



## **MEMORANDUM**

**TO:** District of Columbia Zoning Commission

**FROM:** Maxine Brown-Roberts, Development Review Specialist

*JL for* Jennifer Steingasser, Deputy Director Development, Design and Preservation

**DATE:** March 10, 2025

**SUBJECT: Hearing Report for ZC 24-21 – Department of Corrections Parcels L, N and O**  
Hill East, SE, Design Review under the Hill East District

---

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

The Office of Planning (OP) recommends that the Zoning Commission **approve** ZC Case 24-21, HE Design Review application.

Hill East, the former “Reservation 13” is envisioned for redevelopment with a mix of residential, commercial, institutional and other compatible uses which includes the accommodation of renovated and new facilities to meet the needs of the Correctional Facility to the south of Massachusetts Avenue. The redevelopment of Hill East is governed by the Hill East Waterfront Master Plan, approved by the City Council on October 15, 2008 and the Hill East (HE) zone district, approved by the Zoning Commission on April 13, 2009 in Case 04-05. The HE Zone requires mandatory Zoning Commission design review of development proposals.

This proposal by D.C. Department of General Services, on behalf of the D.C. Department of Corrections (“DOC” and “Applicant”) proposes two new two new buildings to replace the existing Central Detention Facility (“CDF”) and the Correctional Treatment Facility (“CTF”) buildings. As analyzed below, the buildings would meet the applicable Hill East District use and design requirements, the requirements for building form and massing per Subtitle K §§ 417 through 420, and the purposes of the HE District in Subtitle K § 400. The proposal would be not inconsistent with the recommendations of the Comprehensive Plan Maps and policies and the Hill East Master Plan.

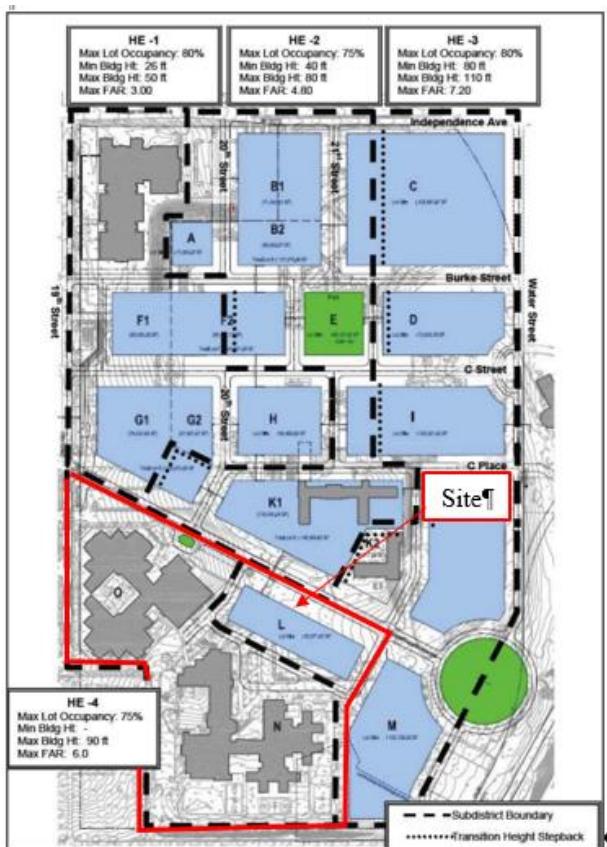
In order to meet the unique requirements of the correctional facility, the Applicant has requested the following waivers, special exception and variance as allowed by Subtitle K § 409.2 and § 409.3 and discussed in Section VIII of this report. OP recommends that the Zoning Commission **approve** the requested waivers, special exception and variance.

- Waiver from Subtitle K § 417.1(e) which requires a minimum of 65% of ground floor frontage to preferred uses along all Independence Avenue and Massachusetts Avenue frontages;
- Waiver from Subtitle K § 419.3 which requires that the portion of the front of a building or structure that does not extend to the property line pursuant to Subtitle K § 419.2 must extend to within twenty-five feet of the front property line and to a height of not less than twenty-five feet;
- Special Exception relief, Subtitle K§ 412.1(k), to allow additions to large scale governmental use at in the HE District.
- Area Variance from Subtitle K § 420.5, which requires that entrances into a building along a primary street (Massachusetts Avenue) shall be no more than fifty feet apart and recessed no more than six feet deep or ten feet wide.

## II. APPLICATION-IN-BRIEF

<b>Address</b>	1900 Massachusetts Avenue SE
<b>Zoning</b>	HE-3 and HE-4
<b>Applicant</b>	D.C. Department of General Services and the D.C. Department of Corrections
<b>Ward and ANC</b>	Ward 7; ANC-7F
<b>Legal Description</b>	Square 1112E, Lot 826
<b>Land Area of Site</b>	594,157 square feet

## III. SITE AND AREA DESCRIPTION



The subject property consists of Parcels L, N and O and is bounded by 19<sup>th</sup> SE and the existing Hill East residential neighborhood to the west; Massachusetts Avenue, a new apartment building with ground floor retail (Parcel G1), and vacant buildings (Parcels K1) to the north; parking lots and vacant buildings to the east (Parcel M); and the Congressional cemetery to the south and southwest. Generally, to implement the vision of the Hill East Master Plan, on the area north of Massachusetts Avenue two new residential developments have been constructed in addition to the St. Coletta School at 19<sup>th</sup> Street and Independence Avenue. The Zoning Commission has also approved development plans for Parcels B1 and B2 on the northern portion of Hill East between Independence Avenue and Burke Street. The buildup of streets to accommodate development of other parcels are currently under review for construction .

The property is split zoned with Parcel L zone HE-3 and Parcels N and O zoned HE-4. The property is to be resubdivided and would have an area of 594,157 square feet. The property currently houses the Department of Corrections Central Detention Facility and the Correctional Treatment Facility buildings.

Due to the age of these buildings, they are faced with operational and maintenance issues, outdated circulation patterns and outdated infrastructure, and in general have outlived their useful lives and pose a threat to security and safety.

## IV. BACKGROUND

The DOC currently operates and maintains the CTF and the CDF (referred to as the DC Jail). The CDF opened in 1976 (49 years old) and currently has a capacity to house 2,164 inmates. The CTF was opened in 1992 (33 years old) and currently has the capacity to house 1,400 inmates.

The CDF has many operational and maintenance challenges due to its continuous 24 hour use over the

years. The building is in poor condition including outdated infrastructure and an outdated design which results in an inefficient circulation patterns. A lack of program and treatment space results in the needs of the residents<sup>1</sup> and the CDF's ability to provide for the rehabilitation of residents not being met. The current design of the units does not facilitate or designate spaces for programmed activities and therefore residents have to be moved in large numbers to other spaces, which is difficult to manage. Repairing and renovating the facility was considered but would be very costly. Funds have been budgeted, \$463 million dollars, to replace the CDF building with a Correctional Treatment Facility Annex which would be a modern, secure, and resilient facility that has the necessary infrastructure to address critical rehabilitation, treatment, and reentry needs of residents in the custody and care of the Department of Corrections.

## **V. PROJECT DESCRIPTION**

The proposal would re-subdivide the Hill East campus to accommodate the new correctional facility mainly on Parcels L and O. A portion of the CTF, would remain and be connected to the new building in the future, while the CDF building on Parcel N would be demolished at a future date.

The Applicant proposes to construct a new correctional facility to replace the aging CDF and CTF buildings. The physical space will house residents as well as provide space for educational and vocational opportunities, programming and rehabilitative services, and substance abuse, behavioral, and mental health, and reentry supportive programs and services. The buildings would accommodate a total of 2,144 beds.

New development would consist of two new buildings that are connected by an above-grade walkway.<sup>2</sup> The eastern-most building, "Building 1", would have a total of 331,846 square feet, be 88 feet and five stories tall, and would have a public entrance and lobby accessed from Massachusetts Avenue. This building would house 985 residents, medical clinic space and infirmary housing, intake space, transfer and release services, a visitation center, behavioral health facilities, office space for staff, space for educational programs, and resident housing. The top three floors of Building 1 would be dedicated to housing and support spaces. The penthouse would be entirely mechanical space with appropriate screening.

Building 2, to the west of Building 1, would have a total of 143,749 square feet, and be 46 feet high and two stories in height. The building would be primarily for the housing of 1,186 residents and supportive programs. A total of 409 parking spaces would be in two level parking garages below both buildings. As part of the proposed development, a portion of the CTF building would be demolished to accommodate Building 2 and the remainder would be renovated and connected to Building 2 in the future as part of the larger overhaul of the correctional facilities.

### **Access**

Vehicular access would be from Massachusetts Avenue via private driveway along the eastern side of the property and from 19<sup>th</sup> Street. As part of the development, and as envisioned by the Master Plan, Massachusetts Avenue with a 160-foot right-of-way would be extended and constructed the length of the lot frontage beyond where it currently ends in front of the CTF building. The Master Plan, Design Guidelines and Zoning Regulations envision a tertiary or secondary street extending from Massachusetts Avenue and around Parcel L. The Design Guidelines provide the option for this as a private or public

---

<sup>1</sup> The application refers to inmates as "residents".

<sup>2</sup> For zoning purposes, the building is one building but will read as two buildings connected by an above grade walkway.

street. Due to the security needs of the facility, the Applicant has chosen to provide a private driveway along the eastern edge of the site which would connect to the area for resident transport and the internal road network which provides circulation on the site.

Parking for staff and visitors would be provided in the two-level, below grade garages, constructed to span both buildings but operate independently. However, there would be knockout walls to allow for a potential connection of the garages. The parking garages under Building 1 would be accessed off the private driveway while the garage under Building 2 would be accessed from 19<sup>th</sup> Street (see [Exhibit 3F7](#), pages 74, 75 and 79 to 81). Loading, currently accessed from 19<sup>th</sup> and E Streets, would continue to serve the new buildings. Both private drives will be gated to restrict access from the public.

The plans indicate that there would be a total of 63 long term bicycle and 12 short term bicycle parking spaces to serve both buildings. Some spaces would also be designed with electrical outlets for charging electric cars, bikes and scooters.

## **Architecture**

The purpose of the new buildings is to be a safe and secure civic building that allows for the healing of residents and to reduce recidivism, and this informs the building design. In addition, the aim is to reinforce and extend Massachusetts Avenue as a “grand boulevard” while accommodating the large civic building with an exterior façade that blends into the surrounding neighborhood.

The façade of the buildings consist of a series of layers. The first or main layer would be a window wall consisting of a combination of vision, semi-transparent and opaque glass panels that filter light into the facility while providing privacy. The second layer is a perforated, metal paneled, scrim supported by a series of paired exterior columns which extends from the top to the base of the building. The scrim would provide changes in texture, transparency, color and tone on the overall façade and would further filter visibility into and out of the building. The third level would be a series of horizontal leaves that disrupts the vertical panels and add interest to the façade.

Building 1, would have the only public entrance for staff and visitors into the facility, highlighted by a prominent entrance feature, 22 feet high, which is intended to build a connection with the public.

Each building would have two courtyards, on the east and west sides of the buildings, to provide additional light and air to adjacent interior spaces. The courtyards are hidden behind the scrim panels which form a continuous, uninterrupted façade on the sides of the building which are visible by the public. The buildings at each second floor would be connected through an above-grade walkway. Similar to the buildings, the walkway would also be framed with the scrim panels. Although not shown on the plans, the Applicant has stated that an additional elevated walkway would connect the buildings to the renovated CTF building.

## **Landscaping**

As proposed in the Design Guidelines, Massachusetts Avenue would be extended with a right of way of 160 feet. The cross section showing the right of way has been updated to meet today’s DDOT standards and would have travel lanes, a parking lane, a bicycle lane, a 10-foot wide planting strip, a 10-foot wide pedestrian walkway, and a 32 foot wide landscaped area adjacent to the front property and building line.

Hill East slopes down from 19<sup>th</sup> Street towards the Anacostia River and the building and right-of-way are designed to utilize the topographical change. The wide landscaped area would contribute significantly in creating Massachusetts Avenue as a grand boulevard as well as softening the building as

it meets the public environment. The landscape area would include berms, retaining walls, and extensive plantings of varying heights and types. Some of the retaining walls feature mounted benches to reinforce the public-facing aspects of Building 1 and would make the walkway an area of activity, particularly in the future when other properties are developed and Massachusetts Avenue is constructed all the way to the Anacostia Waterfront.

## VI. ZONING

The subject property is split zoned, HE-3 and HE-4. The table below summarizes how the buildings address the zoning requirements for both zones. See [Exhibit 10A2](#) for a more detailed breakdown of the development data.

Section	Allowed/Requirement	Proposed	Relief
Lot Area	N/A	594,157 sq. ft.	No
Height/Stories, H § 403.1	HE-3 – 80-110 ft./10 stories max.  HE-4 – 90 ft./8 stories	HE-3: Building 1 – 88 ft./5 stories Building 2 – 46 ft./2 stories  HE-4: Building 1 – 88 ft./5 stories Building 2 – 46 ft./2 stories	No
Penthouse, H § 403.5	20 ft./1 story max. 2 <sup>nd</sup> story permitted for penthouse mechanical space	20 ft./1 story	No
Lot Occupancy, H § 404.1	HE-3 – 80% HE-4 – 75%	HE-3 – 68.5% HE-4 – 36.5% Overall – 42%	No
FAR, H § 402.1	HE-3 – 7.2 HE-4 – 6.0	HE-3 – 3.1 HE-4 – 1.64 Overall – 1.89	No
Side Yard, H § 407.1	None required. 8 ft. min. if provided	54 ft. on the east side 10 ft. on west side	No
Rear Yard, H § 406.6	Non required for nonresidential building	112.58 ft.	No
Parking, C § 701	None required	Building 1 – 191 spaces Building 2 - 218 spaces Total – 409 spaces	no
Loading C § 901	2 Loading Berths 2 Loading Space 1 Delivery Space	2 Loading Berths 2 Loading Space 1 Delivery Space	
Bicycle Parking, C § 802	Long Term: 1/7,500 sq. ft. or 63 spaces Short Term: 1/40,000 sf. ft./not less than 6 or 12 spaces	Long Term: 63  Short Term: 12	No
Penthouse	Multiple Enclosures Multiple Heights	Multiple Enclosures Multiple Heights	No

## VII. DESIGN REVIEW ANALYSIS FOR THE HILL EAST DISTRICT

The Hill East District requires that the Zoning Commission review the design of all new buildings for consistency with the design guidelines set forth at Subtitle K §§ 417 through 420 and with the general purposes of the HE District as stated in Subtitle K § 400.

Subtitle K § 409.2 and § 409.3 of the HE Regulations states that with good cause shown, the Zoning Commission may waive one or more of the design standards of Subtitle K §§ 417 through 419 and may hear and decide a request for zoning relief needed along with the design review. The Applicant requests relief in the form of waivers, special exceptions, and variance which are addressed in Section VIII of this report.

The following is OP's analysis of these standards of Subtitle K § 400 and Subtitle K §§ 417 through 420 as applied to the application, although not all are applicable to this site.

### 400 GENERAL PROVISIONS (HE)

400.1 The purposes of the Hill East District are to:

- (a) *Connect and integrate Reservation 13 with adjacent neighborhoods, and the new waterfront park along the Anacostia River;*

**Purpose met.** The proposed development would continue with the development of Hill East to connect the surrounding neighborhood and the Anacostia Waterfront Park. The development of the correctional facility would further construct and extend Massachusetts Avenue through Hill East towards the Anacostia Avenue and towards the future waterfront park. The building's façade would have many distinctive elements and due to its size and function would be a “landmark” building public facility in Hill East. Distinctive elements and design would be consistent with the recommendations of the Hill East Design Guidelines.

- (b) *Utilize the site to meet a diversity of public needs, including health care, education, employment, government services and administration, retail, recreation and housing.*

**Purpose met.** Hill East is envisioned to be developed with a variety of uses, one of which is the correctional facility which is a government service. The proposed buildings would enable the government to house its residents and provide rehabilitative services to allow for better reintegration to lessen the rate of recidivism.

- (c) *Extend the existing pattern of local streets to and through the site to create simple, well-organized city blocks and appropriately-scaled development,*

**Purpose met.** The Hill East Design Guidelines and the Hill East District established the Capitol Hill grid pattern for the road network to be extended through the property. As part of the development, the portion of Massachusetts Avenue SE on which the buildings front would be constructed to a right-of-way width of 160 feet to enable the extension of the “grand boulevard” character of this street. The development would be consistent with the density and height requirements within the HE-3 and HE-4 zones and scaled to be compatible with the neighboring community.

- (d) *Maintain a human-scale of building heights that match existing neighborhood buildings and increase in height as the site slopes downward to the Anacostia waterfront;*

**Purpose met.** Both buildings would be built to the maximum height allowed under the HE-3 and HE-4 zone. Building 2, which would be on a higher elevation, would be 46 feet and three stories while Building 1 would be 88 feet and five stories providing the height transition consistent with having a stepped design increasing in height as the property slopes down towards the Anacostia Waterfront.

- (e) *Connect the Hill East neighborhood and the city at large to the waterfront via tree-lined public streets, recreational trails, and increased access to waterfront parklands;*

**Purpose met.** Massachusetts Avenue SE would be extended and constructed towards the future waterfront park. Massachusetts Avenue would be a public street with a right-of-way of 160 feet in front of the property, and would provide travel and parking lanes for vehicles, a bike lane, and a sidewalk buffered by planting strips and landscaping ([Exhibit 10A2](#), pages 19-22). The dimensions of the proposed sidewalks and planting strips would meet current DDOT standards and provide a separation of pedestrian, bicycle and vehicular movement. Massachusetts Avenue would give access to the Hill East neighborhood and the City to the future waterfront park.

Extensive landscaping along Massachusetts Avenue would be provided to buffer and soften the building from the public right of way, and would include a selection of trees, shrubs, grasses and flowering perennials above retaining walls. The connector area would have a sloped landscaped bridge with a mix of lower shrubs and flowering plants along the retaining walls ([Exhibit 10A4](#), pages 37-38 and [Exhibit 10A5](#), pages 39-41).

- (f) *Demonstrate environmental stewardship through environmentally-sensitive design, ample open spaces, and a waterfront park that serve as public amenities and benefit the neighborhood and the city.*

**Purpose met.** The Applicant submits that the buildings would achieve the equivalent of LEED 4 – LEED v4 for BD+C : New Construction and Major Renovation ([Exhibit 10A2](#), page 18). The development would include sustainable design features and low impact development measures, including bioretention areas. These sustainable features would benefit the development, the neighborhood and the City. Comments from the Department of Energy and Environment (DOEE) regarding the development are at Attachment II.

- (g) *Promote the use of mass transit by introducing new uses near Metro stations, and create an environment where the pedestrian, bicycle, and auto are all welcome, complementary, and unobtrusive, reducing the impact of traffic on adjacent neighborhood streets.*

**Purpose met.** The proposal provides a variety of options for workers and visitors to access the facility and reduce traffic and parking on neighborhood streets. Most of the traffic to and from the facility would be workers who currently park on adjacent streets, or on parking lots in Hill East which would no longer be available as those portions of Hill East are developed. The facility would provide 409 parking spaces below the buildings for employees, as well as long-term and short-term bicycle parking spaces. The property is just south of the Stadium Armory Metrorail Station and is serviced by the Blue, Orange and Silver lines and by several bus routes (B2, D6, 96 and Our Bus). To encourage the use of alternatives to private vehicles, sidewalks and bike lanes would be provided along Massachusetts Avenue SE.

As most of the employees would be DC Government employees, some may be provided with the

government's incentives to use Metro to commute to and from work while others may use pre-tax income to cover the cost of commuting by mass transit or vanpools.

To further reduce vehicular trips to the facility, the technology and space to facilitate virtual visits between residents and their families or their legal representatives would be provided to help reduce the need for personal and vehicular trips to the facility.

(h) *Limit the Central Detention Facility and the Correction Treatment Facility to areas south of Massachusetts Avenue; and*

**Purpose met.** The entire correctional facility would be to the south of Massachusetts Avenue.

(i) *Create attractive "places" of unique and complementary character including:*

1. *A new, vital neighborhood center around the Metro station at C and 19<sup>th</sup> Streets that serves the unmet neighborhood commercial/needs of the community and extends to the waterfront with a new residential district;*
2. ***Massachusetts Avenue as a grand Washington 'boulevard' in the tradition of the L'Enfant Plan;***
3. *A district for city-wide uses and services, such as health care, education, and recreation along Independence Avenue, and*
4. *A grand public waterfront park incorporating monumental places and quiet natural retreats accessed by a meandering park drive set back from the Anacostia River.*

**Purpose met.** The extension of Massachusetts Avenue towards the waterfront would be consistent with the vision of the L'Enfant Plan. The proposed development would provide the correctional facility with a new and modern face along Massachusetts Avenue as envisioned by the Hill East Master Plan. The façade of the building would bring new architectural elements, detailing and landscaping that would be unique to the neighborhood, would be appropriate for a large, public facility, and would be an attractive building entering and exiting the neighborhood.

## **417 GROUND FLOOR USE REQUIREMENTS (HE)**

417.1 *The following locations are required to devote not less than sixty-five percent (65%) of the ground floor frontage to preferred uses and main building entrances, or lobbies to office and residential uses, and shall comply with the design requirements of Subtitle K §§ 418 through 420:*

...

(e) ***All Independence Avenue and Massachusetts Avenue frontages;***

**Waiver requested:** The existing correctional facility and the proposed buildings would have frontage on Massachusetts Avenue which requires that a minimum of 65% of the frontage be dedicated to the preferred uses of Subtitle H § 411 and includes retail, entertainment, assembly, performance and other service uses as well as building entrances and lobbies to offices and residential uses. The correctional facility has unique security needs which precludes the building from providing any of the ground floor preferred uses of Subtitle K § 411.1. Given the unique nature and security needs of the facility, having these uses within the buildings could have major security risks. The waiver request is further addressed below in Section VIII of this report.

417.2 *The following locations are permitted to have ground floor preferred uses, provided that the building shall be constructed so that not less than sixty-five percent (65%) of the ground floor frontage will be devoted to preferred uses and main building entrances, or lobbies to office and residential uses and shall comply with the design requirements of Subtitle K §§ 418 through 420:*

- (a) *All frontages on 19th Street;*
- (b) *...*
- (g) *All frontages on Water Street.*

**Not Applicable.** Although a portion of the subject property fronts on 19<sup>th</sup> Street, the above requirement is not applicable to this portion of 19<sup>th</sup> Street. In addition, the proposed new buildings is not located on any of the named locations.

## **418 DESIGN STANDARDS FOR GROUND FLOOR PREFERRED USES CONDITIONS (HE)**

418.1 *Wherever preferred uses, as defined in Subtitle K §411, are required or allowed pursuant to Subtitle K §§ 412, such ground floor preferred uses shall:*

- (a) *If located on a corner, wrap around the corner to a minimum depth of 20 feet on the side street.*
- (b) *Occupy the ground floor to a minimum depth of 30 feet.*
- (c) *Have a minimum clear floor-to-ceiling height of fourteen (14) feet, measured from the finished grade, for the area of the ground floor dedicated to preferred uses.*
- (d) *The street-facing facades of buildings on primary streets shall devote not less than seventy-five (75) percent per individual use or fifty (50) percent of the length and fifty (50) percent of the surface area of the street wall at the ground level to windows associated with preferred uses or windows associated with main building entrances; and*
- (e) *The street-facing facades of mixed-use or non-residential buildings on secondary streets shall devote not less than seventy-five (75) percent per individual use or thirty (30) percent of the length and thirty (30) percent of the surface area of the street wall at the ground level to windows associated with preferred uses or windows associated with main building entrances.*

418.2 *The windows required by Subtitle K § 418.1(d) shall have clear or clear/low emissivity glass allowing transparency to a depth of twenty (20) feet into the preferred ground level space with bottom sills no more than four (4) feet above the adjacent sidewalk grade.*

418.3 *Such windows must allow views from within the building to the street.*

**Waiver Requested.** The Applicant has requested a waiver from the requirements of Subtitle K §§ 412 to not provide ground floor preferred uses, as the unique programmatic needs of this use would preclude the ability to meet this requirement. This is further discussed in Section VIII.

## 419 DESIGN CONDITIONS (HE)

419.1 *The provisions of this section establish the design requirements for all buildings and structures located in the HE District.*

419.2 *Except as provided in Subtitle K § 418.2, the front of a building or structure shall extend to the property line(s) abutting the street right-of-way for not less than ninety percent (90%) of the property line and to a height of not less than twenty-five feet (25 ft.).*

**Standard met:** A greater than 90% of the building would be along the property line along Massachusetts Avenue. The exception would be the above ground connector portion of building. The height of the building would be greater than 25 feet, ranging from 46 feet to 88 feet.

419.3 *Whatever portion of the front of a building or structure that does not extend to the property line(s) pursuant to Subtitle K § 419.2 must extend to within twenty-five feet (25 ft.) of the front property line and to a height of not less than twenty-five feet (25 ft.).*

**Waiver requested.** The above ground connector portion of building would be set back a distance greater than 25 feet from Massachusetts Avenue - 104 feet. Due to the internal configuration of the building to accommodate circulation between Building 1 and Building 2 a greater setback is necessary and is at a height greater than 25 feet ([Exhibit 10A4](#), pages 33 and 37). This is further discussed in Section VIII.

419.4 *Awnings, canopies, bay windows, and balconies may extend forward of the required building line to the extent permitted by any other regulations.*

**Standard met.** The buildings would have a series of awning projection “leaves” that comply with the projection allowed into public space. At the entrance to Building 1 there would be a marque projection that extends approximately 12 feet into the Massachusetts Avenue public way (see [Exhibit 10A7](#), pages 60 to 68). All projections into public space would be reviewed by the Public Space Committee.

419.5 *For every fifty feet (50 ft.) of uninterrupted building façade length, the building shall incorporate modulated and articulated building wall planes through the use of projections, recesses and reveals expressing structural bays, changes in color graphical patterns, texture, or changes in building material of the façade.*

**Standard met.** The façade of the buildings would utilize changes in material, patterns, and textures to provide visual breaks and show as an articulated building. The main façade of the buildings would be window wall of vertical panels made from a combination of vision glass, vision glass with frit, translucent glass with film and opaque glass with insulated back pan. The window wall panels would be overlaid with vertical veils of various brown tones, with biophilic pattern projecting from the glass wall. The vertical panels would add depth and color to the façade and would act as reveals to interrupt the glass façade. The façade would also have steel, columns of painted contrasting color extending from the roof to the slab at grade. Additionally, there would be a series of horizontal, steel canopy, projections to add visual interest and texture ([Exhibit 10A6](#), pages 48 to 57, [Exhibit 10A7](#), pages 59 to 65).

419.6 *The articulation shall have a minimum change of plane of six inches (6 in.).*

**Standard met.** The articulation provided by the perforated panels would provide a change in plane through protrusion that extend between 1.5 feet to 2.5 feet along all building façades ([Exhibit 10A7](#), page 64).

419.7 *Façade articulation of less than two feet (2 ft.) in depth shall qualify to meet the street frontage required building line standards of Subtitle K §§ 419.2 and 419.3.*

**Standard met.** The buildings would meet the street frontage requirement as both would be located along the property line except for the connector portion of the building for which a waiver has been requested.

419.8 *Any single articulation feature shall not exceed sixty percent (60%) of the building façade width.*

**Standard met.** The proposal incorporates a combination of articulated and modulated elements to meet the requirement. The columns are held approximately one foot off the building face that express architectural bays within the facade. These columns bays are then broken down by a series of perforated metal scrim panels projecting another 1.5 to 2.5 feet which further articulates the facade.

419.9 *Buildings with ground floor retail shall incorporate vertical elements to create a series of storefront-type bays with entrances that are no more than fifty feet (50 ft.) apart.*

**Waiver Requested.** A waiver is requested to not provide ground floor retail, due to the unique programmatic needs for the intended use, as addressed below in Section VIII of this report.

419.10 *Security grilles shall have no less than seventy percent (70%) transparency.*

**Not Applicable.** No security grills are proposed.

419.11 *Street-facing facades shall not have blank walls (without doors or windows) greater than ten feet (10 ft.) in length.*

**Standard met.** The building's façade facing Massachusetts Avenue would be glass or window wall of a combination of clear, semi-transparent, and opaque glass panels. The flat window wall is broken up by the scrim panels and columns. The entrance lobby area, not covered by the scrim would be broken up by the columns.

419.12 *Each use within a building shall have an individual public entrance that is clearly defined and directly accessible from the public sidewalk.*

**Standard met.** The development would have only one use and the public entrance would be off Massachusetts Avenue and clearly defined and marked. [Exhibit 10A5](#), page 42.

419.13 *Exterior display of goods and exterior storage between the building line and the front lot line is prohibited. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, or other appropriate vendors are permitted to the extent consistent with other District laws.*

**Standard met.** No display of goods or storage is proposed along Massachusetts Avenue.

419.14 *Windows shall cover the following minimum area of street-facing facades above the ground floor level.*

TABLE K § 419.14 MINIMUM PERCENTAGE OF STREET FACING FACADE		
Location	Minimum Percentage	
	Non-Residential	Residential
Primary Street	35%	20%
Secondary Street	40%	20%

**Standard met.** As outlined above, the entire façade is a window wall made up of a combination of vision, semi-transparent, and opaque glass panels that would be visible through the scrim panels.

*419.15 Buildings and structures should clearly articulate a base, middle, and top, except for row dwellings and flats.*

**Standard met.** The base of Building 1 along Massachusetts Avenue would be defined by a 22-foot tall, first floor lobby area of exposed vision glass. The remainder of the base area would be mostly glass covered with scrim in some areas. The base on the other sides of the building, would be defined by integrated glass, scrim and board-foam concrete. The middle portion of the building would be defined by large portions of glass covered by scrim and the steel columns, while the top would be defined by vertical columns and the scrim forming a continuous belt course around the building.

The base level of Building 2 would be defined by a plinth made of a heavy board formed concrete wall while the middle is a transition between the base and the top with a defined articulation of the scrim panels over the glass. The top would be defined by the vertical columns and the scrim forming a continuous six-foot belt course at the top of the building.

*419.16 High quality, durable materials which enhance the building and convey permanence shall be required.*

**Standard met.** The materials to be used on both Building 1 and 2 would be a combination of glass, metal panels, steel, aluminum, board-foam.

*419.17 The use of synthetic stucco, vinyl siding, and/or other low-grade exterior finishes is prohibited.*

**Standard met.** The proposal does not include the use of synthetic stucco, vinyl siding, and/or other low-grade exterior finishes on the façade of the buildings.

## **420 DESIGN CONDITIONS FOR BUILDINGS LOCATED ON PRIMARY STREETS (HE)**

*420.1 The provisions of this section set forth standards for buildings and structures with frontage(s) on a primary street.*

The proposed building fronts on Massachusetts's Avenue which is a primary street.

*420.2 Notwithstanding Subtitle K §§ 419.2 and 419, the fronts of buildings located at street intersections shall be constructed to the property lines abutting each intersection street, without any setback, for a minimum of fifty (50) feet from the intersection, along each street frontage;*

**Not Applicable.** The proposed building is not at an intersection of two streets.

*420.3 The corner of the building at the intersection of two primary streets or a primary and secondary street shall incorporate articulation such, as but not limited to, being angled, curved, or chamfered to emphasize the corner;*

**Not Applicable.** The proposed building is not an intersection of two streets.

*420.4 The distance from the corner shall not exceed 20 feet, measured from the corner of the lot to the end of the angled or curved wall segment.*

**Not Applicable.** The proposed building is not an intersection of two streets.

420.5 *Entrances into a building shall be no more than fifty (50) feet apart and recessed no more than six (6) feet deep or ten (10) feet wide;*

**Variance requested.** The Applicant has requested variance from this condition as the proposed buildings would have only one entrance along Massachusetts Avenue, the primary street. The variance is addressed in Section VIII of this report.

420.6 *Buildings shall incorporate in the street-facing facade to create a series of storefront-type bays where preferred uses are present;*

**Not Applicable.** No preferred uses would be located along Massachusetts Avenue.

420.7 *Residential buildings shall have at least one primary entrance directly accessible from the public sidewalk;*

**Not applicable.** The proposal is not for a residential building.

420.8 *Instead of the windows required by Subtitle K § 418 1(d), on primary streets, artwork and displays relating to activities occurring within the building shall be permitted as a special exception if approved by the Zoning Commission pursuant to Subtitle X provided the applicant demonstrates that;*

- (a) *The building has more than 50 percent of its ground level space in storage, parking, or loading areas, or in uses which by their nature are not conducive to widows (such as theaters), and*
- (b) *The artwork or displays are consistent with the objective of providing a pleasant, rich, and diverse pedestrian experience.*

**Not Applicable.** The standard is not applicable as the building would not have any of the preferred uses required by Subtitle K § 418 1(d).

### **VIII. WAIVERS, SPECIAL EXCEPTION AND VARIANCE REQUESTS**

Subtitle K § 409.2 and § 409.3 of the HE Regulations states that with good cause shown, the Zoning Commission may waive one or more of the design standards of Subtitle K §§ 417 through 420 and may hear and decide a request for special exception and variance relief needed along with the design review. The Applicant requests the following waivers, special exception and area variance:

#### **WAIVERS**

- Waiver from Subtitle K § 417.1(e) which requires a minimum of 65% of ground floor frontage to have preferred uses along all Independence Avenue and Massachusetts Avenue frontages;

The building fronts on Massachusetts Avenue but would not provide any preferred uses, such as retail, entertainment or residential uses. The waiver is requested as the proposed building is a highly specialized and purpose oriented government building which requires a level of security that is peculiar to this use and would not be compatible with the preferred uses. **OP recommends approval of the waiver.**

- Waiver from Subtitle K § 419.3 which requires that the portion of the front of a building or structure that does not extend to the property line pursuant to Subtitle K § 419.2 must extend to within twenty-five feet of the front property line and to a height of not less than twenty-five feet;

The waiver is requested as the distance between the above ground connection and the front property line would be greater than 25 feet at 104 feet. Due to the internal configuration of the building to accommodate circulation between Building 1 and Building 2 a greater setback is necessary and is at a height greater than 25 feet. **OP recommends approval of the waiver.**

## **SPECIAL EXCEPTION**

The Zoning Administrator has determined that the Central Detention Facility and the Correction Treatment Facility are large scale governmental uses under the Zoning Regulations. This large scale governmental use is not listed as a permitted use, a use by special exception, or a prohibited use in the HE zone. However, Subtitle K § 412.1(k) states:

*Other principal uses that are not permitted by Subtitle K § 410, but not prohibited by Subtitle K § 415 shall be permitted in the HE zones as a special exception subject to the following conditions in addition to the general special exception criteria of Subtitle X and Subtitle K § 416; provided the Zoning Commission considers that the use is appropriate in furthering the purposes of the HE zones.*

The proposed large scale governmental use is not permitted under Subtitle K § 410 and is also not listed as being prohibited under Subtitle K § 415 and is therefore permitted by special exception. Special exception relief is therefore required to meet the requirements of Subtitle K § 412.(k) pursuant to Subtitle X § 901.2, Subtitle K § 413 and that the proposed use is appropriate in furthering the purposes of the HE Zone.

Subtitle K § 413.1 requires that any special exception granted under Subtitle K § 412 must meet the following conditions:

*413.1(a) Parking and traffic conditions associated with the operation of a proposed use shall not adversely affect adjacent or nearby uses;*

The proposed buildings would have below parking garages to accommodate 409 parking spaces for workers and visitors to the property. These spaces would assist in replacing the current parking lots on the property and parking within the Hill East neighborhood. The proximity to the Stadium Armory Metro station and the intended improvements to pedestrian and bicycle access could help reduce parking and traffic conditions. In addition, through the use of virtual technology, visits to the facility by family and legal representatives could reduce traffic to the facility. All these provisions combined should result in parking and traffic not adversely affect the nearby uses. Traffic and parking is further discussed by the Department of Transportation (DDOT).

*413.1(b) Noise associated with the operation of a proposed use shall not adversely affect adjacent or nearby uses;*

The operations of the correctional facility would be contained within the proposed structures, with the exception of intake procedures that would take place on the internal side of the building and the existing recreational areas on the southern portion of the property. Any potential noise from the residents would be contained within the building and noise spillage would be low. The proposed buildings would be separated by other buildings on the property or roadways.

*413.1(c) The proposed building will comply with the applicable ground floor use and design requirements of Subtitle K §§ 416 through 419;*

The proposal would comply with all applicable ground floor use and design requirements of Subtitle K §§ 416-419 except for where a waiver has been requested due to the security needs of the facility.

*413.1(d) The building's architectural design will enhance the urban design features of the immediate vicinity in which it is located; and*

The proposed facility would have a distinctive and unique architectural design that is befitting for this large, civic building. The design would camouflages it's use, and integrates the applicable design elements of the Hill East Master Plan and design guidelines. The architectural elements would not be similar to the design of the existing buildings but would be complementary and could set a standard for future building on Hill East.

*413.1(e) Vehicular access and egress will be located and designed so as to encourage safe and efficient pedestrian movement, minimize conflict with principal pedestrian ways, function efficiently, and create no dangerous or otherwise objectionable traffic conditions.*

The proposal has a driveway off Massachusetts Avenue to access its parking garage. The pedestrian access is located away from that curb-cut so there should be no conflicts with pedestrians accessing the building. The loading and truck access is from 19<sup>th</sup> and E Streets with all parking, loading and turnarounds on the subject property and would have minimal interaction with pedestrians.

## **Subtitle X § 901.2**

*901.2 The Board of Zoning Adjustment is authorized under § 8 of the Zoning Act, D.C. Official Code § 6-641.07(g)(2), to grant special exceptions, as provided in this title, where, in the judgment of the Board of Zoning Adjustment, the special exceptions:*

*(a) Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps;*

The purposes of the HE zones are outlined at Subtitle K § 400 (See Section VII of this report). The applicant has been demonstrated that the proposed correctional facility would meet these standards. Specifically, Subtitle K § 400.1(b) calls out that a purpose of the zone is to “utilize the site to meet a diversity of public needs, including . . . government services and administration . . .” The facility would continue to fulfill a critical government service. The proposal is also consistent with the purpose at Subtitle K § 400.1(h) that specifies that the correctional facility uses should be limited “to areas south of Massachusetts Avenue.” Therefore, the proposal would be in harmony with the purposes and intent of the Zoning Regulations and map.

*(b) Will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps; and*

The property is currently developed and used by the DC correctional facility and that use would continue on the property in the new buildings. Parking would be relocated from a surface parking lot into below grade parking and so would not be visible from the street and adjacent properties. With the availability of the option for virtual visits, traffic to the facility could be reduced. The new buildings would allow for the reorganization of the services and operations in the new facilities. Therefore, the proposed use should have minimum impact on the use of neighboring properties.

**As such, OP recommends approval of the requested special exception.**

## **VARIANCE**

The Applicant requests area variance relief from the requirements of Subtitle K § 420.5, that entrances into a building along a primary street (Massachusetts Avenue) shall be no more than fifty feet apart and recessed no more than six feet deep or ten feet wide.

### *Extraordinary or Exceptional Situation*

The Applicant is presented with an extraordinary and exceptional situation in that the facility is a large governmental facility, the only one in the District, and has special and unique security and safety needs.

### *Exceptional Practical Difficulties*

The requirement to provide preferred uses and entrances every 50 feet along the Massachusetts Avenue frontage of the building would be an exceptional practical difficulty to the Applicant who needs to provide a secure building and safety to residents of the area and the District.

The building frontage along Massachusetts is approximately 611 feet in length, which would require approximately 12 entrances. Providing all these entrances would be an exceptional practical difficulty, as it would be too many entrances to monitor and make secure, would be expensive and unnecessary, and would not be in keeping with the operations and program of the facility. To meet their security and safety needs only one entrance for visitors and staff would be provided from Massachusetts Avenue, as is necessary and appropriate for this unique use. Resident would be transported into the building via a driveway off Massachusetts Avenue to an internal intake area.

### *No Substantial Detriment to the Public Good*

Granting the requested variance would not pose a detriment, but rather a substantial benefit to the public good. The requested relief would allow the Applicant to construct a building with all the required security and safety measures to protect the residents, workers, visitors, and residents of Hill East and the District.

### *No Substantial Impairment to the Intent, Purpose, and Integrity of the Zoning Regulations*

As stated above, the continued accommodation of the proposed correctional facility at this location would be consistent with the purposes and intent of the HE District. The provision of one, secure entrance along Massachusetts Avenue is necessary due to the specialized function of the facility and the need to provide a special level of security. The granting of the requested variance should not impair the purpose and intent of the HE District and in fact, would enable the Applicant to construct a project that advances these purposes.

**OP therefore recommends approval of the requested variance.**

## **IX. DESIGN FLEXIBILITY**

The Applicant has requested design flexibility from the following design elements:

- To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, provided such variations do not change the exterior configuration or appearance of the building;
- To vary the final selection of the colors of the exterior materials, based on availability at the time of construction, provided such colors are within the color ranges shown on the Architectural Plans approved by the Commission;

- To make minor refinements to exterior façade details and dimensions, including curtain wall mullions and spandrels, window frames, glass types, belt courses, sills, bases, cornices, balcony railings and trim, or any other changes, providing such minor refinements do not substantially alter the Architectural Plans approved by the Commission and are necessary to comply with the District of Columbia Building Code or that are otherwise necessary to obtain a final building permit;
- To vary the location, attributes and general design of the streetscape incorporated in the project to comply with the requirements of and the approval by the D.C. Department of Transportation's Public Space Division;
- To vary the exterior materials to make minor refinements in the general design of the project to comply with the requirements of and the approval by the U.S. Commission of Fine Arts or the National Capitol Planning Commission; and
- To vary the final landscaping dimensions and materials as shown on the Architectural Plans based on either (i) availability and suitability at the time of construction, or (ii) in order to satisfy permitting requirements of the D.C. Department of Energy and Environment.

**OP does not object to the requested design flexibility.**

## **X. COMPLIANCE WITH DESIGN REVIEW STANDARDS**

Subtitle X § 604 requires:

604.1 *The Zoning Commission will evaluate and approve or disapprove a design review application subject to this chapter according to the standards of this section and for Mandatory Design Reviews subject to this chapter according to the standards stated in the provisions that require Zoning Commission review.*

604.2 *For Mandatory Design Review, the application must also meet the requirements of the provisions that mandated Zoning Commission approval.*

604.3 *The applicant shall have the burden of proof to justify the granting of the application according to these standards.*

604.4 *The applicant shall not be relieved of the responsibility of proving the case by a preponderance of the evidence, even if no evidence or arguments are presented in opposition to the case.*

The correctional facility on Parcels, L. N and O are in the HE-3 and HE-4 zones of the Hill East District and is subject to a Mandatory Design Review and zone-specific design criteria which are addressed in Section VII of this report.

604.5 *The Zoning Commission shall find that the proposed design review development is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site.*

The Comprehensive Plan is addressed in Section XI of this report.

604.6 *The Zoning Commission shall find that the proposed design review development will not tend to affect adversely the use of neighboring property and meets the general special exception criteria of Subtitle X, Chapter 9.*

The proposed development would be away from the Hill East neighborhood across 19th Street and the Congressional Cemetery to the south. At this time, the property to the east and to the north across

Massachusetts Avenue are undeveloped. However, the proposed facilities has been designed to be meet the design guidelines standards through its setbacks, density and height and would therefore be consistent with the pattern and scale of development envisioned by the Hill East Master Plan.

The proposed development should not impact light and air to adjacent properties due to its location away from the existing developments. As to noise, operations are mainly internal to the building except for resident drop-off/pick-up area at the rear of Building I and during outdoor recreational time which will continue to be next to Congressional Cemetery.

Overall, the development of Parcel B is consistent with the design and scale of development envisioned by the design guidelines and the areas where waivers, special exceptions and variance are requested would have no substantial adverse impact on the operations or functions of the adjacent buildings.

*604.7 The Zoning Commission shall review the urban design of the site and the building for the following criteria:*

- (a) Street frontages are designed to be safe, comfortable, and encourage pedestrian activity, including:*
  - (1) Multiple pedestrian entrances for large developments;*
  - (2) Direct driveway or garage access to the street is discouraged;*
  - (3) Commercial ground floors contain active uses with clear, inviting windows;*
  - (4) Blank facades are prevented or minimized; and*
  - (5) Wide sidewalks are provided;*

Due to the specialized use of the buildings as a correctional facility, security and safety are paramount and therefore the building would provide one pedestrian entrance off Massachusetts Avenue SE to serve staff and visitors. Due to the nature of the facility, it would not include ground floor commercial uses. A private street/driveway off Massachusetts Avenue would accommodate the transport of residents, and provide access to the below grade parking garage.

Massachusetts Avenue SE improvements would include wide pedestrian walkways and landscaped areas with street trees for shade and other ground level plantings, street furniture and lighting to make the pedestrians feel safe and comfortable. Blank facades on buildings are not allowed within the Hill East District by the Hill East Design Guidelines, and would not be provided by this proposal.

*604.7(b) Public gathering spaces and open spaces are encouraged, especially in the following situations:*

- (1) Where neighborhood open space is lacking;*
- (2) Near transit stations or hubs; and*
- (3) When they can enhance existing parks and the waterfront.*

Due to security and safety needs, no public open or gathering spaces would be provided on site. However, the Massachusetts Avenue frontage would be designed to provide for easy and pleasant pedestrian movements with its landscaped and sitting areas.

*604.7(c) New development respects the historic character of Washington's neighborhoods, including:*

- (1) *Developments near the District's major boulevards and public spaces should reinforce the existing urban form;*
- (2) *Infill development should respect, though need not imitate, the continuity of neighborhood architectural character; and*
- (3) *Development should respect and protect key landscape vistas and axial views of landmarks and important places.*

As part of the development, Massachusetts Avenue SE would be constructed as a wide boulevard, providing on-street parking, bicycle lanes, pedestrian walkway, landscaping and tree boxes for shade, and sitting areas and landscaped area to buffer and soften the building. The extension of Massachusetts Avenue would facilitate its future extension to the Anacostia waterfront. The extension of Massachusetts Avenue, the location of the buildings along the front property line, and the change in building heights would all serve to accommodate the views toward the waterfront envisioned by the Master Plan.

The modern and distinctive architecture of the building is befitting of a large, important civic building at this location along the envisioned “grand boulevard.” The building would positively contribute and set the standard for architectural character for future buildings at Hill East.

*604.7(d) Buildings strive for attractive and inspired façade design, including:*

- (1) *Reinforce the pedestrian realm with elevated detailing and design of first (1st) and second (2nd) stories; and*
- (2) *Incorporate contextual and quality building materials and fenestration.*

The building’s façade would be primarily glass embellished with horizontal steel panels and scrim veil which provides depth to the façade and tiered openings. The entrance is distinctive with a large canopy feature. The pedestrian walkway is separated from the building and enhanced by the use of undulating retaining walls and extensive landscaping with a variety of grass, shrubs trees and flowering plants.

*604.7(e) Sites are designed with sustainable landscaping; and*

Extensive, sustainable landscaping composed of a variety of grass, shrubs trees and flowering plants would be provided along Massachusetts Avenue and integrated with stormwater management features.

*604.7(f) Sites are developed to promote connectivity both internally and with surrounding neighborhoods, including:*

- (1) *Pedestrian pathways through developments increase mobility and link neighborhoods to transit;*
- (2) *The development incorporates transit and bicycle facilities and amenities;*
- (3) *Streets, easements, and open spaces are designed to be safe and pedestrian friendly;*
- (4) *Large sites are integrated into the surrounding community through street and pedestrian connections; and*
- (5) *Waterfront development contains high quality trail and shoreline design as well as ensuring access and view corridors to the waterfront.*

The construction and extension of Massachusetts Avenue would provide connections to the internal and external Hill East neighborhoods. As envisioned by the Master Plan, the extension of Massachusetts Avenue SE would assist in the buildout of the Hill East road network, integrate the correctional facility into the neighborhood., and provide connection to the Stadium Armory metro station via transit, bicycle and pedestrian ways.

## XI. COMPREHENSIVE PLAN

### I. PLANNING CONTEXT

#### A. Comprehensive Plan Maps

The District of Columbia 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 Guidelines for Using the Generalized Policy Map and the Future Land Use Map in the Framework Element state that the “*Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comprehensive Plan policies.*” Additionally, “*the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the Citywide Elements and the Area Elements.*” As demonstrated below, the proposed correctional facilities would not be inconsistent with the map designations or the Citywide and Area Elements.

#### Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates the majority of the property for Local Public Facilities with a small portion recommended for Mixed Use: Medium density residential/medium density commercial/institutional.



**Medium Density Residential:** This designation is used to define neighborhoods or areas generally, but not exclusively, suited for mid-rise apartment buildings. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. Pockets of low and moderate density housing may exist within these areas. Density typically ranges from 1.8 to 4.0 FAR, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development.

**Medium Density Commercial:** This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a FAR of 4.0 and 6.0,

*and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a FAR of 4.0 and 6.0,*

*with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-8 and MU-10 Zone Districts are consistent with the Medium Density category, and other zones may also apply. 10A DCMR § 227.1*

**Institutional:** This designation 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. 10A DCMR § 227.18

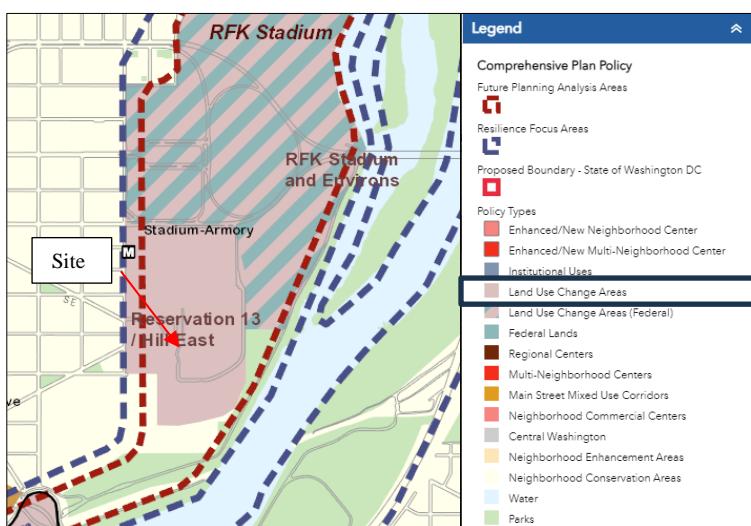
**Local Public Facilities:** This designation includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Other non-governmental facilities may be co-located on site. While included in this category, local public facilities smaller than one acre – including some of the District's libraries, police and fire stations, and similar uses – may not appear on the map due to scale. Zoning designations vary depending on surrounding uses. 227.1

The new correctional facility will continue to be owned and operated by the District of Columbia and is therefore not inconsistent with the Local Public Facilities designation for most of the site. A portion of the overall property, Parcel L and a portion of Parcel O is recommended for a mixed use - residential, commercial and institutional uses.

The mixed use designation for Parcel L and a portion of Parcel O is reflective of the vision of the Hill East Master Plan that Parcel L be developed with a mix of correctional supportive facilities. However, due to the need to retain the residents onsite during the future demolition of the existing, outdated buildings and to have some supportive services closer to where the residents are housed, the new building would be located within the area designated for medium-density residential and commercial and institutional uses. In light of flexibility provided for mixed use designations, and the direction of the Master Plan and the HE zones, taken as a whole, the development is not inconsistent with the FLUM designations for the Property.

### **Generalized Policy Map**

The Generalized Policy Map indicates that the area of the proposed map amendment is within the Land Use Change policy area, and within a Resilience Focus Area and a Future Planning Analysis Area.



**Land Use Change Areas:** Land Use Change Areas are areas where change to a different land use from what exists today is anticipated. In some cases, the Future Land Use Map depicts the specific mix of uses expected for these areas. In other cases, the Future Land Use Map shows these sites as "Federal," indicating the District does not currently have the authority to develop appropriate plans for these areas but expects to have this authority by 2025. 225.9

*There are more than two dozen Land Use Change Areas identified on the Generalized Policy Map. They include many of the city's large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated*

*to undergo redevelopment. Together, they represent much of the city's supply of vacant and underutilized land.* 225.10

*The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks, and civic facilities. The Comprehensive Plan's Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area.* 225.11

*As Land Use Change Areas are redeveloped, the District aspires to create high quality neighborhoods that demonstrate exemplary site and architectural design and innovative environmental features, compatible with nearby neighborhoods, protect cultural and historic assets, and provide significant affordable-housing and employment opportunities. Measures to ensure that public benefits are commensurate with increased density and to avoid and mitigate undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary. Such measures should prioritize equity by accounting for the needs of underserved communities.* 225.12

Reservation 13 formerly housed the City's hospital and other medical services, shelters and correctional facilities. The Hill East Master Plan outlines a vision for the redevelopment of the Hill East which includes the retention of the correctional facilities south of Massachusetts Avenue SE while redeveloping the remainder of the site with a mixed-use community containing housing, affordable housing, retail, and parks and open space areas, as recommended by the FLUM, the Capitol Hill Area Element and the Reservation 13 Policy Focus Area.

The development of Parcels L, N and O would be in line with the development envisioned for this Land Use Change Area. The proposal would implement and meet all applicable design guidelines for Hill East which aspire to create a high-quality neighborhood through exemplary site and architectural design, and would be compatible to adjacent uses and future development envisioned for Hill East.

**Resilience Focus Area:** *Areas where future planning efforts are anticipated to ensure resilience to flooding for new development and infrastructure projects, including capital projects, especially in areas with in the 100- and 500- floodplains. In the Resilience Focus Areas, the implementation of neighborhood-scale, as well as site-specific solutions, design guidelines and policies for a climate adaptive and resilient city are encouraged and expected. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of any future analysis for each area.*

The development would incorporate many climate resilient features including stormwater management and landscaping to minimize water run off to the Anacostia River. The Applicant states that they will continue to coordinate with DOEE on meeting applicable requirements.

**Future Planning Analysis Area:** *Areas of large tracts or corridors where future analysis is anticipated to ensure adequate planning for equitable development. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future planning analyses process for each area. Planning analyses generally establish guiding documents. Such analyses will precede any zoning changes in this area. The planning process should evaluate current infrastructure and utility capacity against full build out and projected population and employment growth. Planning should also focus on issues most relevant to the community that can be effectively addressed through a planning process. Individual planning analyses may study smaller areas than the Analysis Area. For the purposes of determining whether a planning analysis is needed before a zoning change, the boundaries of the Future Planning Analysis Areas shall be considered as drawn. The evaluation of current infrastructure and utility capacity should specify the physical or*

*operational capacity both inside the boundaries and any relevant District-wide infrastructure available. 2503.2*

The future planning for the redevelopment of Reservation 13, which included significant public participation, has already taken place and resulted in the Council approved Master Plan for Reservation 13, Hill East Waterfront. To implement the recommendations of the Master Plan, the Hill East Zone and Design Guidelines were approved by the Zoning Commission. Any future planning for this area would not impact the Hill East site.

## **B. Master Plan for Reservation 13 Hill East Waterfront**

The [\*\*Master Plan for Reservation 13 Hill East Waterfront\*\*](#) (“Hill East Master Plan” “Plan”), approved by the D.C. Council in October 2002 for the 67 acres public lands known as Reservation 13. The vision for the Master Plan is that the area be:

*An urban waterfront district that serves the District of Columbia and connects the surrounding neighborhoods to the Anacostia River via public streets and green parks. It is a public resource hosting a mixture of uses, including health care, civic, residential, educational, community and other public uses. It is community and other public uses. It is pedestrian-oriented, has a human scale, and is a convenient, safe and pleasurable place to visit, live, work and play.*

To realize the vision for Hill East the Plan outline nine Planning Principles:

1. *Connect and integrate Reservation 13 with adjacent neighborhoods, and the new waterfront park along the Anacostia River;*
2. *Utilize the site to meet a diversity of public needs including health care, education, employment, government services and administration, recreation and housing;*
3. *Extend the existing pattern of local streets to and through the site to create simple, well-organized city blocks and appropriately-scaled development;*
4. *Maintain a human-scale of building heights that match existing neighborhood buildings and increase in height as the site slopes downward to the Anacostia waterfront;*
5. *Connect the Hill East neighborhood and the city at large to the waterfront via tree-lined public streets, recreational trails and increased access to waterfront parklands;*
6. *Demonstrate environmental stewardship through environmentally sensitive design, ample open spaces, and a great waterfront park that serve as public amenities and benefit the neighborhood and the city;*
7. *Promote the use of mass transit by introducing new uses near Metro stations and create an environment where the pedestrian, bicycle, and auto are all welcome, complementary, and unobtrusive, reducing the impact of traffic on adjacent neighborhood streets;*
8. *Create attractive “places” of unique and complementary character including:*
  - a. *A new vital neighborhood center around the Metro station at C and 19th Streets that serves the unmet neighborhood commercial needs of the community and extends to the waterfront with a new residential district;*
  - b. *The Massachusetts Avenue as a grand Washington “boulevard” in the tradition of the L’Enfant plan and devoted to a new center for Public Health and Science;*

- c. *A district for city-wide uses and services, such as health care, education, and recreation along Independence Avenue;*
- d. *A giant public waterfront park incorporating monumental places and quiet natural retreats accessed by a meandering park drive set back from the Anacostia River; and*
- 9. *Limit improvements to correctional facilities to areas south of Massachusetts Avenue.*

The proposed development would be wholly located to the area south of Massachusetts Avenue SE and would help to implement the vision for Hill East as it would address *public needs and provide a government service*. The building heights would be as allowed in the HE-3 and HE-4 zones and would be consistent with the slope of the land down towards the Anacostia waterfront. Massachusetts Avenue would be extended and would be designed with bicycle lanes, pedestrian walkways and landscaping to create a “*grand boulevard*” and greater connectively towards the future waterfront park.

The development would include stormwater management systems, and extensive landscaping to create an environmentally sensitive design. Ample parking spaces would be provided on site to reduce parking on neighborhood streets along with opportunities for virtual visits and encouragement of persons to utilize the Stadium Armory Metro Station and busses to access the property to reduce traffic to the site.

## **XII. ANALYSIS THROUGH A RACIAL EQUITY LENS AND THE ZONING COMMISSION’S RACIAL EQUITY TOOL**

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 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 as part of [Exhibit 3G](#) and is provided below in relation to the proposed. While it can be difficult to assess the actual impact that would result from any development on these sites, the potential impacts, positive or negative, of new development that would result from the proposed development can be assessed.

### **Part 1 - Comprehensive Plan Policies**

As noted above, the proposed building would be not inconsistent with both Comp Plan Generalized Policy Map and Future Land Use Map. The proposed development, including on and off-site improvements including the extension of Massachusetts Avenue, would not be inconsistent with the

Citywide Elements of the Comprehensive Plan and would particularly further policies of the Land Use, Transportation, Environmental Protection, Urban Design and Community Services and Facilities Elements.

The following policies would be advanced by the proposed development. Please refer to Attachment I at the end of this report for the full text of the noted policies.

### **Citywide Elements:**

#### ***Land Use Element***

- *Policy LU-1.3.1: Reuse of Large Publicly Owned Sites*
- *Policy LU-1.3.5: Public Benefit Uses on Large Sites*
- *Policy LU-1.3.6: New Neighborhoods and the Urban Fabric*
- *Policy LU-1.3.7: Protecting Existing Assets on Large Sites*
- *Policy LU-1.4.2: Development Around Metrorail Stations*
- *Policy LU-1.4.5: Design to Encourage Transit Use*
- *Policy LU-1.4.7: Parking Near Metro Stations*
- *Policy LU-1.4.9: Public Facilities*
- *Policy LU-2.1.2: Neighborhood Revitalization*
- *Policy LU-2.2.4: Neighborhood Beautification*

The proposed development would facilitate the redevelopment of the correctional facility south of Massachusetts Avenue SE as envisioned by the Comp Plan and the Hill East Master Plan and would benefit the District as a whole. The correctional facility is in close proximity to the Stadium Armory Metro station and the development would provide improved bicycle and pedestrian access for visitors or employees. The proposed building along with future developments would lead to the revitalization of Hill East. The landscaping along Massachusetts Avenue and along other building frontages and pedestrian walkways would provide connections to the adjacent neighborhood and provide future connections to the waterfront.

#### ***Transportation Element***

- *Policy T-1.1.3: Context-Sensitive Transportation*
- *Policy T-1.1.7: Equitable Transportation Access*
- *Policy T-1.2: Transforming Corridors*
- *Policy T-1.3.1: Transit-Accessible Employment*
- *Policy T-1.4.1: Street Design for Placemaking*
- *Policy T-2.2.1: Multimodal Connections*
- *Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning*
- *Policy T-2.3.3: Bicycle Safety*
- *Policy T-2.3.B: Bicycle Facilities*
- *Policy T-2.4.1: Pedestrian Network*
- *Policy T-2.4.2: Pedestrian Safety*
- *Policy T-2.5.5: Natural Landscaping*
- *Policy T-3.1.1: TDM Programs*

The proposed development would include the extension of Massachusetts Ave. SE through Hill East to the future Anacostia Waterfront area, and would provide connections to other neighboring streets. The property is in close proximity to public transit, the Stadium-Armory Metrorail station, with connections

to various train and bus routes would provide increased access to workers and visitors to the facility. The existing and proposed transportation improvements, including long- and short-term bicycle parking stations, would assist in creating a multi-modal environment where pedestrians, bicyclists, and motorists can navigate safely. A multi-modal transportation system serving the development would result in a more equitable network that provides greater accessibility to workers and visitors to the site. The proposed transportation demand management plan includes strategies to manage the traffic generated by the facility and minimize any adverse impacts to the surrounding roadways.

#### ***Environmental Protection Element***

- *Policy E-1.1.2: Urban Heat Island Mitigation*
- *Policy E-2.1.3: Sustainable Landscaping Policy Practices*
- *Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff*

The proposed facility would incorporate energy efficient systems to reduce energy use. The development would be at a LEED Silver certification level and DOEE has made additional recommendations to the Applicant (Attachment II) to further address energy and sustainability issues.

#### ***Urban Design Element***

- *Policy UD-1.3.6: Waterfront Access and Connectivity*
- *Policy UD-1.4.1: Thoroughfares and Urban Form*
- *Policy UD-1.4.3: Thoroughfare Vistas and View Corridors*
- *Policy UD-2.1.1: Streetscapes that Prioritize the Human Experience*
- *Policy UD-2.2.1: Neighborhood Character and Identity*
- *Policy UD-2.2.2: Areas of Strong Architectural Character*
- *Policy UD 4.1.1: Capital Improvements and Urban Design*
- *Policy UD-4.2.1: Scale and Massing of Large Buildings*

The proposed buildings would implement the applicable architectural elements required by the Hill East Design Guidelines. Design elements of the building façade would include a combination of glass, scrims, and a pronounced entrance giving the large building a strong architecture character befitting of a large scale government building. The scale and massing of the buildings would be consistent with the HE-3 and HE-4 zones. The abutting streetscape and landscaping would engender safe and active spaces and movement along Massachusetts Avenue and would allow for its extension towards the future waterfront area.

#### ***Community Services and Facilities Element***

- *Policy CSF-5.1.1: Ensuring Safety, Security, and Humane Operation*
- *Policy CSF-5.1.3: Information Systems*
- *Action CSF-5.1.A: Planning and Design of Correctional Facilities*

The proposal new facility would be designed with upgrades to safety and security systems, allow for electronic visits, and provide additional opportunities for the rehabilitation of residents.

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

The following policies would potentially not be advanced by the proposed development:

- *Policy LU-2.1.12: Reuse of Public Buildings*

*Rehabilitate vacant or outdated public and semi-public buildings for continued use including residential uses, particularly if located within residential areas. Reuse plans should be*

*compatible with their surroundings and co-location of uses considered to meet broader District-wide goals. Reuse of public buildings should implement Small Area and Framework Plans where possible. 310.19*

- **Policy E-3.2.2 Net-Zero Buildings**

*Provide incentives for new buildings to meet net-zero energy design standards, as called for in Clean Energy DC and Sustainable DC 2.0. Establish a path to the phased adoption of net-zero codes between 2022 and 2026. The District's building energy codes should be updated again by 2026 to require that all new buildings achieve net-zero energy use or better. Prior to 2026, the District should provide incentives to projects that voluntarily seek to achieve net-zero energy use. 612.4*

- **Policy E-3.2.7: Energy-Efficient Building and Site Planning**

*Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9*

The Applicant has stated that the existing CDF building is old, lacking in modern facilities and new technology and in general is not conducive to the goal of rehabilitation of its residents. To renovate the CDF building would be expensive and not cost effective. However, the CTF building is slated for renovation at a later date. The proposal would be constructed at a LEED Silver standard which is the minimum and does not meet the net-zero standards, and would not incorporate alternative energy sources.

## **Capitol Hill Area Element**

### **Brief History**

The Capitol Hill Planning Area has played an important role in the growth of the nation's capital since the 1700s. Pierre L'Enfant original vision was that Washington, DC's major commercial street would extend eastward from the Capitol to the Anacostia River with a deep-water port on the river to become the District's center of commerce. The eastern section of L'Enfant's grand design failed to materialize, however, and the District developed to the west. However, the Hill would achieve its own unique identity.

In 1861, at the beginning of the Civil War, only a few blocks east of the Capitol and south near the Navy Yard had been developed. Most streets were unpaved and shanties stood side by side with more substantial wood frame and brick dwellings. Horse-drawn streetcars served the Hill and the Navy Yard and connected these areas to the Capitol and downtown.

After the Civil War, the neighborhood began to expand as the District had endured and prospered, and investment increased. During the last quarter of the 19th century, brick row houses were built north and east of the Capitol, new stores and banks were established, and streets were graded and paved. An ethnically diverse community settled there, including Italians, Germans, and Africans. By the late 1800s, there were houses as far east as Lincoln Park, where the Emancipation statue was erected in 1876. Philadelphia Row, completed in 1866 on 11th Street SE, was one of the first large-scale developments in the area. Senators, congressmen, and other public officials lived in the elegant homes around Lincoln Park and along East Capitol Street. More modest homes supported a growing middle class, employed at the Navy Yard and at the federal buildings around the U.S. Capitol. The area's

growth was spurred by the construction of electric streetcar lines in the early 1900s, which gave rise to commercial districts like H Street NE.

The Hill has gone through several cycles of reinvestment and renewal during the last century. The neighborhood became less fashionable than the burgeoning area northwest of downtown, and some of its more prominent residents relocated. By the late 1920s, the National Capital Park and Planning Commission had developed plans for an eastward extension of the National Mall, extending from the Capitol to the Anacostia River. While these plans were not carried out, housing conditions on the Hill continued to deteriorate through the Great Depression and World War II. The 1950 Comprehensive Plan identified much of the neighborhood as underinvested or vacant. Congress funded public housing construction in response, and additional blocks around the Capitol were replaced with new federal offices.

By the 1950s, parts of Capitol Hill began changing and many turn-of-the-century row homes on the blocks just east of the Capitol were restored, bringing a renaissance to close-in neighborhoods. However, the recovery was uneven and slower to arrive on the eastern edge of the Hill. Parts of the area continued to experience economic challenges through the 1960s, and H Street NE was heavily impacted by the 1968 unrest. Most of Capitol Hill remained an established, diverse, and economically and racially mixed community through the 1980s and 1990s. Since the early 2000s, the population in the Capitol Hill Planning Area has steadily increased. More young professionals and families with young children are moving to the Hill neighborhood for the family-size row houses, high-quality schools, and access to transit and other community amenities. Neighborhoods to the north of Capitol Hill, particularly in the areas around the H Street NE corridor, experienced growth due to the popularity of H Street amenities and significant infill residential development that has been built in the last 10 years.

In the 1840s, Congress constructed a new asylum on the banks of the Anacostia River (federal Reservation 13) known as the “Washington Asylum Hospital,” the precursor to the DC Jail. The compound was expanded in a piecemeal fashion, serving as barracks for wounded Union Soldiers, wards for smallpox and tuberculosis sufferers, confinement for the insane, and housing for nurses. The hospital had its critics and the facilities were condemned as being unsuitable for the sick persons. DC General was closed as a hospital in 2001 and was then used as a homeless shelter and transitional housing for families.

The struggles of DC General as a hospital and a homeless shelter are well-documented and impacted the Black and African American population more than any other demographic during its existence. It provided service to persons who had no other health care options. The level of care received by primarily Black patients was often inadequate, resulting in permanent damage to the individual and their family due to errors and general neglect. The homeless shelter impacted primarily Black and African American individuals, families, and children at a rate higher than in any other demographic.

## **Capitol Hill Area Element Policies**

The proposal would particularly further the following Area Element policy:

- *Policy CH-1.2.3: L'Enfant Avenues*
- *Policy CH-2.4.1: Redevelopment of Public Reservation 13*
- *Policy CH-2.4.2: Reservation 13 as an Extension of Hill East*
- *Policy CH-2.4.4: Stadium-Armory Metro Station*
- *Policy CH-2.4.5: Reservation 13 Building Heights*
- *Policy CH-2.4.A: Hill East/Reservation 13 Master Plan*

The Hill East Master Plan envisioned the proposed correctional facility south of Massachusetts Avenue and would address implement many of the policies for the creation of Hill East as a vibrant, mixed-use area. The buildings would be within the required building heights and generally meets the urban design elements. As required, Massachusetts Avenue would be extended to further towards the future waterfront park and would be complemented by extensive landscaping and would enhance pedestrian circulation.

### **Capitol Hill Policy Focus Areas**

The Capitol Hill Area Elements has six Policy Focus Areas. Hill East is within the Reservation 13/RFK Stadium Area. The proposal would particularly address the following policies:

***Policy CH-2.4.1: Redevelopment of Public Reservation 13*** *Redevelop Reservation 13 as a mixed-use neighborhood that combines housing, retail, office space, health care, civic, education, institutional, and recreational uses. This site could be a future potential opportunity for an anchor employer or institution. Established uses such as the DC Correctional Facility should be retained. Health care and institutional uses on the site should be reorganized to accommodate infill uses, improve the site's vitality and efficiency, and create an environment more conducive to pedestrian travel.* 1513.6

The proposed correctional facility would enable the retention of the DC Correctional Facility within Hill East.

***Policy CH-2.4.2: Reservation 13 as an Extension of Hill East*** *Connect the established Hill East neighborhood to the Anacostia waterfront by extending Massachusetts Avenue and the Capitol Hill street grid through Reservation 13 to new shoreline parks and open spaces. Massachusetts Avenue should be designed as a grand boulevard in the tradition of the L'Enfant Plan, and should terminate in a dramatic overlook above the Anacostia River.* 1513.7

The proposed development would facilitate the further extension Massachusetts Avenue as a grand boulevard that in the future would be extended further to the Anacostia River.

***Policy CH-2.4.4: Stadium-Armory Metro Station*** *Capitalize on the Stadium-Armory Metro station in the design and development of Reservation 13. This should include development of a new neighborhood center near 19th and C Streets SE that serves the unmet needs of the nearby community, as well as the development of moderate- to high density housing on the Reservation 13 site.* 1513.9

The correctional facility would capitalize on its proximity to the Stadium-Armory Metro Station as it would allow for various transportation options for the visitors and workers to the site.

***Policy CH-2.4.5: Reservation 13 Building Heights*** *Achieve a gradual progression in building heights on Reservation 13, with the lowest heights along 19th Street SE to buffer the adjacent low-scale row house neighborhoods. Taller buildings should be located along the Massachusetts Avenue extension and on the portions of the site where visual impacts can be minimized by slope and topography. Buildings should be designed to maximize waterfront views and vistas and minimize impacts on nearby residences.* 1513.10

The proposed building heights would be within the limits established for the HE-3 and HE-4 zones and would transition from 46 feet to 88 feet along Massachusetts Avenue towards the Anacostia Waterfront.

### **Part 2 – Applicant/Petitioner Community Outreach and Engagement**

The Applicant has provided details of their outreach efforts as part of [Exhibit 10](#), page 16.

### **Part 3 - Disaggregated Planning Area Data**

Although the application is for design review for a particular property, the proposed correctional facility would have a citywide impact and is not expected to have a direct impact on the Capitol Hill demographics. The racial equity impact would be citywide. However, Citywide and Area Element demographic data is provided in Attachment III.

### **Part 4 – 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.*

<b>Factor</b>	<b>Question</b>	<b>OP Response</b>
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The proposed correctional facility would not result in the displacement of any residents or businesses.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	OP does not anticipate indirect residential displacement. This facility has been in the neighborhood for a long time, and its improvement would enhance the Hill East area.
Housing	Will the action result in changes to: <ul style="list-style-type: none"><li>▪ Market Rate Housing</li><li>▪ Affordable Housing</li><li>▪ Replacement Housing</li></ul>	The proposed new correctional facility should not negatively impact housing affordability in the area.
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"><li>▪ Public Space Improvements</li><li>▪ Urban Design Improvements</li><li>▪ Streetscape Improvements</li></ul>	<p>The proposed development would result in public space, streetscape and design improvements. Currently, the frontage along Massachusetts Avenue is mostly concrete for driveways and parking areas with very few trees or landscaping. The proposed development would provide landscaping and streetscape improvements along Massachusetts Avenue SE to a degree greater than that recommended in the Hill East Master Plan and Hill East Design Guidelines, to be more accommodating to pedestrians, bicyclists and drivers.</p> <p>The development would comply with the Hill East Design Guidelines which envision the development of the overall Hill East into a community. The buildings would include superior urban design elements such as its vertical planes panels, opaque and translucent glass and aluminum along with horizontal projection interspersed on the façade. The design and cladding of the building would help to present a distinct architecture compatible the present and future urban character of Hill East, and with the importance of Massachusetts Avenue SE as a vibrant boulevard. The proposed public facility would have a distinctive architectural design along with the building materials. The sitting areas could provide a respite for pedestrian and bicyclist as they travel down Massachusetts to future developments and the Anacostia Waterfront Park.</p>

Factor	Question	OP Response
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none"><li>▪ Job Training/Creation</li><li>▪ Healthcare</li><li>▪ Addition of Retail/Access to New Services</li></ul>	A significant change in access to opportunities is not anticipated. The development would generate construction jobs and there could be additional service jobs to serve the facility.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant provides details of their ongoing outreach efforts as part <a href="#">Exhibit 10</a> , page 16 including meetings with ANC-7F, ANC -7D, ANC-6B, community organizations, Wards 7 and 8 residents, The applicant has also created a website, to provide information as well as allow for the submission of questions <a href="https://newcorrectionalfacility.dc.gov/..">https://newcorrectionalfacility.dc.gov/..</a>

### XIII. SUMMARY OF PLANNING ANALYSIS

The proposed development would meet the Hill East Design Guidelines and not be inconsistent with the Comprehensive Plan. Specifically, the FLUM and Generalized Policy Map, the Capitol Hill Area Element, and Hill East Master Plan all support the redevelopment of the new Hill East community. The proposed development of a new correctional facility with the extension of Massachusetts Avenue, an improved public realm, environmental enhancements, and connection to transit would further goals and objectives of these planning documents.

### XIV. DISTRICT AGENCY COMMENT

OP received comments from DDOE, provided in Attachment II. The Department of Transportation (DDOT) will provide comments under separate cover.

### XV. ANC COMMENTS

The HE district is within ANC-7F. At the time of this report, there is no ANC report in the record.

### XVI. SUMMARY

OP is very supportive of the unique design of the new correctional facility and especially appreciates the Applicant's compliance with the many design specifications of the HE district for this specialized building while addressing its security and safety concerns. The extension of Massachusetts Avenue SE with its extensive landscaping, pedestrian and bicycle ways would provide access to the facility as well as access to the future Anacostia Waterfront park. The unique architecture and design of the buildings could set the standard for other buildings envisioned for the Hill East development.

### ATTACHMENTS

Attachment I – Comprehensive Plan Citywide Elements and Capitol Hill Area Element

Attachment II - DOEE Development Review Comments

Attachment III – Citywide and Area Element Demographic Data

## **ATTACHMENT I**

### **Comprehensive Plan Citywide Elements**

#### ***Chapter 3 - Land Use Element***

##### ***Policy LU-1.3.1: Reuse of Large Publicly Owned Sites***

Recognize the potential for and encourage the reuse of large, government-owned properties to supply needed community services and facilities; provide significant deeply affordable housing and desired housing types such as family housing; create education and employment opportunities; remove barriers between neighborhoods; enhance equity, including racial equity, and inclusion; provide large and significant new parks, including wildlife habitats; enhance waterfront access; improve resilience; and enhance Washington, DC's neighborhoods. 306.

##### ***Policy LU-1.3.5: Public Benefit Uses on Large Sites***

Given the significant leverage the District has in redeveloping properties that it owns, include appropriate public benefit uses on such sites if and when they are reused, and involve the public in identifying benefits. Examples of such uses are housing, especially deeply affordable housing, and housing serving families, older adults, and vulnerable populations; new parks and open spaces; health care and civic facilities; public educational facilities and other public facilities; and uses providing employment opportunities for District residents.

##### ***Policy LU-1.3.6: New Neighborhoods and the Urban Fabric***

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

##### ***Policy LU-1.3.7: Protecting Existing Assets on Large Sites***

Identify and protect existing assets, such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped. 306.13

##### ***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-1.4.5: Design to Encourage Transit Use***

Require architectural and site-planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort, and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include sidewalks, bicycle lanes, lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots or low-density housing. 307.13

##### ***Policy LU-1.4.7: Parking Near Metro Stations***

Policy LU-1.4.7: Parking Near Metro Stations Encourage the creative management of parking around transit stations, ensuring that multimodal needs are balanced. New parking should generally be set behind or underneath

buildings. Parking should be managed and priced to focus on availability and turnover rather than serving the needs of all-day commuters; while considering the commuting characteristics of District residents, such as access to transit stations and mode use, to provide equitable outcomes. As existing parking assets are redeveloped, one-for-one replacement of parking spaces should be discouraged, as more transit riders will be generated by people living, working, and shopping within walking distance of the transit station. 307.15

***Policy LU-1.4.9: Public Facilities***

Encourage the siting (or retention and modernization) of public facilities, such as schools, libraries, and government offices, near transit stations and along transit corridors. Such facilities should be a focus for community activities and enhance neighborhood identity. 307.17

***Policy LU-2.1.2: Neighborhood Revitalization***

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

***Policy LU-2.2.4: 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

***Chapter 4 - Transportation Element***

***Policy T-1.1.3: Context-Sensitive Transportation***

Design transportation infrastructure to support current land uses as well as land use goals for mixed-use, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. Facilities should comply with the District's Complete Streets policy, adopted in October 2010, with an emphasis on pedestrian and bicycle-friendly design. 403.9

***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

***Policy 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

***Policy T-1.4.1: Street Design for Placemaking***

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

***Policy T-2.2.1: Multimodal Connections***

Create more direct connections between the various transit modes. This change is consistent with the federal requirement to plan and implement intermodal transportation systems. Make transit centers into locations of multimodal activity, with welcoming paths for users of all modes and supportive infrastructure, including wide sidewalks, marked crosswalks, and bicycle parking and storage. 409.6

***Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning***

Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks such that residents of each of the District’s wards have access to high-quality bicycling and pedestrian facilities. 410.9

***Policy T-2.3.3: Bicycle Safety***

Increase bicycle safety through continued expansion of protected bike lanes (cycle tracks) and other separated facilities, traffic-calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improved bicycle access where barriers to bicycle travel now exist. 410.11

***Action T-2.3.B: Bicycle Facilities***

Wherever feasible, require large, new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. Residential buildings with eight or more units shall comply with regulations that require secure bicycle parking spaces. 410.16

***Policy T-2.4.1: Pedestrian Network***

Develop, maintain, and improve pedestrian facilities. Improve the District’s sidewalk system to form a safe and accessible network that links residents across Washington, DC. 411.5

***Policy T-2.4.2: Pedestrian Safety***

Improve safety and security at key pedestrian nodes throughout the District. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, high-intensity activated crosswalk pedestrian signals, rectangular rapid flashing beacons, accessible pedestrian signal hardware, leading pedestrian interval timing, and pedestrian countdown signals. 411.6

***Policy T-2.5.5: Natural Landscaping***

Work with other District and federal agencies to identify, plant, and manage natural landscaping areas along highways, traffic circles, bike paths, and sidewalks. 412.15

***Policy T-3.1.1: TDM Programs***

Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. 415.10

***Chapter 6- Environmental Protection Element***

***Policy E-1.1.2: Urban Heat Island Mitigation***

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

***Policy E-2.1.3: Sustainable Landscaping Policy 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 rights-of-way in schools, parks, and housing authority lands. 605.7

***Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff***

Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large, paved surfaces. 615.4

***Chapter 9 - Urban Design***

***Policy UD-1.3.6: Waterfront Access and Connectivity***

Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing urban grid into large waterfront sites to better connect nearby developed areas to the shoreline. Greater access to the waterfront should also be achieved by reconfiguring roadways and other infrastructure along the waterfront to reduce access impediments for neighborhoods with limited access, and for pedestrians and bicyclists. Provide a consistent design treatment for waterfront trails (see Figure 9.11). 905.11

***Policy UD-1.4.1: Thoroughfares and Urban Form***

Use Washington, DC's major thoroughfares to reinforce the form and identity of the District, connect its neighborhoods, and improve its aesthetic and visual character through context-sensitive landscaping, tree planting, and streetscape design. Special attention should be placed on how public space, building restriction areas, and adjacent buildings contribute to each thoroughfare's character. Focus improvement efforts on thoroughfares with limited amenities. 906.3

***Policy UD-1.4.3: Thoroughfare Vistas and View Corridors***

Protect picturesque views and view corridors along avenues, parkways, and other major corridors, particularly along streets that terminate, connect, and frame important neighborhood and national institutions, memorials, and parks. Vistas along such streets should be accentuated by street trees and include distinct facades of high architectural quality along well-defined street walls and, if appropriate, maintain a park-like character. 906.10

***Policy UD-2.1.1: Streetscapes that Prioritize the Human Experience***

Commercial streetscapes should be designed to be comfortable, safe, and interesting to pedestrians. At a minimum, commercial corridor sidewalks should be designed with clear, direct, accessible walking paths that accommodate a range of pedestrian users and facilitate a sense of connection to adjacent uses. Where width allows, corridors should have a generous presence of shade trees and café seating areas, as well as bicycle facilities. In areas with large pedestrian volumes, streetscapes should provide seating, drinking fountains, publicly accessible restrooms, and other infrastructure that supports increased frequency and duration of walking. 908.3

***Policy UD-2.2.1: Neighborhood Character and Identity***

Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of high-quality and high-performance architectural designs and

materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility. 909.5

***Policy UD-2.2.2: Areas of Strong Architectural Character***

Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development, additions, and renovations within such areas do not need to replicate prevailing architectural styles exactly but should be complementary. 909.6

***Policy UD 4.1.1: Capital Improvements and Urban Design***

Use new capital improvement projects as opportunities to strengthen the District's urban design vision. Important community-serving civic places, such as schools and libraries, should be designed as civic icons with a high level of architectural quality, enhancing neighborhood identity and promoting the pride of residents and the admiration of visitors at both the neighborhood and District-wide level. 917.4

***Policy UD-4.2.1: Scale and Massing of Large Buildings***

Design the scale, height, volume, and massing of large buildings to avoid monotony and enhance the human scale. Varied roof heights, facade widths, and more expressive massing can provide variety and visual interest. Massing should be articulated with a special emphasis placed on corners, especially along important view corridors or intersections. Patterns of architectural elements, expressive structure, or other design tactics can provide variety and visual interest. 918.3

***Chapter 11 - Community Services and Facilities Element***

***Policy CSF-5.1.1: Ensuring Safety, Security, and Humane Operation***

Provide adequate correctional capacity and resources to ensure safe, secure, orderly, healthy, and humane operation of correctional facilities. The appropriate design, construction, maintenance, operation resources, and staffing of these facilities is necessary to realizing public safety objectives. 1117.3

***Policy CSF-5.1.3: Information Systems***

Adopt appropriate information technology systems necessary to support effective operations and that related protocols, such as those for medical and legal privacy. 1117.5

***Policy CSF-5.1.4: Public-Private Partnerships for Correctional Facilities***

Explore public-private partnerships to fund modernization of correctional facilities and services, including the development of new and remodeled facilities. 1117.6

***Action CSF-5.1.A: Planning and Design of Correctional Facilities***

Engage the community in the planning and design of correctional facilities and ensure appropriate interagency coordination for alignment across public safety, public health, behavioral health, family/social service, and economic development objectives. 1117.7

**Capitol Hill Area Element**

***Policy CH-1.2.3: L'Enfant Avenues***

Protect and preserve the special character, scale, and historic features of the major L'Enfant Plan avenues that cross Capitol Hill, especially Massachusetts Avenue NE/SE, Pennsylvania Avenue SE, and East Capitol Street NE. 1508.3

***Policy CH-2.4.1: Redevelopment of Public Reservation 13***

Redevelop Reservation 13 as a mixed-use neighborhood that combines housing, retail, office space, health care, civic, education, institutional, and recreational uses. This site could be a future potential opportunity for an anchor

employer or institution. Established uses such as the DC Correctional Facility should be retained. Health care and institutional uses on the site should be reorganized to accommodate infill uses, improve the site's vitality and efficiency, and create an environment more conducive to pedestrian travel. 1513.6

***Policy CH-2.4.2: Reservation 13 as an Extension of Hill East***

Connect the established Hill East neighborhood to the Anacostia waterfront by extending Massachusetts Avenue and the Capitol Hill street grid through Reservation 13 to new shoreline parks and open spaces. Massachusetts Avenue should be designed as a grand boulevard in the tradition of the L'Enfant Plan, and should terminate in a dramatic overlook above the Anacostia River. 1513.7

***Policy CH-2.4.4: Stadium-Armory Metro Station***

Capitalize on the Stadium-Armory Metro station in the design and development of Reservation 13. This should include development of a new neighborhood center near 19th and C Streets SE that serves the unmet needs of the nearby community, as well as the development of moderate- to high-density housing on the Reservation 13 site. 1513.9

***Policy CH-2.4.5: Reservation 13 Building Heights***

Achieve a gradual progression in building heights on Reservation 13, with the lowest heights along 19th Street SE to buffer the adjacent low-scale row house neighborhoods. Taller buildings should be located along the Massachusetts Avenue extension and on the portions of the site where visual impacts can be minimized by slope and topography. Buildings should be designed to maximize waterfront views and vistas and minimize impacts on nearby residences. 1513.10

***Action CH-2.4.A: Hill East/Reservation 13 Master Plan***

Implement the Hill East/Reservation 13 Master Plan, including the Massachusetts Avenue extension and the creation of new waterfront parks. Explore creating recreation spaces that include indoor walking/indoor track opportunities. Coordinate this study with Events DC to determine if any of these recreational needs can be met through the development of the RFK Stadium site. 1513.12

## ATTACHMENT II

### DOEE Development Review Comments

ZC 24-21: New Correctional Facility at 1900 Massachusetts Ave. SE - Design Review in the HE Zone Districts

#### **Net-Zero Energy: Energy Performance, Electrification, and Renewable Energy**

DOEE requests additional information from the applicant regarding the project's compliance with the [Greener Government Buildings Amendment Act of 2022](#). Under this law, all District-owned and -financed new construction and substantial improvement projects must adhere to the net-zero energy standard defined in [Appendix Z of the DC Energy Conservation Code](#). Appendix Z requires buildings meet specific energy performance thresholds, prohibits installing any building systems that combust fossil fuels on-site (i.e., the building must be all electric, except for backup power generators), and requires the installation of on-site renewable energy systems and the procurement of renewable energy.

All-electric, net-zero energy buildings are essential for the District to achieve its climate commitment to be carbon neutral by 2045. The [Clean Energy DC Building Code Amendment Act of 2022](#) calls for the District to adopt a net-zero energy building code, by the end of 2026, that applies to the new construction or substantial improvement of any building subject to the Commercial Provisions of the DC Energy Conservation Code, including commercial buildings and residential buildings taller than 3 stories. The Greener Government Buildings Amendment Act calls for District-funded projects to lead the way and set the example for privately funded projects that will be held to the same standard, starting in 2027.

DOEE urges the applicant to incorporate all-electric, net-zero energy design strategies in order to comply with this law. DOEE is not responsible for the enforcement of this law but cautions that the applicant may be unable to obtain a building permit from DOB if they cannot demonstrate that the building complies with the net-zero energy standard. DOEE is happy to discuss these requirements or answer any questions. Please reach out to [doegreenbuilding@dc.gov](mailto:doegreenbuilding@dc.gov).

#### **Stormwater Management**

DOEE encourages the applicant to exceed the minimum stormwater requirements. This project is partially located in the District's municipal separated storm sewer system (MS4), which means that stormwater runoff is discharged, untreated, into local water bodies. Stormwater from this project site is discharged into the Anacostia River.

Stormwater requirements will be reviewed during permit submission. The applicant should continue coordinating with DOEE's Regulatory Review Division as the project progresses, especially with regards to the construction of the new roadway.

#### **Climate Resilience**

In addition to stormwater management, DOEE encourages the applicant to assess how climate change will affect the project and to incorporate resilient design strategies. As part of the [Climate Ready DC Plan](#), DOEE released [Resilient Design Guidelines](#) to assist project teams considering climate resilient

design. Additional DOEE Climate Adaptation and Preparedness resources are available at [doee.dc.gov/climateready](http://doee.dc.gov/climateready). LEED offers [Resilient Design pilot credits](#) that guide project teams through identifying climate risks and mitigation strategies.

**ATTACHMENT III – CITYWIDE AND AREA DEMOGRAPHIC DATA**

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
		CAPITOL HILL	
	<b>TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE</b>		
<b>Total Population</b>	<b>Total</b>	<b>683,154</b>	<b>60,756</b>
	Under 18 years	125,022	10,638
	Percent under 18 years	18.3	17.5
	65 years and over	83,199	6,318
	Percent 65 years and over	12.2	10.4
	Median age	34.3	35.3
<b>White alone</b>	<b>Total</b>	<b>276,373</b>	<b>37,123</b>
	Under 18 years	32,691	6,164
	Percent under 18 years	11.8	16.6
	65 years and over	30,623	3,064
	Percent 65 years and over	11.1	8.3
	Median age	34.1	34.9
<b>Black or African American alone</b>	<b>Total</b>	<b>305,109</b>	<b>16,611</b>
	Under 18 years	67,345	2,474
	Percent under 18 years	22.1	14.9
	65 years and over	46,357	2,735
	Percent 65 years and over	15.2	16.5
	Median age	36.5	45.0
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	<b>1,984</b>	<b>118</b>
	Under 18 years	263	31
	Percent under 18 years	13.3	26.3
	65 years and over	552	27
	Percent 65 years and over	27.8	22.9
	Median age	48.2	48.4
<b>Asian alone</b>	<b>Total</b>	<b>27,988</b>	<b>2,079</b>
	Under 18 years	2,461	263
	Percent under 18 years	8.8	12.7
	65 years and over	2,171	113
	Percent 65 years and over	7.8	5.4
	Median age	34.1	38.4
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	<b>359</b>	<b>12</b>
	Under 18 years	0	0
	Percent under 18 years	0.0	0.0
	65 years and over	43	0
	Percent 65 years and over	12.0	0.0
	Median age	35.5	NA
<b>Some Other Race alone</b>	<b>Total</b>	<b>32,484</b>	<b>1,149</b>
	Under 18 years	10,786	397
	Percent under 18 years	33.2	34.6

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	65 years and over	1,117	80
	Percent 65 years and over	3.4	7.0
	Median age	29.8	31.0
<b>Two or More Races</b>	<b>Total</b>	<b>38,857</b>	<b>3,664</b>
	Under 18 years	11,476	1,309
	Percent under 18 years	29.5	35.7
	65 years and over	2,336	299
	Percent 65 years and over	6.0	8.2
	Median age	29.9	27.4
<b>Hispanic or Latino</b>  <b>(Hispanics can be of any race and are included in race categories above)</b>	<b>Total</b>	<b>76,982</b>	<b>4,675</b>
	Under 18 years	21,094	1,588
	Percent under 18 years	27.4	34.0
	65 years and over	4,653	205
	Percent 65 years and over	6.0	4.4
	Median age	31.1	31.1
	<b>EDUCATIONAL ATTAINMENT (Population 25 Years and Over)</b>		
<b>Total</b>	<b>Total</b>	<b>487,726</b>	<b>45,842</b>
	Less than high school diploma	37,934	1,824
	Percent	7.8	4.0
	High school graduate (includes equivalency)	75,562	4,901
	Percent	15.5	10.7
	Some college or associate's degree	74,761	4,016
	Percent	15.3	8.8
	Bachelor's degree or higher	299,469	35,101
	Percent	61.4	76.6
<b>White alone</b>	<b>Total</b>	<b>212,961</b>	<b>29,235</b>
	Less than high school diploma	3,037	123
	Percent	1.4	0.4
	High school graduate (includes equivalency)	5,258	429
	Percent	2.5	1.5
	Some college or associate's degree	11,296	1,232
	Percent	5.3	4.2
	Bachelor's degree or higher	193,370	27,451
	Percent	90.8	93.9
<b>Black or African American alone</b>	<b>Total</b>	<b>208,500</b>	<b>12,199</b>
	Less than high school diploma	24,923	1,606
	Percent	12.0	13.2
	High school graduate (includes equivalency)	63,139	4,195

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	Percent	30.3	34.4
	Some college or associate's degree	55,618	2,289
	Percent	26.7	18.8
	Bachelor's degree or higher	64,820	4,109
	Percent	31.1	33.7
American Indian and Alaska Native alone	<b>Total</b>	<b>1,471</b>	<b>87</b>
	Less than high school diploma	260	13
	Percent	17.7	14.9
	High school graduate (includes equivalency)	215	20
	Percent	14.6	23.0
	Some college or associate's degree	515	24
	Percent	35.0	27.6
	Bachelor's degree or higher	481	30
	Percent	32.7	34.5
Asian alone	<b>Total</b>	<b>21,651</b>	<b>1,691</b>
	Less than high school diploma	1,203	0
	Percent	5.6	0.0
	High school graduate (includes equivalency)	1,028	109
	Percent	4.7	6.4
	Some college or associate's degree	1,579	57
	Percent	7.3	3.4
	Bachelor's degree or higher	17,841	1,525
	Percent	82	90
Native Hawaiian and Other Pacific Islander alone	<b>Total</b>	<b>314</b>	<b>12</b>
	Less than high school diploma	0	0
	Percent	0.0	0.0
	High school graduate (includes equivalency)	58	0
	Percent	18.5	0.0
	Some college or associate's degree	49	12
	Percent	15.6	100.0
	Bachelor's degree or higher	207	0
	Percent	65.9	0.0
Some Other Race alone	<b>Total</b>	<b>19,077</b>	<b>659</b>
	Less than high school diploma	6,997	43
	Percent	36.7	6.5
	High school graduate (includes equivalency)	3,697	96
	Percent	19.4	14.6

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	Some college or associate's degree	2,321	175
	Percent	12.2	26.6
	Bachelor's degree or higher	6,062	345
	Percent	31.8	52.4
<b>Two or More Races</b>	<b>Total</b>	<b>23,752</b>	<b>1,959</b>
	Less than high school diploma	1,514	39
	Percent	6.4	2.0
	High school graduate (includes equivalency)	2,167	52
	Percent	9.1	2.7
	Some college or associate's degree	3,383	227
	Percent	14.2	11.6
	Bachelor's degree or higher	16,688	1,641
	Percent	70.3	83.8
<b>Hispanic or Latino</b>  <b>(Hispanics can be of any race and are included in race categories above)</b>	<b>Total</b>	<b>48,638</b>	<b>2,731</b>
	Less than high school diploma	10,420	101
	Percent	21.4	3.7
	High school graduate (includes equivalency)	6,752	179
	Percent	13.9	6.6
	Some college or associate's degree	5,798	374
	Percent	11.9	13.7
	Bachelor's degree or higher	25,668	2,077
	Percent	52.8	76.1
	<b>DISABILITY STATUS (Civilian noninstitutionalized population)</b>		
<b>Total</b>	<b>Total</b>	<b>673,717</b>	<b>57,351</b>
	Total population with a disability	75,752	4,786
	Percent with a disability	11.2	8.3
	Under 18 years	124,847	10,614
	With a disability	5,522	278
	Percent with a disability	4.4	2.6
	18 to 64 years	467,824	40,498
	With a disability	42,917	2,473
	Percent with a disability	9.2	6.1
	65 years and over	81,046	6,239
	With a disability	27,313	2,035
	Percent with a disability	33.7	32.6
<b>White alone</b>	<b>Total</b>	<b>273,195</b>	<b>36,301</b>
	Total population with a disability	15,339	1,336

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	Percent with a disability	5.6	3.7
	Under 18 years	32,585	6,151
	With a disability	628	75
	Percent with a disability	1.9	1.2
	18 to 64 years	210,375	27,104
	With a disability	8,213	681
	Percent with a disability	3.9	2.5
	65 years and over	30,235	3,046
	With a disability	6,498	580
	Percent with a disability	21.5	19.0
<b>Black or African American alone</b>	<b>Total</b>	<b>299,848</b>	<b>14,333</b>
	Total population with a disability	51,925	2,965
	Percent with a disability	17.3	20.7
	Under 18 years	67,297	2,466
	With a disability	3,707	96
	Percent with a disability	5.5	3.9
	18 to 64 years	187,906	9,177
	With a disability	29,130	1,474
	Percent with a disability	15.5	16.1
	65 years and over	44,645	2,690
	With a disability	19,088	1,395
	Percent with a disability	42.8	51.9
<b>American Indiana and Alaska Native alone</b>	<b>Total</b>	<b>1,951</b>	<b>94</b>
	Total population with a disability	385	22
	Percent with a disability	19.7	23.4
	Under 18 years	263	31
	With a disability	42	0
	Percent with a disability	16.0	0.0
	18 to 64 years	1,136	36
	With a disability	295	8
	Percent with a disability	26.0	22.2
	65 years and over	552	27
	With a disability	48	14
	Percent with a disability	8.7	51.9
<b>Asian alone</b>	<b>Total</b>	<b>27,676</b>	<b>1,976</b>
	Total population with a disability	1,567	192
	Percent with a disability	5.7	9.7
	Under 18 years	2,461	263
	With a disability	62	57
	Percent with a disability	2.5	21.7
	18 to 64 years	23,050	1,600
	With a disability	945	112
	Percent with a disability	4.1	7.0
	65 years and over	2,165	113
	With a disability	560	23
	Percent with a disability	25.9	20.4

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
Native Hawaiian and Other Pacific Islander alone	<b>Total</b>	<b>356</b>	<b>12</b>
	Total population with a disability	11	0
	Percent with a disability	3.1	0.0
	Under 18 years	0	0
	With a disability	0	0
	Percent with a disability	0.0	0.0
	18 to 64 years	313	12
	With a disability	11	0
	Percent with a disability	3.5	0.0
	65 years and over	43	0
	With a disability	0	0
	Percent with a disability	0.0	0.0
Some Other Race alone	<b>Total</b>	<b>32,212</b>	<b>1,051</b>
	Total population with a disability	2,463	37
	Percent with a disability	7.6	3.5
	Under 18 years	10,777	395
	With a disability	675	0
	Percent with a disability	6.3	0.0
	18 to 64 years	20,359	592
	With a disability	1,594	21
	Percent with a disability	7.8	3.5
	65 years and over	1,076	64
	With a disability	194	16
	Percent with a disability	18.0	25.0
Two or More Races	<b>Total</b>	<b>38,479</b>	<b>3,584</b>
	Total population with a disability	4,062	234
	Percent with a disability	10.6	6.5
	Under 18 years	11,464	1,308
	With a disability	408	50
	Percent with a disability	3.6	3.8
	18 to 64 years	24,685	1,977
	With a disability	2,729	177
	Percent with a disability	11.1	9.0
	65 years and over	2,330	299
	With a disability	925	7
	Percent with a disability	39.7	2.3
Hispanic or Latino  (Hispanics can be of any race and are included in race categories above)	<b>Total</b>	<b>76,233</b>	<b>4,416</b>
	Total population with a disability	5,903	253
	Percent with a disability	7.7	5.7
	Under 18 years	21,066	1,585
	With a disability	1,135	66
	Percent with a disability	5.4	4.2
	18 to 64 years	50,570	2,642
	With a disability	3,351	161

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	Percent with a disability 65 years and over With a disability Percent with a disability	6.6 4,597 1,417 30.8	6.1 189 26 13.8
	<b>UNEMPLOYMENT RATE (Population 16 years and over)</b>		
<b>Total</b>	Unemployment rate	7.1	4.7
<b>White alone</b>	Unemployment rate	2.6	1.9
<b>Black or African American alone</b>	Unemployment rate	13.8	17.3
<b>American Indian and Alaska Native alone</b>	Unemployment rate	7.2	0.0
<b>Asian alone</b>	Unemployment rate	5.3	6.5
<b>Native Hawaiian and Other Pacific Islander alone</b>	Unemployment rate	6.2	0.0
<b>Some Other Race alone</b>	Unemployment rate	6.6	1.7
<b>Two or More Races</b>	Unemployment rate	5.2	2.3
<b>Hispanic or Latino</b>	Unemployment rate	4.8	2.2
	<b>POVERTY STATUS</b>		
<b>Total population</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	651,618 100,618 15.4	57,308 5,793 10.1
<b>White alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	260,575 14,190 5.4	36,375 1,103 3.0
<b>Black or African American alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	294,532 72,900 24.8	14,210 4,077 28.7
<b>American Indian and Alaska Native alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	1,855 585 31.5	94 36 38.3
<b>Asian alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	25,504 3,446 13.5	1,976 50 2.5

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
<b>Native Hawaiian and Other Pacific Islander alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	332 18 5.4	12 0 0.0
<b>Some Other Race alone</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	31,667 4,968 15.7	1,064 255 24.0
<b>Two or More Races</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	37,153 4,511 12.1	3,577 272 7.6
<b>Hispanic or Latino</b>  <b>(Hispanics can be of any race and are included in race categories above)</b>	Population for whom poverty status is determined Income in the past 12 months below poverty level Percent in poverty	73,323 8,495 11.6	4,388 567 12.9
<b>MEDIAN HOUSEHOLD INCOME</b>			
<b>Total households</b>	Median household income (dollars)	93,547	138,736
<b>White alone</b>	Median household income (dollars)	150,563	172,758
<b>Black or African American alone</b>	Median household income (dollars)	51,562	63,246
<b>American Indian and Alaska Native alone</b>	Median household income (dollars)	58,164	45,614
<b>Asian alone</b>	Median household income (dollars)	112,776	170,394
<b>Native Hawaiian and Other Pacific Islander alone</b>	Median household income (dollars)	132,054	N/A
<b>Some Other Race alone</b>	Median household income (dollars)	65,202	90,472
<b>Two or More Races</b>	Median household income (dollars)	96,003	106,807
<b>Hispanic or Latino</b>	Median household income (dollars)	89,480	153,451
<b>TENURE</b>			
<b>Total householder</b>	Total Owner occupied	310,104 128,720	25,999 14,210

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	% owner occupied	41.5%	54.7%
	Renter occupied	181,384	11,789
	% renter occupied	58.5%	45.3%
<b>White alone</b>	<b>Total</b>	<b>138,443</b>	<b>17,450</b>
	Owner occupied	66,450	9,732
	% owner occupied	48.0%	55.8%
	Renter occupied	71,993	7,718
	% renter occupied	52.0%	44.2%
<b>Black or African American alone</b>	<b>Total</b>	<b>132,384</b>	<b>5,864</b>
	Owner occupied	47,665	3,006
	% owner occupied	36.0%	51.3%
	Renter occupied	84,719	2,858
	% renter occupied	64.0%	48.7%
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	<b>1,198</b>	<b>34</b>
	Owner occupied	356	15
	% owner occupied	29.7%	44.1%
	Renter occupied	842	19
	% renter occupied	70.3%	55.9%
<b>Asian alone householder</b>	<b>Total</b>	<b>13,048</b>	<b>964</b>
	Owner occupied	5,373	585
	% owner occupied	41.2%	60.7%
	Renter occupied	7,675	379
	% renter occupied	58.8%	39.3%
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	<b>33</b>	<b>0</b>
	Owner occupied	32	0
	% owner occupied	97.0%	0.0%
	Renter occupied	1	0
	% renter occupied	3.0%	0.0%
<b>Some Other Race alone</b>	<b>Total</b>	<b>9,978</b>	<b>342</b>
	Owner occupied	2,416	131
	% owner occupied	24.2%	38.3%
	Renter occupied	7,562	211
	% renter occupied	75.8%	61.7%
<b>Two or More Races householder</b>	<b>Total</b>	<b>15,020</b>	<b>1,345</b>
	Owner occupied	6,428	741
	% owner occupied	42.8%	55.1%
	Renter occupied	8,592	604
	% renter occupied	57.2%	44.9%
<b>Hispanic or Latino</b>	<b>Total</b>	<b>27,098</b>	<b>1,569</b>
<b>(Hispanics can be of any race and are included in race categories above)</b>	Owner occupied	9,440	817
	% owner occupied	34.8%	52.1%
	Renter occupied	17,658	752

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	AREA ELEMENT
			CAPITOL HILL
	% renter occupied	65.2%	47.9%
	<b>HOUSING COST BURDEN</b>		
<b>Total</b>	Total Households	310,104	25,999
	Cost Burdened Households	108,129	6,515
	Not Computed	10,882	752
	Percent of households spending 30% or more of their income on housing	36.1	25.8