

**MEMORANDUM**

**TO:** District of Columbia Zoning Commission

**FROM:** Crystal Myers, Development Review Specialist *CM*  
Radhika Mohan, Deputy Director, Development, Design, and Preservation *RCM*

**DATE:** March 26, 2026

**SUBJECT:** ZC 25-14 – OP Hearing Report for a Map Amendment Request to rezone 4347 Hunt Place, NE from the MU-3A zone to MU-8B zone.

**I. RECOMMENDATION**

The Office of Planning recommends **approval** of the proposed map amendment at 4347 Hunt Place from MU-3A zone to the MU-8B zone. OP does not recommend applying IZ Plus in this case as the Far Northeast/Southeast Planning Area has a considerable number of dedicated affordable units and far exceeds its affordable housing target. On balance, the map amendment would not be inconsistent with the Comprehensive Plan.

**II. RESPONSE TO ZONING COMMISSION COMMENTS**

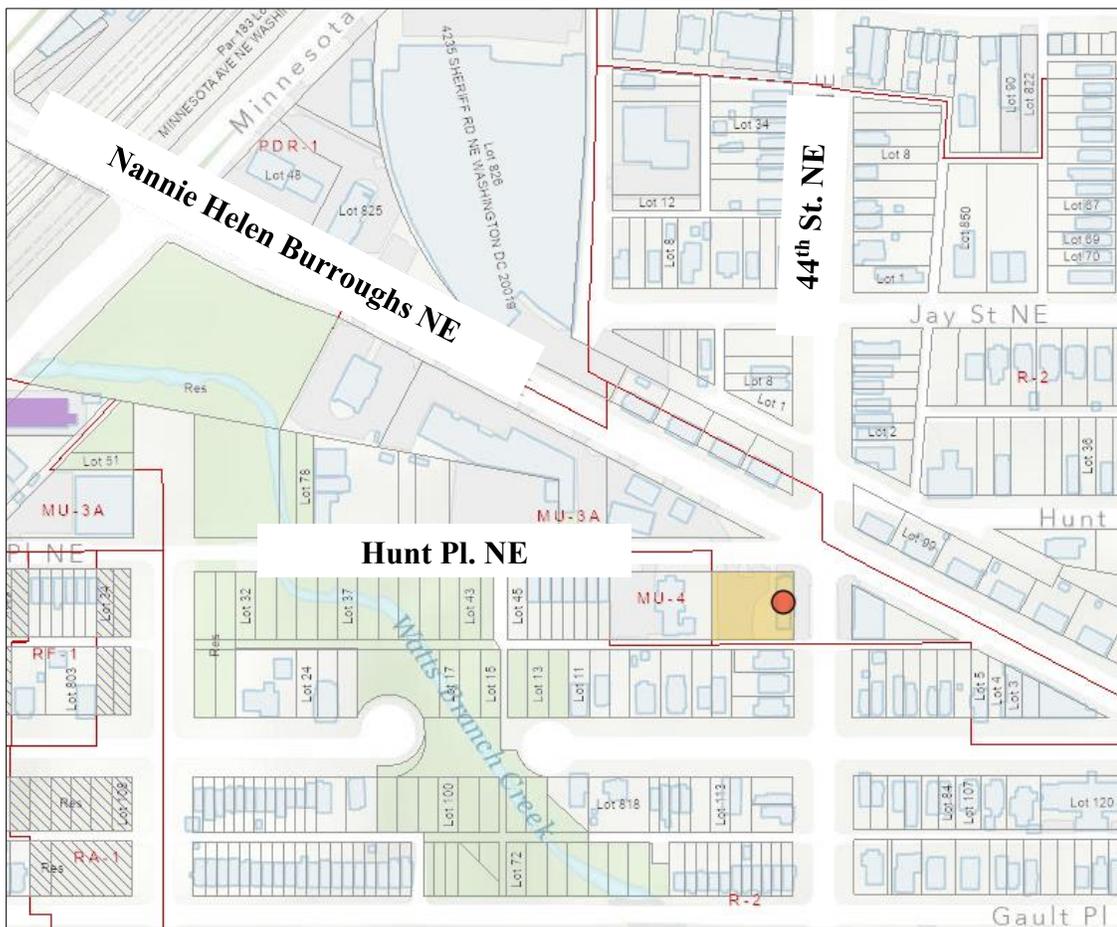
Comment	Applicant’s Response	OP’s Comment
How does the community feel about the possibility of having a significantly larger building on the property?	The Applicant states that they received positive feedback from the ANC and the Deanwood Civic Association and expect to receive letters in support.	No additional comment.
Please discuss the Nannie Helen Burroughs Small Area Plan’s vision for the area.	Applicant will do this at the Hearing.	OP advised the Applicant to provide the information at the public hearing.

**III. APPLICATION-IN-BRIEF**

Applicant	4347 Hunt Place Holdings LLC
Proposed Map Amendment	MU-3A to the MU-8B zone
Address	4347 Hunt Pl NE
Ward and ANC	Ward 7/ ANC 7C

Legal Description	Square 5094, Lot 103
Land Area	12,000 sq. ft.
Future Land Use Map Designation	Mixed Use Medium Density Commercial and Medium Density Residential
Generalized Policy Map Designation	Neighborhood Commercial Center
Small Area Plan and Other Planning Documents	Nannie Helen Burroughs Corridor Small Area Plan Comprehensive Community Development Model Deanwood Strategic Development Plan
Historic District	None

**IV. SITE AND AREA DESCRIPTION**



The subject property currently houses a vacant building which was previously used as a liquor store. The property is a corner lot that sits at the intersection of Hunt Place, NE, Nannie Helen Burroughs Avenue, NE, and 44<sup>th</sup> Street, NE. It is 0.5 miles from the Minnesota Avenue Metrorail Station, 0.8 miles from the Benning Road Metrorail Station, and within 0.25 miles of the V2, V4, and X9 Metrobus

routes. The surrounding area is composed of low to moderate density commercial and residential land uses as well as PDR uses in the vicinity of Nannie Helen Burroughs Ave and Minnesota Avenue.

**V. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES**

**Comparison Zoning Chart: Development Standards and Uses of Existing and Proposed Zones**

	Existing MU-3A	Proposed MU-8B
<b>FAR</b>	MOR – 1.0 (1.0 max non-residential) IZ – 1.2	MOR – 5.0 (4.0 max non-residential) IZ – 6.0
<b>Height</b>	40 ft./3 stories	70 ft
<b>Lot Occupancy (residential)</b>	60%	N/A
<b>Rear Yard</b>	20 ft. min.	2.5 in. per 1 ft. of height 12 ft. minimum
<b>Green Area Ratio</b>	0.3 min.	0.25 min.

**VI. IZ PLUS EVALUATION**

Subtitle X § 502 presumes that IZ Plus will apply to map amendments except as provided for in § 502.2:

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

- (a) *A map amendment that rezones a property:*
  - (1) *From a PDR zone to an ARTS, CG, D, MU, R, RA or RF zone;*
  - (2) *From any zone other than a PDR zone to a D zone without a prescribed residential FAR; or*
  - (3) *From unzoned to an ARTS, CG, D, MU, R, RA or RF zone; or*
- (b) *A map amendment not described in paragraph (a) of this subsection 502.1, which rezones a property from any zone to a zone that allows a higher maximum FAR, both exclusive of the twenty percent (20%) IZ bonus density, if applicable.*

*502.2 The requirements of this section shall not apply to a map amendment that:*

- ...
- (c) *The Zoning Commission determines is not appropriate for IZ Plus due to the mitigating circumstances identified by the Office of Planning in its report recommending that the map amendment not be subject to IZ Plus; or*
- ...

IZ Plus has a greater affordable housing requirement than the standard Inclusionary Zoning requirements in the zoning regulations. The proposed map amendment would rezone the property to MU-8B, which would allow a higher maximum FAR than the existing MU-3A zone. However, the Far Northeast/Southeast Planning Area, where the subject property is located, already has a disproportionately high number of the District’s affordable housing. In addition, 1,267 new affordable

units have been produced since 2019 in this planning area, which far exceeds the new affordable housing production target of 490 units.

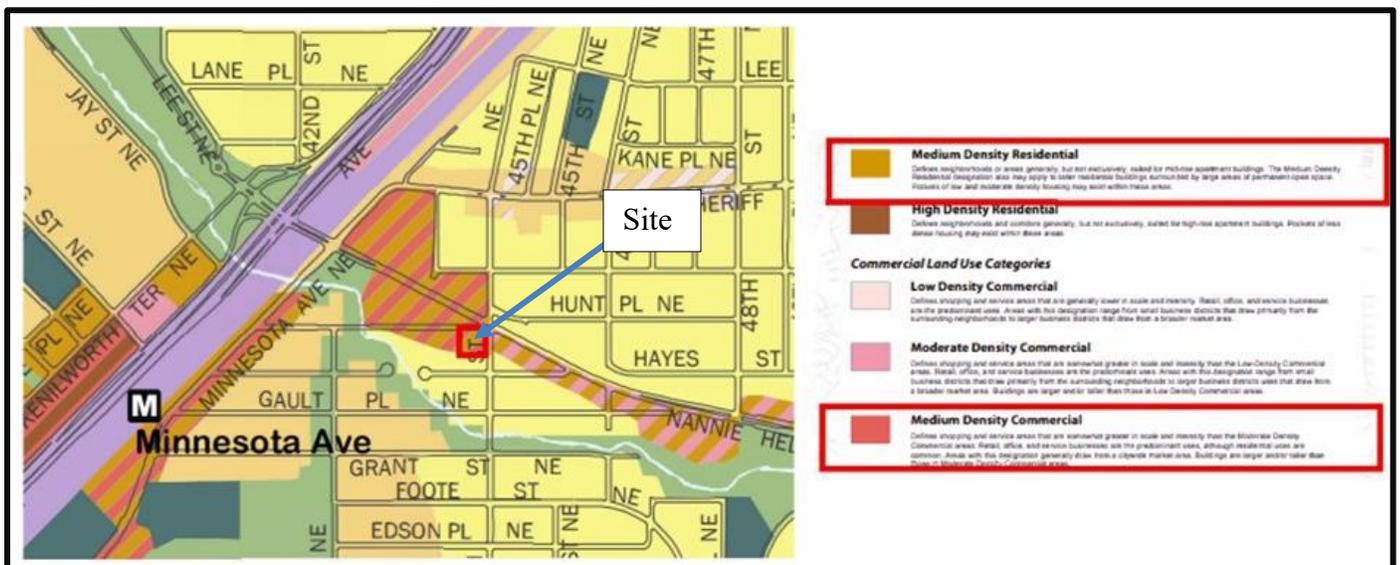
This map amendment should not be subject to IZ Plus due to the amount of affordable housing already in existence. The intent of IZ Plus is to produce more dedicated affordable housing, particularly in areas with relatively few affordable units. As such, OP does not recommend that IZ Plus be required on this property. Therefore, the property would only need to comply with the standard IZ requirements.

## VII. PLANNING CONTEXT

### A. COMPREHENSIVE PLAN MAPS

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

The site is designated for a mix of medium density residential and medium density commercial uses on the FLUM. This reflects a change made in the 2021 Comprehensive Plan update, which replaced the previous designations of moderate-density residential and low-density commercial.



#### **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. The RA-3 Zone District is consistent with the Medium Density Residential category, and other zones may also apply. 227.7*

#### **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, 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. 227.12*

The proposed MU-8B zone would be more in line with these designations than the existing MU-3A zone. Unlike the MU-3A zone, the MU-8B zone allows mixed-use development up to medium density levels. The MU-8B zone would allow additional mixed-use development and favors new commercial development and employment opportunities as well as new housing opportunities.

### **Generalized Policy Map**

The site is designated as part of a Neighborhood Commercial Center on the Generalized Policy Map.



**Neighborhood Commercial Centers:** *Neighborhood Commercial Centers meet the day-to-day needs of residents and workers in the adjacent neighborhoods. The area served by a Neighborhood Commercial Center is usually less than one mile. Typical uses include convenience stores, sundries, small food markets, supermarkets, branch banks, restaurants, and basic services such as dry cleaners, hair cutting, and childcare.....225.15*

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

This proposed map amendment would not be inconsistent with the Generalized Policy Map’s Neighborhood Commercial Center designation. The subject property is the site of a former retail establishment that primarily served the surrounding neighborhood. The MU-8B zone would allow the site to be redeveloped with a larger neighborhood-focused commercial and/or residential development. The property is also within the 100-year flood plain and a Resilience Focus designated area. If the property is redeveloped it would be required to, at a minimum, meet all DC green building, stormwater management, floodplain, and climate adaptive solutions that contribute to the District’s watershed resilience. This could be done through [DOEE’s Resilient Design Guidelines](#).

## **B. ANALYSIS THROUGH A RACIAL EQUITY LENS USING THE ZONING COMMISSION’S RACIAL EQUITY TOOL**

The Commission’s four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. The Applicant’s Racial Equity Analysis is provided in their [Comprehensive Plan analysis](#) and OP’s analysis is provided below.

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity.

As noted above, the proposal would not be inconsistent with either the Comprehensive Plan Generalized Policy Map or the Future Land Use Map. The proposed development, on balance, would not be inconsistent with the Citywide Elements of the Comprehensive Plan and would particularly further the policies of the Land Use, Transportation, Housing, and Economic Development Elements. It would also further many of the policies in the Far Northeast/Southeast Area Element.

Below is a summary discussing how the proposed map amendment is not inconsistent with the Comprehensive Plan Citywide and Area elements. Please refer to the [Set Down Report](#) or Attachment I in this report for the full listing of these policies.

### **Citywide Elements:**

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

This map amendment would not be inconsistent with the Land Use Element of the Comprehensive Plan. In addition to not being inconsistent with the FLUM designation, a medium density level could provide more housing and neighborhood-serving retail to the area. This map amendment would permit an increase in density relative to the low to moderate density neighborhood that surrounds this commercial street corner.

The subject property is located within the 100-year floodplain and in a Resilience Focus Area. Therefore, any future redevelopment would be required to meet all applicable environmental and floodplain regulations and should incorporate climate-adaptive strategies that enhance the District’s watershed resilience, consistent with DOEE’s Resilient Design Guidelines.

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

This map amendment would not be inconsistent with the Transportation Element of the Comprehensive Plan. The subject property is located 0.5 miles from the Minnesota Avenue Metrorail Station and is served by multiple bus routes, providing convenient transit access without the need for a car. If housing were developed on the site, residents could opt to live car-free, reducing household transportation costs.

Redevelopment of the property could also improve the pedestrian environment by strengthening pedestrian connections and creating safer crossings. Overall, the proposed map amendment would support redevelopment that advances equitable access to transportation options.

### ***Housing Element***

This map amendment would not be inconsistent with the Housing Element of the Comprehensive Plan. Currently the property has a vacant retail establishment. In the future, if housing units are included in redevelopment plans for the site, the additional density permitted by the zone could accommodate more housing than currently allowed by the existing zone. A residential or mixed-use development on the site could have both market rate and affordable housing, including IZ units. A mixed income residential development could help to keep the area affordable and attract demographically and economically diverse households to the area.

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

This map amendment would not be inconsistent with the Environmental Protection Element of the Comprehensive Plan. Any future development on the site would have to comply with the environmental protection regulations. Today these include the Green Building Act, the District's storm water management regulations, and Sustainable DC Plan. These regulations require making site and landscape improvements to increase sustainability and to reduce stormwater runoff. This is especially important for development on this site because it is within the 100-year floodplain. Redevelopment could include adaptive design considerations to reduce risks of flooding.

### ***Economic Development***

This map amendment would not be inconsistent with the Economic Development Element of the Comprehensive Plan. The additional density permitted by the amendment could support new development on the site and help expand the amount of retail serving this underserved community. The property's proximity to public transit also makes it well-suited for additional commercial uses. Both customers who have cars and those who do not, would have access to this location.

### ***Far Northeast/ Southeast Area Element Policies:***

This map amendment would not be inconsistent with the Far Northeast/Southeast Area Element. MU-8B allows for a level of density that should encourage more mixed-use development without disturbing the character of the surrounding single-family neighborhood. The additional density could bring highly desired neighborhood services, retail revitalization, and employment opportunities.

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

OP is unaware of Comprehensive Plan policies that would be contrary to racial equity if this map amendment were approved.

**APPLICANT/PETITIONER COMMUNITY OUTREACH AND ENGAGEMENT**

The Applicant states that they have met with ANC 7C and the Deanwood Citizens Association and revised the map amendment request based on feedback from both groups. Originally the Applicant planned to request MU-7A, but feedback from these groups emphasized there is a greater need for neighborhood-serving commercial development rather than for additional housing. MU-7A permits only 1.0 FAR of non-residential density, while the MU-8B zone allows up to 4.0 FAR of non-residential density. ANC 7C further noted that the area currently has a considerable number of affordable housing projects. Consequently, the Applicant amended the request to the MU-8B zone which is not inconsistent with the Comprehensive Plan.

**FAR NORTHEAST/SOUTHEAST PLANNING AREA DATA**

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area. The data source is the 2012-2016 and 2019-2023 American Community Survey 5 Year Estimates by Planning Area available via the OP State Data Center (ACS DATA). Part 3 also asks if the planning area is on track to meet affordable housing goals.

The subject property is in the Far Northeast/Southeast Planning Area (planning area). Each table below compares data for this planning area with District-wide data.

**Population by Race or Ethnicity**

Between 2012-2016, in the Far Northeast/Southeast Planning Area, the largest portion of the population were Black residents at 93.8% of the area’s residents. The next highest group was Hispanic/Latino residents at 3.47%. In the 2019-2023 period, Black residents continued to make up the largest portion of the population but fell to 88.4%. The Two or More races segment, although remaining a small segment of the population, had the largest increase from 1.15% to 4.2%.

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

<b>Race or Ethnicity</b>	<b>Districtwide 2012-2016</b>	<b>FNFS 2012-2016</b>	<b>FNFS % 2012-2016</b>	<b>Districtwide 2019-2023</b>	<b>FNFS 2019-2023</b>	<b>FNFS % 2019-2023</b>
<b>Population</b>	659,009	79,912	100%	672,079	85,659	100%
<b>White alone</b>	266,035	1,666	2.1%	262,549	2,513	2.9%
<b>Black alone</b>	318,598	74,997	93.8%	290,772	75,684	88.4%
<b>American Indian and Alaskan Native alone</b>	2,174	238	0.30%	2,044	144	0.2%
<b>Asian alone</b>	24,036	352	0.44%	27,465	408	0.5%
<b>Native Hawaiian and Other Pacific Islander alone</b>	271	30	0.04%	378	31	0.04%
<b>Some other race alone</b>	29,650	1,706	2.13%	32,338	3,293	3.8%
<b>Two or more races</b>	18,245	923	1.15%	56,533	3,587	4.2%

<b>Hispanic or Latino</b>	69,106	2,774	3.47%	77,760	5,260	6.1%
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**Median Income**

The median income of the Far Northeast/Southeast Planning Area was significantly lower than that of the District in both the 2012-2016 and 2019-2023 time periods (Table 2). The median income for the planning area saw an almost \$25,000 increase between the time periods. Although there was an increase over both time periods, this increase was lower than the approximately \$33,000 increase Districtwide.

The Black or African American population had the lowest median income of all segments of the population with available income information during both time periods, and the lowest increase, \$22,170. Whites and Some Other Race had higher median incomes with white households having a \$68,661 increase over the same period. The planning area’s low incomes are also reflected in the poverty rate. In the 2019-2023 period the Far Northeast/Southeast has a poverty rate of 22.4%, which is higher than the Districtwide poverty rate of 14.5% percent. (Table 4).

*Table 2: Median Income Districtwide and in the Planning Area*

<b>Median Income</b>	<b>Districtwide 2012-2016</b>	<b>FNFS 2012-2016</b>	<b>Districtwide 2019-2023</b>	<b>FNFS 2019-2023</b>
<b>Median Household Income</b>	\$72,935	\$37,510	\$108,210	\$62,075
<b>White alone</b>	\$119,564	\$84,460	\$166,774	\$153,121
<b>Black or African American alone</b>	\$40,560	\$36,614	\$60,446	\$58,784
<b>American Indian and Alaskan Native alone</b>	\$51,306	Unavailable	\$63,617	Unavailable
<b>Asian alone</b>	\$91,453	Unavailable	\$121,619	\$73,637
<b>Native Hawaiian and Other Pacific Islander alone</b>	Unavailable	Unavailable	Unavailable	N/A
<b>Some other races</b>	\$41,927	\$38,723	\$74,754	\$114,598
<b>Two or more races</b>	\$83,243	\$40,956	\$116,869	\$84,662
<b>Hispanic or Latino</b>	\$60,848	\$42,302	\$106,435	\$103,347

**Housing Tenure**

Between 2012-2016 and 2019-2023, the percentage of owner occupancy in the District did not change significantly - 40.7% to 41.1%, while in the Far Northeast and Southeast Planning Area there was an increase from 35% to 41.2%. In the 2019-2023 period both the District and the Far Northeast/Southeast Area had a 41% owner occupancy.

In the Far Northeast/Southeast Planning Area, White and Hispanic/Latino households had the highest percentage of owner-occupied housing at 81.5% and 54.6% respectively in 2019-2023, while American Indian and Alaskan Native Alone had the lowest owner occupancy at 12.2%. Blacks and African Americans were also at the lower end with 39.7% owner occupancy.

**Table 3: Owner Occupied Households Districtwide and in the Planning Area**

Owner Occupancy	Districtwide 2012-2016	FNFS 2012-2016	Districtwide 2019-2023	FNFS 2019-2023
<b>Total Owner Occupied</b>	40.7%	35%	41.1%	41.2%
<b>White alone</b>	47.8%	62.4%	48.0%	81.5%
<b>Black or African American alone</b>	35.9%	34.7%	34.9%	39.7%
<b>American Indian and Alaskan Native alone</b>	32.9%	20.0%	19.6%	12.2%
<b>Asian alone</b>	39.4%	29.1%	41.4%	42.1%
<b>Native Hawaiian and Other Pacific Islander alone</b>	9.1%	0.0%	31.8%	0.0%
<b>Some other races</b>	17.5%	30.2%	28.7%	53.5%
<b>Two or more races</b>	32.7%	23.4%	41.3%	37.8%
<b>Hispanic or Latino</b>	30.9%	44.5%	36.4%	54.6%

**Unemployment/Poverty/Cost Burden**

In 2012-2016, the unemployment rate in the Far Northeast/Southeast Area was at 18.2%, which was greater than twice the rate of the District at 8.7%. Although the rate of both the District and the Far Northeast/Southeast fell in 2019-2023, the Planning Area’s unemployment rate remained over twice that of the District’s at 13.5%.

The cost burden for housing in the Far Northeast/Southeast Area was higher than that of the District in both time periods. The unemployment rate and cost burden rates may be reflected in the poverty rate. In both time periods, the poverty rate of the Far Northeast/Southeast Area was substantially higher than that of the District.

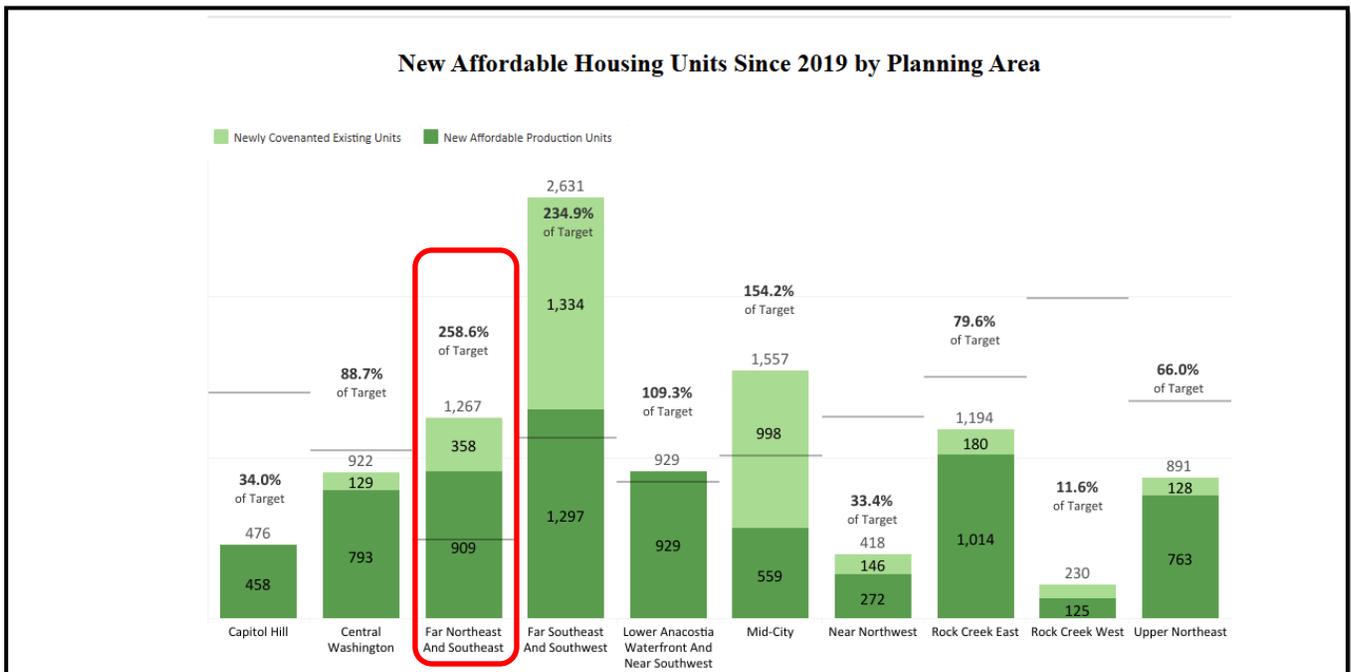
**Table 4: General Characteristics of the District and the Planning Area**

Characteristic	Districtwide 2012-2016	FNFS 2012-2016	Districtwide 2019-2023	FNFS 2019-2023
<b>Unemployment Rate</b>	8.7%	18.2%	6.5%	13.5%
<b>Cost Burdened Households<sup>1</sup></b>	38.6%	47.1%	34.0%	41.7%
<b>Poverty Rate</b>	17.9%	27.6%	14.5%	22.4%

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

The Deputy Mayor for Planning and Economic Development (DMPED) provides regular updates on how each planning area is progressing in meeting their portion of the affordable housing target. The latest update shows that the planning area exceeded its target by providing 1,267 affordable units, or 258.6% of the target amount (DMPED 36,000 by 2025 Dashboard). Therefore, OP is not recommending IZ plus in this case.

<sup>1</sup> Percentage of households spending 30% or more of their income on housing



**Impact of Project**

The Far Northeast and Southeast Planning Area has seen very little investment over the years. In particular, Deanwood has been historically disadvantaged by racially discriminatory land use policies, real estate practices, and underinvestment in public infrastructure. These systemic issues have also hindered commercial development in the area.

The 2021 Comprehensive Plan acknowledges these challenges and calls for reinvestment in the community. As part of that effort, the land use designation for the subject property was changed to attract and spur more development to the area.

This map amendment would rezone the property to allow the type of development envisioned by the Comprehensive Plan and by many in the community. Over time, this change could help attract new housing and commercial projects, ultimately expanding access to higher-quality retail and neighborhood services in the area.

**ZONING COMMISSION EVALUATION FACTORS**

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The property does not currently have and residential use and the building is currently vacant. Additional commercial development on the property should attract more customers to the area, which should benefit other commercial establishments in the immediate area.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	OP does not anticipate indirect residential or commercial displacement. Residents or workers in

Factor	Question	OP Response
		any new development on the site could support other local area businesses.
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 increased density allowed under MU-8B would allow for more housing than could be done on the property under the existing MU-3A zoning. Future housing on the site would be a mix of market rate and affordable units.
Transportation	<ul style="list-style-type: none"> <li>• Access to public transit</li> <li>• Transportation improvements</li> </ul>	The property is located 0.4 miles from the Minnesota Avenue Metrorail station; 0.8 miles to Deanwood Metrorail station; and 0.9 miles to Benning Road Metrorail station. The property is served by several Metrobus routes. Any redevelopment of the property would require pedestrian improvements.
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>• Streetscape Improvements</li> </ul>	Any redevelopment of the property would result in changes to the physical environment. Redevelopment would include public space and streetscape improvements. Improvements could also include new and improved public utilities, such as water, sewer and light, and recreational/gathering spaces for residents, as well as stormwater and environmental performance.
New Jobs/ Access to Jobs	Is there a change in access to job opportunities	Additional density could result in: <ul style="list-style-type: none"> <li>• Commercial development with new employment opportunities in construction, operations, or retail</li> <li>• Residential development with employment opportunities related to office management and maintenance, as well as new customers for other area commercial establishments, improving their viability.</li> </ul>
Environmental	<ul style="list-style-type: none"> <li>• LEED Rating</li> <li>• Stormwater management</li> <li>• Etc.</li> </ul>	Any new development would be required to comply with current environmental standards. This would likely include having improved stormwater infrastructure and resiliency features.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant met with the ANC and Deanwood Civic Association. In response to feedback from these groups, the proposal was changed to request MU-8B, which is a higher density zone that permits more non-residential development.

## **C. OTHER RELEVANT PLANNING DOCUMENTS**

### **Nannie Helen Burroughs Corridor Small Area Plan**

The subject property is within the Nannie Helen Burroughs Corridor Small Area Plan. Though the property is not specifically addressed in the plan, the proposed map amendment could encourage development more in line with the plan’s vision for underutilized properties to be developed with housing and neighborhood-serving retail. The plan also encourages revitalizing this corridor with improved economic opportunities and services for residents.

### **Comprehensive Community Development Model**

In 2021 OP and the Coalition for Nonprofit Housing & Economic Development released the Comprehensive Community Development Model (CCDM). The CCDM is a community-led strategy designed to support neighborhood development in the northeast end of Ward 7. It aims to ensure that new and longstanding residents benefit from changes and investments in the area. The CCDM addresses key challenges in housing, economic and workforce development, health and wellness, and youth development. The proposed map amendment would allow for more density on this site, which could bring more housing and job opportunities to the area. Therefore, this map amendment is in line with the CCDM.

## **D. SUMMARY OF PLANNING CONTEXT ANALYSIS**

As discussed above, the proposed map amendment would rezone the site to a zone that is more consistent with the Comprehensive Plan’s land use recommendations for the subject property. The proposed MU-8B zone could potentially help the site to realize the medium density mixed use development recommended by the FLUM and the Nannie Helen Burroughs Corridor Small Area Plan. **OP therefore recommends approval of the requested map amendment from the MU-3 zone to the MU-8B zone without IZ Plus.**

## **ATTACHMENTS**

Attachment I – Comprehensive Plan Policies

## **ATTACHMENT I -COMPREHENSIVE PLAN POLICIES**

### **Comprehensive Plan Citywide Elements**

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

##### ***Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas***

*...For areas within the 100- and 500-year floodplain, future planning efforts are intended to guide resilience to flooding for new and existing development and infrastructure projects, including public capital projects. Resilience focus areas will explore watershed resilience to encourage the implementation on a neighborhood scale, as well as site-specific solutions, design guidelines and policies for a climate adaptive and resilient District...*

##### ***Policy LU-1.4.6: Development Along Corridors***

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

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

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

##### ***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***

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

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

*Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate-density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing...infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition. 310.15*

#### **Chapter 4 - Transportation Element**

##### ***Policy T-1.1.4: Transit-Oriented Development***

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

***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*

**Chanter 5 - Housing Element**

***Policy H-1.1.1: Private Sector Support***

*Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.3*

***Policy H-1.1.3: Balanced Growth***

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

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

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

***Policy H-1.2.11: Inclusive Mixed-Income Neighborhood***

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

**Chapter 6- Environmental Element**

***Action E-1.1.B: Development in Floodplains***

*Evaluate expanding restrictions and/or require adaptive design for development in areas that will be at increased risk of flooding due to climate change. Analyses should weigh the requirement to account for climate risks with the needs of a growing District. 603.12*

***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*

***Policy E-4.2.1: Support for Green Building***

*Broaden the requirements for the use of green building methods in new construction and rehabilitation projects to include all building typologies, and develop green building standards for minimum performance or continued improvement of energy use through improved operation and maintenance activities. 616.3*

**Chapter 7 - Economic Development Element**

***Policy ED-2.2.3: Neighborhood Shopping***

*Create and support additional shopping opportunities in Washington, DC's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately scaled retail infill development on vacant and underused sites. Promote the creation and growth of existing locally owned, nonchain establishments because of their role in creating unique shopping experiences, as well as in generating stronger local supply chains that facilitate community wealth building. 708.8*

***Policy ED-3.1.1: Neighborhood Commercial Vitality***

*Promote the vitality and diversity of Washington, DC's neighborhood commercial areas by retaining existing businesses, attracting new businesses, supporting a strong customer base through residential density, and improving the mix of goods and services available to residents. 713.5*

**Comprehensive Plan Area Element - Far Northeast/Southeast Area Element:**

***Policy FNS-1.1.1: Conservation of Low-Density Neighborhoods***

*Recognize the value and importance of Far Northeast and Southeast's established single-family neighborhoods to the character of the local community and to the entire District. Comprehensive Plan and zoning designations for these neighborhoods reflect and preserve the existing land use pattern while allowing for taller and denser infill development that is compatible with neighborhood character. 1708.2*

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

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

***Policy FNS-2.2.2: Nannie Helen Burroughs Avenue***

*Focus on neighborhood-serving commercial development, such as the comprehensively planned Deanwood Town Center in Deanwood along the Nannie Helen Burroughs Corridor, with the intersection of Division and Nannie Helen Burroughs Avenues restored as a community hub. Convert low-density mixed-use zones into higher density zones. 1712.11*

***Policy FNS-2.2.5: Neighborhood-Serving Commercial Uses***

*Encourage the development of a variety of neighborhood-serving commercial uses along Nannie Helen Burroughs Avenue, Sherriff Road, and Minnesota Avenue to create and invest into community-owned small businesses, adding and creating jobs for District residents and establish retail and service uses that support the surrounding residential community. Commercial uses in these locations should provide infrastructure that is attractive to drivers, pedestrians, and cyclists; supply adequate on-site parking and access to public transit, and especially busses; and create an active street environment that helps to reinvigorate the commercial corridors. Medium-density development is appropriate, particularly near the intersection of Nannie Helen Burroughs and Minnesota Avenues. 1712.14*