entry-Level Opportunities*

The proposed map amendment would not be inconsistent with the Economic Development Element. The adaptive reuse of the existing historic church for a commercial tenant transforms a vacant underutilized site in a transit rich location into a space that could foster new business and local entrepreneurship. This would also add to the existing commercial area along P Street NW and 14th Street NW. A commercial tenant in this location could provide entry-level employment opportunities to develop their skills in retail or food services depending on the future use of the space.

Historic Preservation Element

- *HP-1.6 The Image of Washington, DC*
- *HP-1.6.1: Washington, DC's Historic Image*
- *HP-1.6.2: Preserving the District's Historic Character*
- *HP-1.6.3: Enhancing the District's Historic Character*
- *HP-1.6.4: Downtown and Neighborhood Character*
- *HP-2.4.1: Preservations Standards for Zoning Review*
- *HP-2.5 Review of Rehabilitation and New Construction*
- *HP-2.5.1: Rehabilitation of Historic Structures*
- *HP-2.5.2: Adaptation of Historic Properties for Current Use*

- *HP-2.5.3: Compatible Development*
- *HP-2.5.4: Suitability to the Historic Context*
- *HP-2.5.5: Protecting Historic Building Integrity*
- *HP-2.5.6: Review Process for Local Projects*
- *HP-4.1.1: Preservation and Community Development*
- *HP-4.1.2: Preservation and Neighborhood Identity*
- *HP-4.1.3: Neighborhood Revitalization*

The proposed map amendment would not be inconsistent with the Historic Preservation Element of the Comprehensive Plan, and furthers the above policies. The map amendment would allow for the adaptive reuse of the existing historically significant church by expanding the by-right uses which makes the redevelopment economically viable. Preserving the historic structures on the site will preserve the neighborhood and the District's identity.

Housing Element

- *H-1.1.1: Private Sector Support*
- *H-1.1.4: Mixed-Use Development*
- *H-1.1.8: Production of Housing in High-Cost Areas*
- *H-1.1.9: Housing for Families*
- *H-1.4.6: Whole Neighborhood Approach*

The proposed map amendment would not be inconsistent with the Housing Element, and furthers the policies noted above. The map amendment would support mixed use development and allow for a small number of new housing units in a high-cost area of the District. It also supports the private sector by enabling private investment into the site that adds a commercial and residential mixed-use development into the historic site. The map amendment will also support the neighborhood revitalization through a whole neighborhood approach by providing new business and housing opportunities on the site.

Comprehensive Plan policies related to racial equity that will potentially not be advanced by approval of the zoning action?

In their filing the Applicant identifies several Comprehensive Plan policies that the application may be inconsistent with such as:

- H-1.1.8: Production of Housing in High-Cost Areas
- E-3.2.2: Net-Zero Buildings
- E-3.2.3: Renewable Energy
- E-4.1.1: Maximizing Permeable Surfaces
- E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff

All of the policies that the applicant has indicated that may be inconsistent with the Comprehensive Plan policies are directly related to the historic nature of the structures on the property, that make furthering these policies difficult. The historic landmark status of the structure limits the potential for exterior alterations, therefore upgrades that make the building net-zero may not be feasible as the windows cannot be changed, and the roof may not be altered to install solar panels.

Including permeable surfaces or utilizing a green roof to reduce runoff is also not feasible given historic preservation guidelines that emphasize maintaining the original materials and design.

The proposed map amendment is also potentially inconsistent with policies that encourage housing production. While the map amendment would allow for the redevelopment of the site by allowing commercial uses, the church structure cannot accommodate residential uses due to building code limitations and the historic nature of the property therefore the housing portion is limited to the Parish House which results in the potential for very few housing units produced in the mixed-use redevelopment of the property.

RACIAL EQUITY TOOL PART 2 – APPLICANT / PETITIONER COMMUNITY OUTREACH AND EGAGEMENT

The applicant states they have engaged with ANC 2F beginning in June of 2024, with a site visit and meeting to tour the site and explain the proposed plans for the site to the ANC members. Later in June the applicant met with SMD 2F03 Commissioner for a site visit and to discuss plans for the property. The applicant presented to ANC 2F Community Development Committee on September 25, 2024 where the CDC voted in favor of the request. The applicant met with ANC 2F on October 2, 2024 at the regularly scheduled public meeting where ANC 2F voted unanimously in favor of the proposed map amendment.

RACIAL EQUITY TOOL PART 3 – NEAR NORTHEAST PLANNING AREA DATA

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 2018-2022 American Community Survey 5 Year Estimates by Planning Area 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.

The subject property is in the Near Northwest Planning Area (“planning area”). Each table below compares data for this planning area with District-wide data.

Population by Race or Ethnicity

Between 2012-2016, in the Near Northwest Planning Area, the largest portion of the population were White residents at 69.54% of the area residents. The next highest group was Black residents at 13.98%. In the 2018-2022 period, White residents continued to make up the largest portion of the population but fell slightly to 66.11%. The Black percentage of the population also fell within this period, with increases in Asian, Two or More Races, and Hispanic groups within the planning area. The largest increase was Two or More Race segment of the population increasing from 3.96% to 8.15%.

Table 1: Population/Race or Ethnicity Districtwide and in the Planning Area

Race or Ethnicity	Districtwide (2012-2016)	Near Northwest (2012-2016)	Near Northwest %	Districtwide (2018-2022)	Near Northwest (2018-2022)	Near Northwest %
Total Population	659,009	78,533	100%	670,587	72,368	100%
White	266,035	54,618	69.54%	265,633	47,843	66.11%
Black	318,596	10,984	13.98%	297,101	9,178	12.68%
Asian	24,036	6,400	8.14%	27,067	6,799	9.39%

American Indian and Alaskan Native	2,174	179	0.22%	2,209	398	0.54%
Native Hawaiian and Other Pacific Islander	271	27	0.03%	420	89	0.12%
Some other race	29,650	3,214	4.09%	30,879	2,156	2.97%
Two or more races	18,245	3,111	3.96%	47,278	5,904	8.15%
Hispanic or Latino	69,106	9,000	11.46%	77,168	9,552	13.19%

Median Income

The median income of the Near Northwest Planning area was higher than that of the District in both the 2012-2016 and 2018-2022 time periods (Table 2). The median income for the planning area saw an approximately \$25,000 increase between the time periods. Although there was an increase over both time periods, the increase of approximately \$25,000 was lower than the approximately \$29,000 increase district wide.

The Black or African American population had the lowest median income of all segments of the population with available income information during both time periods, (\$29,645 and \$46,611), and the second lowest increase (\$16,966) after two or more races (\$11,344). White, Asian, and two or more races had the higher incomes for the planning area with Whites having a \$30,254 increase in income over the same period. The relatively high incomes are also reflected in the lower poverty rate in the Near Northwest which is 12.14% compared to a District wide total of 15.1% (Table 4).

Table 2: Median Income Districtwide and in the Near Northwest Planning Area

	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2018-2022)	Near Northwest (2018-2022)
Median Household Income	\$72,935	\$98,400	\$101,722	\$123,982
White	\$119,564	\$114,423	\$160,745	144,677
Black or African American	\$40,560	\$29,645	\$57,076	\$46,611
American Indian and Alaskan Native	\$51,306	N/A	\$60,390	\$66,793
Asian	\$91,453	\$84,378	\$123,660	\$105,730
Some other races	\$41,927	\$51,049	\$61,851	\$72,332

Two or more races	\$83,243	\$99,448	\$108,455	\$110,792
-------------------	----------	----------	-----------	-----------

Housing Tenure

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 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 lower-income households in the District and, therefore, face a disproportionate share of the problems caused by housing insecurity and displacement”* (206.4). The

Between 2012-2016 and 2018-2022, the percentage of owner occupancy in the district did not change significantly, rising from 40.7% to 41.4%, while in the Near Northwest Planning Area there was an increase from 35.4% to 37.3%. In the 2018-2022 period the District had an owner occupancy of 41.4% while the Near Northwest had an owner occupancy of 38.3%.

In the Near Northwest Planning Area, the highest White, Asian, and Two or More Race households had the highest percentage of owner-occupied housing at 41.9%, 38.1% and 36.1% in the 2018-2022 period. Black and African American and Other race households had the lowest owner occupancy with 23.3% and 22.0% respectively.

Table 3 Owner Occupied Households Districtwide and in the Planning Area

	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2018-2022)	Near Northwest (2018-2022)
Total Owner Occupied	40.7%	35.4%	41.4%	38.3%
White	47.8%	39.9%	47.4%	41.9%
Black or African American	35.9%	17.3%	35.9%	23.3%
American Indian and Alaskan Native	32.9%	34.0%	25.8%	N/A
Asian	39.4%	39.7%	42.4%	38.1%
Some other races	17.5%	12.9%	26.6%	22.0%
Two or more races	32.7	23.7%	43.9%	36.1%

Unemployment Poverty and Cost Burden

From 2012-2016, the unemployment rate in the Near Northwest Planning Area was 3.8%, which was less than half the rate of the District at 8.7%. The rate for both the Near Northwest Planning Area and the District as a whole fell during the period between 2018-2022, the unemployment rate in the Planning Area (3.1%) remained well below the District Average of 7.1%.

The cost burden for housing in Near Northwest is slightly lower than the District during both time periods. The unemployment rate and cost burden is likely reflected by a lower poverty rate within the Planning Area compared to that of the District.

Table 4 General Characteristics of the District and the Planning Area

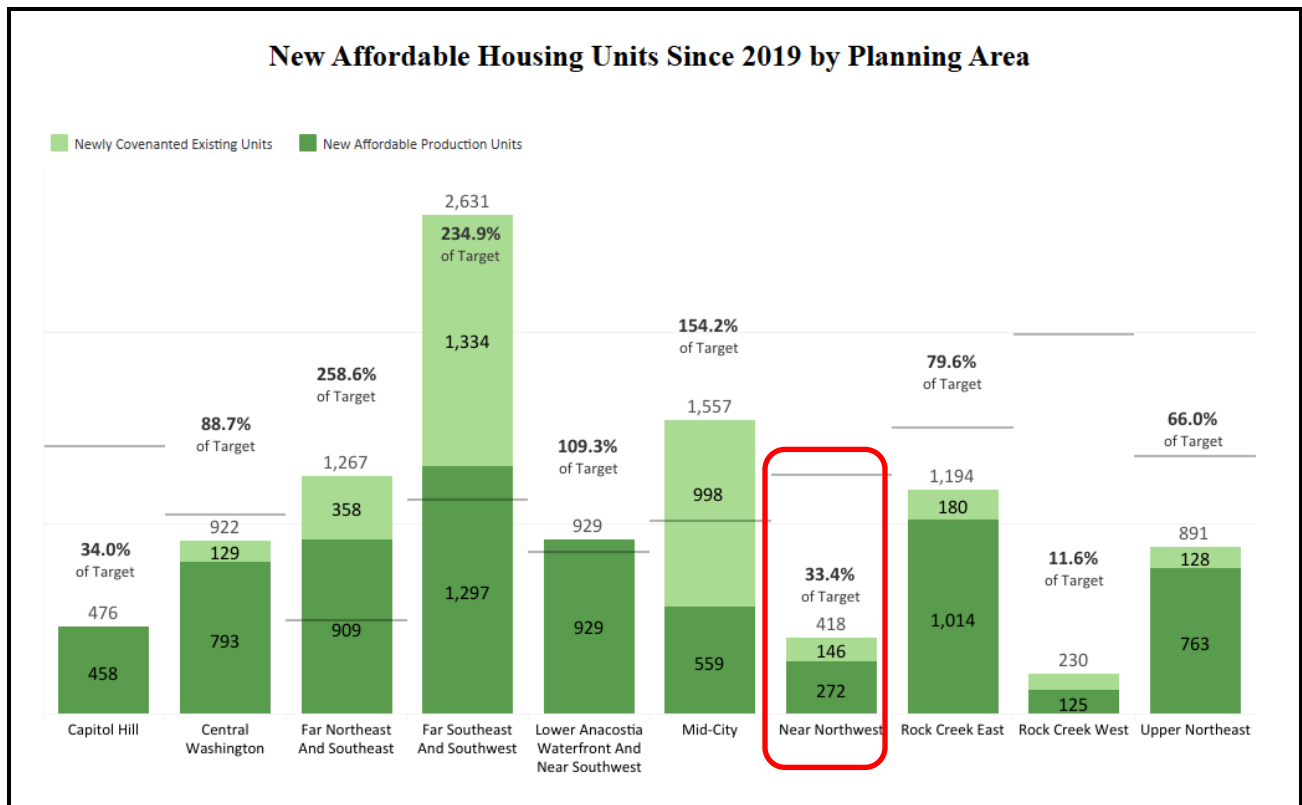
Charactaristic	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2018-2022)	Near Northwest (2018-2022)
Unemployment Rate	8.7%	3.8%	7.1%	3.1%
Cost Burdened Households	38.6%	36.6%	36.1%	33.2%
Poverty Rate	17.9%	14.3%	15.1%	12.14%

Progress Toward Housing Equity Goals

The Mayor's housing goals include the production of 12,000 new affordable units citywide for households earning below 80% of Median Family Income (MFI). As of December 11, 2024, the District has produced 10,383 affordable units which is 87% of this goal. The District expects to meet the

The Deputy Mayor for Planning and Economic Development (DMPED) provides regular updates on how each planning area is progressing in meeting their portion of the affordable housing target. The December 2024 update indicates that the planning area has not met its target by providing 1,850 affordable units, or 33.4% of the target amount ([DMPED 36,000 by 2025 Dashboard](#)).

While the proposed map amendment would increase the potential for housing on the subject site it results in an overall downzoning in residential capacity when compared to the RA-5 zone. The site is further limited by its historic landmark status which limits significant alterations to the existing buildings to accommodate more housing. Therefore, OP is not recommending IZ Plus for the proposed map amendment.



Planning Area	Affordable Housing Production Goals	Affordable Housing Pipeline	Shortage of Affordable Housing	2025 Total Housing Production Goals*
Rock Creek West	1,990	80	1,910	1,260
Capitol Hill	1,400	280	1,120	3,270
Near Northwest	1,250	270	980	1,850
Mid-City	1,010	620	390	4,210
Rock Creek East	1,500	1,160	340	1,580
Central Washington	1,040	750	290	3,940
Upper Northeast	1,350	1,160	190	6,900
Lower Anacostia Waterfront & Near Southwest	850	910	on track	7,960
Far Southeast & Southwest	1,120	1,450	on track	2,040
Far Northeast & Southeast	490	1,290	on track	2,990
Total	12,000	7,970	5,220	36,000

1. The 2019 Housing Equity Report¹ prepared by the Office of Planning and the Department of Community development set a goal for the Near Northwest Planning Area to produce 1,250 affordable housing units by 2025 (see table above);
2. The Near Northeast Planning area currently contains 7.7% of the District's total number of affordable housing units as of 2018 and

¹ Housing Equity Report

3. According to DC’s Comeback Plan ²(January 2023), the Near Northwest Planning Area has only achieved 10.7% of its 2025 affordable housing production goal, with 37.2% projected in 2025.

Zoning Commission Evaluation Factors

- *When considering the following themes/questions based on Comprehensive Plan policies related to racial equity, what are the anticipated positive and negative impacts and/or outcomes of the zoning action? Note: Additional themes may also apply.*

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	Direct displacement as a result of this map amendment is not anticipated. The site is currently occupied by a vacant church and does not contain housing units or commercial space.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	Indirect displacement as a result of this map amendment is not anticipated. The site is currently occupied by a vacant church and does not contain housing units or commercial space. The existing buildings will be adaptively reused as a mixed-use project containing commercial space and a small number of residential units within the Parish House. Any new units constructed that meet the threshold for IZ and would add to the supply of affordable and market rate units in the area that could limit indirect displacement of existing residents.
Housing	Will the action result in changes to: <ul style="list-style-type: none"> ▪ Market Rate Housing ▪ Affordable Housing ▪ Replacement Housing 	The map amendment would result in in more market rate and possibly more affordable housing if enough units are built within the existing Parish House to trigger the IZ requirements. OP is not recommending IZ plus be applied to the map amendment, as outlined earlier in this report.
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> ▪ Public Space Improvements ▪ Infrastructure Improvements ▪ Arts and Culture ▪ Environmental Changes ▪ Streetscape Improvements 	The proposal is likely to result in an improved streetscape and pedestrian realm facing 15 th Street NW. It is not likely that the proposed rezoning would have negative impacts to the physical environment as the uses allowed by the requested ARTS-3 zone are both medium / moderate density residential and commercial uses and would compliment the existing mixed-use area in the vicinity such as P Street NW and 14 th Street NW.

² DC’s Comeback Plan

Factor	Question	OP Response
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none">▪ Job Training/Creation▪ Healthcare▪ Addition of Retail/Access to New Services	The proposal would be accessible to many residents as it is highly transit accessible, walkable and bikeable. The map amendment would allow for by-right commercial uses which would provide new retail or eating and drinking establishment at the site and thus new employment and job training opportunities through the new jobs created on site. These jobs would likely have a low barrier of entry and combined with the transit rich location would support access to residents regardless of age, race, income, geography, or physical ability.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant's filings indicate the extensive community discussions that took place, which significantly impacted the proposed conditions.

I. SUMMARY OF PLANNING CONTEXT ANALYSIS

As discussed above, the proposed map amendment would rezone the site to a zone that is more consistent with the Comprehensive Plan's land use recommendations for the subject property. The proposed ARTS-3 zoning could potentially help the site move from a vacant disused property to become adaptively reused as a mixed use development as encouraged by the Comprehensive Plan's Future Land Use Map and various other adopted District policies such as the Logan Circle Investment Fund Plan.

ATTACHMENTS

Attachment I – Comprehensive Plan Policies

JS/+++

Attachment I - Comprehensive Plan Policies Area and Citywide Elements

Near Northwest Area Element

Policy NNW-1.1.2: Enhancing Established Commercial Areas

Sustain and enhance the neighborhood, community, and regional shopping areas of Near Northwest, including M, P, and U Streets, Wisconsin, Connecticut, and Florida Avenues NW, and 18th, 17th, and 14th Streets NW. Sustain these areas as diverse, unique, pedestrian-oriented shopping streets that meet the needs of District residents, workers, and visitors. 2108.3

Policy NNW-1.1.10: Pedestrian and Bicycle Safety

Improve safety for pedestrians and bicycles throughout the Near Northwest through the continued upgrading of high-priority sidewalks, intersections, and roadways, and by supporting the construction of more separated bike infrastructure. 2108.10

Policy NNW-1.1.11: Pedestrian Connections

Improve pedestrian connections through Near Northwest, especially along M Street between Connecticut Avenue NW and Georgetown ; between the Dupont/Logan Circle areas and downtown; and along (and to and from) the waterfronts in the Georgetown and Foggy Bottom areas. Create a continuous tree canopy along the area's streets to create more comfortable conditions for pedestrians and bicyclists. 2108.11

Policy NNW-1.2.9: Design Review

Use the historic preservation design review process to promote high quality architecture and urban design in Near Northwest's designated historic districts, including Georgetown, Sheridan-Kalorama, Strivers Section, Dupont Circle, Foggy Bottom, Massachusetts Avenue NW, Mount Vernon Square, 14th Street NW, Logan Circle, Blagden Alley, and Shaw. 2109.9

Land Use Element

Policy LU-1.4.1: Station Areas as Neighborhood Centers

Encourage the development of Metro stations as anchors for residential, economic, and civic development and to accommodate population growth with new nodes of residential development, especially affordable housing, in all areas of the District in order to create great new walkable places and enhance access and opportunities for all District residents. The establishment and growth of mixed-use centers at Metrorail stations should be supported as a way to provide access to housing opportunities at all income levels and emphasizing affordable housing, 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 that the stations provide. Station area development should have population and employment densities guided, but not dictated, by desired levels of transit service. This policy should be balanced with other land use policies, which include conserving neighborhoods. 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. 307.9

Policy LU-1.4.2: Development Around Metrorail Stations

In developments above and around Metrorail stations emphasize land uses and building forms that minimize the need for automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. 307.10

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-2.1.1: Variety of Neighborhood Types

Maintain a variety of neighborhoods, ranging from low-density to high-density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity. 310.7

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-2.1.4: Rehabilitation Before Demolition

In redeveloping areas characterized by vacant, abandoned, and underused older buildings, generally encourage rehabilitation and adaptive reuse of architecturally or historically significant existing buildings rather than demolition. 310.11

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District's medium and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and explore opportunities for compatible commercial development which provides jobs for nearby residents. 310.17

Policy LU-2.2.2: Appearance of Vacant Lots and Structures

Maintain and enforce programs that keep vacant lots and buildings free of debris, litter, and graffiti. Such sites must be treated in a way that eliminates underused or under-maintained properties, improves visual quality, and enhances public safety. 311.3

Policy LU-2.2.3: Restoration or Removal of Vacant and Abandoned Buildings

Reduce the number of vacant and abandoned buildings through renovation, rehabilitation, and, as necessary, demolition. Implement programs that encourage the owners of such buildings to sell or renovate them, and apply liens, fines, higher taxes, charges for public clean-up of the property, and other penalties for noncompliant properties. 311.4

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or

removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. 311.5

Policy LU-2.3.7: Nonconforming Institutional Uses

Carefully control and monitor institutional uses that do not conform to the underlying zoning to promote long-term compatibility. In the event such institutions are sold or cease to operate, encourage conformance with existing zoning and continued compatibility with the neighborhood. 312.9

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. 313.13

Policy LU-2.4.6: Scale and Design of New Commercial Uses

Develop new uses within commercial districts at a height, mass, scale, and design that is appropriate for a growing, densifying Washington, DC, and that is compatible with surrounding areas. 313.14

Transportation Element

T-1.1.4: Transit-Oriented Development

Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. 403.10

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

T-1.2.1: Major Thoroughfare Improvements

Beautify and stabilize gateways and major thoroughfares by implementing coordinated multimodal transportation, economic development, and urban design improvements. 404.4

T-1.2.3: Discouraging Auto-Oriented Uses

Discourage certain uses, like drive-through businesses or stores with large surface parking lots and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.6

T-1.3.1: Transit-Accessible Employment

Support more efficient use of the region's transit infrastructure with land use strategies that encourage employment locations near underused transit stations. Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment

throughout the region. This would expand the use of major transit investments such as Metrorail. Encourage approaches that improve transit access to jobs for low-income residents. 405.7

Environmental Protection Element

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

E-2.1.2: Tree Requirements in New Development

Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6

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

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

ED-1.1.4: Promote Local Entrepreneurship

Support District residents, including women-owned businesses and equity impacts enterprises (small, resident-owned Black and Brown business) seeking entrepreneurship opportunities through layered programs, including technical assistance, promotion of District products and services, and market development. 703.15

ED-2.2.1: Expanding the Retail Sector

Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers, and visitors, and that will meet the retail needs of communities across the District and particularly in underserved communities. 708.6

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

ED-2.2.4: Support Local Entrepreneurs

Support the efforts of local entrepreneurs who enhance the District’s economy by manufacturing and retailing goods within Washington, DC, which increases the local employment and tax revenue generated by consumer retail spending. 708.9

ED-2.2.5: Business Mix

Reinforce existing and encourage new retail districts by attracting a mix of businesses, including local companies, regional chains, and nationally recognized retailers. 708.10

ED-2.2.9: Clustered Retail at Transit

Cluster retail around areas of high foot traffic, including Metrorail stations, bicycle facilities, high-capacity transit stops, and other multimodal meeting points. Create strong, vibrant retail nodes of to effectively link retail and transit. 708.14

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

ED-4.2.6: Entry-Level Opportunities

Support the creation of entry-level career opportunities, particularly for lower income youth and adults, and persons with disabilities. Recognize the need for complementary efforts to provide affordable child care options, transportation, counseling, and other supportive services. 717.14

Historic Preservation Element

HP-1.6.1: Washington, DC’s Historic Image

Washington, DC’s historic plans and wealth of historic federal buildings, monuments, and precincts are significant to the District and the nation. Of equal importance are the historic landmarks and districts, and heritage of the residents and businesses, contributing to Washington, DC’s image. The District of Columbia takes seriously its stewardship responsibilities to all of these resources and to preserve the fundamental historic character and image of Washington, DC as the District develops. 1008.3

HP-1.6.2: Preserving the District’s Historic Character

Protect and enhance the views and vistas, both natural and designed, that are an integral part of Washington, DC’s historic image. Preserve the historic skyline formed by the region’s natural features and topography, and its historically significant buildings and monuments. Avoid intrusions, such as communication antennas and water towers. As the District benefits from new growth, preserve the historic scale and character established by its building height limits, including the 1910 Height of Buildings Act. 1008.4

HP-1.6.3: Enhancing the District’s Historic Character

Encourage new architectural contributions that complement and enrich the District’s design heritage and historic character. 1008.5

HP-1.6.4: Downtown and Neighborhood Character

Recognize the distinctive character of Washington DC's historic downtown and varied neighborhoods as one of the District's prime attractions and competitive strengths. As Washington, DC grows, encourage compatible new development that enlivens downtown and enhances the character and distinction of its neighborhoods. 1008.6

HP-2.4.1: Preservations Standards for Zoning Review

Ensure consistency between zoning regulations and design standards for historic properties. Zoning for each historic district shall be consistent with the predominant height and density of contributing buildings in the district. Monitor the effectiveness of zoning controls intended to preserve characteristic features of older neighborhoods not protected by historic designation. Where needed, specialized standards or regulations should be developed to help preserve the characteristic building patterns of historic districts and minimize design conflicts between preservation and zoning controls. 1013.2

HP-2.5.1: Rehabilitation of Historic Structures

Promote appropriate preservation of historic buildings through an effective design review process. Apply design guidelines without stifling creativity, and strive for an appropriate balance between restoration and adaptation as suitable for the particular historic environment. 1014.7

HP-2.5.2: Adaptation of Historic Properties for Current Use

Maintain historic properties in their original use when possible. If this is no longer feasible, encourage appropriate adaptive uses consistent with the character of the property. Recognize the value and necessary function of special-purpose structures, such as utility buildings, and allow structural modifications and other alterations compatible with historic character when needed for the property to continue functioning in its original use. 1014.8

HP-2.5.3: Compatible Development

Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, respect the established form of development as evidenced by lot coverage limitations, height limits, open space requirements, and other standards that contribute to the character and attractiveness of those areas. Ensure that new construction, building additions, and exterior changes are in scale with and respect their historic context through sensitive siting and design, and the appropriate use of materials and architectural detail. 1014.9

HP-2.5.4: Suitability to the Historic Context

Apply design standards in a manner that accounts for different levels of historic significance and types of historic environments. Encourage restoration of historic landmarks while allowing enhancements of equivalent design quality, provided such enhancements do not damage the landmark. Exercise greater restraint in residential historic districts and areas with a clear prevailing development pattern or architectural style. Allow greater flexibility where the inherent character of historic properties can accommodate greater intervention or more dramatic new design, such as non-residential zones and areas without a significant design pattern. 1014.10

HP-2.5.5: Protecting Historic Building Integrity

Protect historic buildings from demolition whenever possible, and protect the integrity of whole buildings. Discourage treatments like facadism or relocation of historic buildings, allowing them only when no alternative for preservation is feasible, and only after a finding that the treatment is necessary in the public interest. Waivers or administrative flexibility should be provided in the

application of building and related codes to permit maximum preservation and protection of historic resources while ensuring the health and safety of the public. 1014.11

HP-2.5.6: Review Process for Local Projects

Maintain a fair and efficient preservation review process that handles applications according to clearly established procedures and timelines, consistent with applicable public notice requirements, laws, and regulations. Apply historic preservation standards and guidelines consistently, thoughtfully, and appropriately to the circumstances and practical constraints of specific situations. 1014.12

HP-4.1.1: Preservation and Community Development

Promote historic preservation as a tool for economic and community development. 1023.4

HP-4.1.2: Preservation and Neighborhood Identity

Recognize the potential for historic preservation programs to protect and enhance the distinct identity and unique attractions of District neighborhoods. 1023.5

HP-4.1.3: Neighborhood Revitalization

Use historic preservation programs and incentives to encourage historic preservation as a revitalization strategy for neighborhoods and neighborhood business districts. 1023.6

Housing Element

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

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

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

H-1.1.9: Housing for Families

Encourage and prioritize the development of family-sized 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

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