

**REPORT TO THE ZONING COMMISSION**

**CASE NO. 06-34  
1705-1729 EAST CAPITOL STREET, SE**

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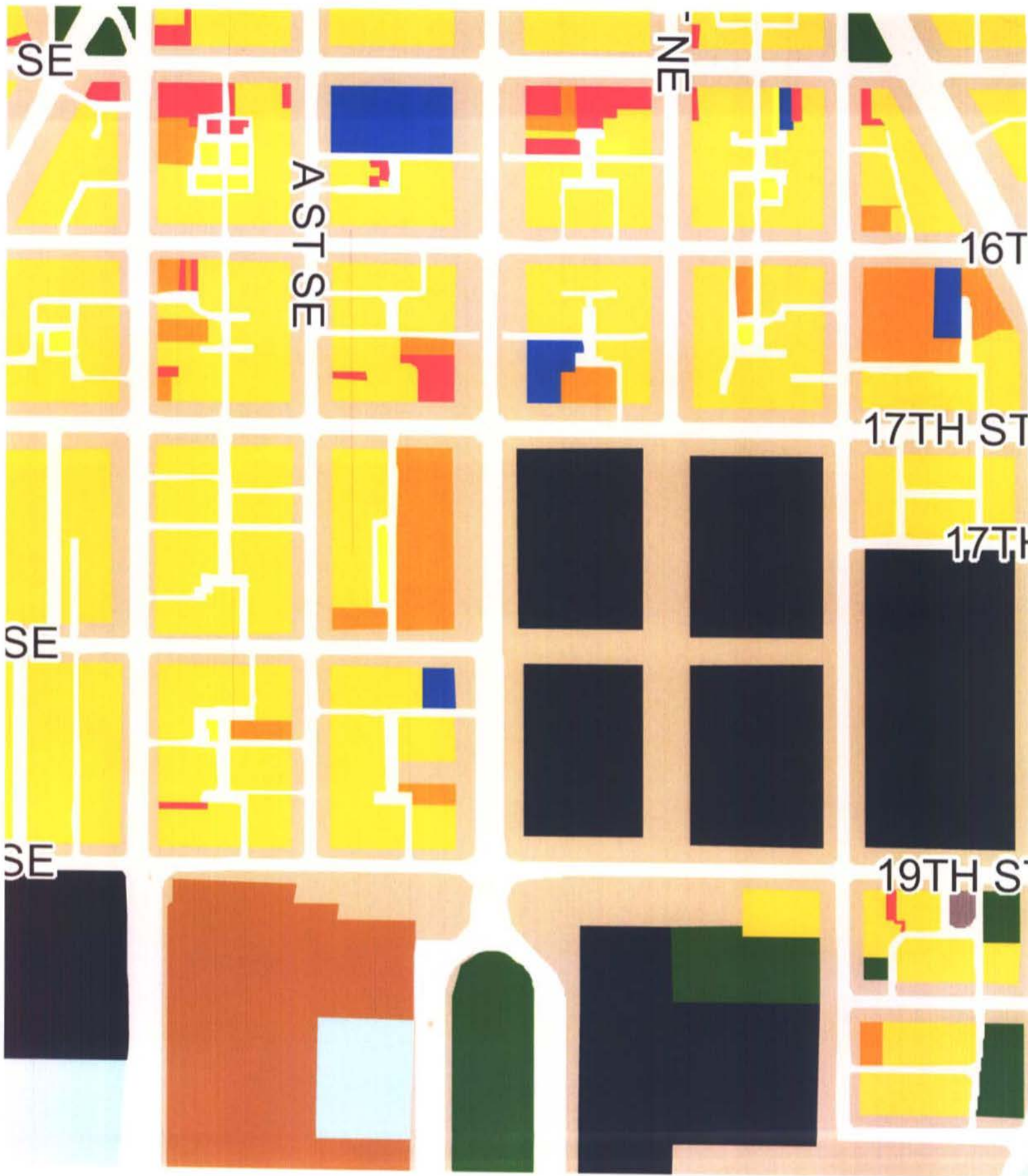
**JUNE 18, 2007**

- I. Introduction
- II. Nature of application:
  - A. Consolidated review of planned unit development
  - B. Map amendment from R-4 to R-5-B
- III. Site location
  - A. South side of East Capitol Street, between 17<sup>th</sup> and 18<sup>th</sup> Streets, S.E.
  - B. Capitol Hill/Hill East neighborhood
- IV. Site description
  - A. Rectangular shaped property approximately 133 feet in the north-south direction and approximately 320 feet in the east-west direction (Square 1096, Lots 51-55)
  - B. Contains approximately 42,629 square feet of land area
  - C. Has frontage of approximately 320 feet on East Capitol Street
  - D. Existing condition: improved with five two-story apartment buildings (total of 81 units) originally constructed in the 1940s, now vacant
  - E. Abutting street: East Capitol Street – 160 feet wide
- V. Description of the surrounding area (see excerpt from Existing Land Use Map, following)
  - A. General area: Hill East residential area contains rowhouses and significant institutional and moderate density apartment buildings

ZONING COMMISSION  
District of Columbia

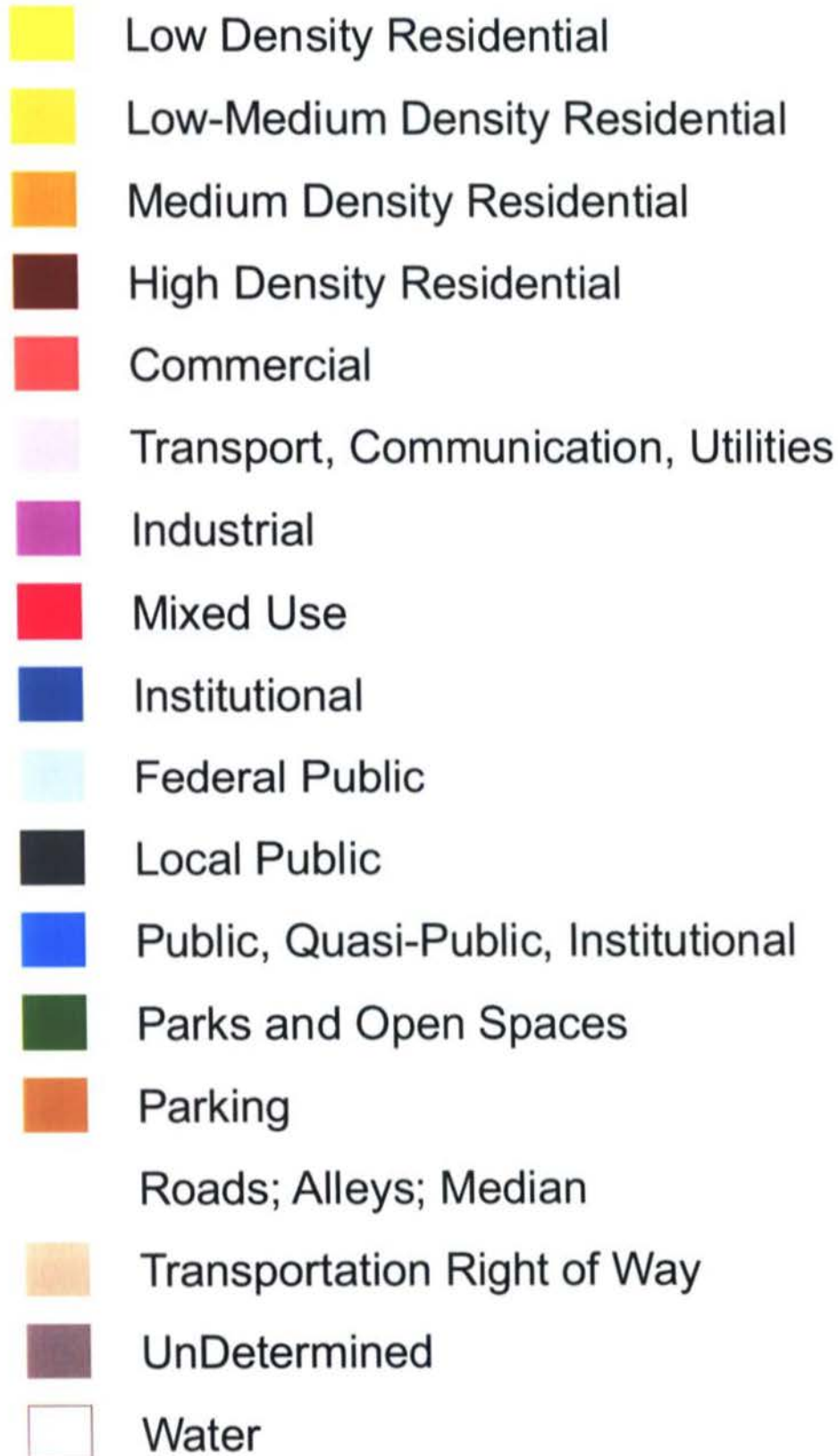
CASE NO. 06-34

EXHIBIT NO. 48



# District of Columbia Existing Land Use

## Map 4



**B. Remainder of Square 1096:**

1. Apartment house (2 stories) at 2 17<sup>th</sup> Street (southeast corner of 17<sup>th</sup> and East Capitol Streets, owned by Mt. Moriah Baptist Church, now vacant) immediately west of subject property
2. Apartment house (2 stories) at 1 18<sup>th</sup> Street (southwest corner of 18<sup>th</sup> and East Capitol Streets, the Drummond condominium) immediately east of subject property
3. 20 foot wide public alley with parking bordering its south side
4. Apartment house (2 stories) at 7 18<sup>th</sup> Street (northwest corner of 18<sup>th</sup> and A Streets, the Farthing condominium) southeast of subject property
5. Apartment house (2 stories, under renovation) at 22-32 17<sup>th</sup> Street (east side of 17<sup>th</sup> Street, south of the alley, southwest of subject property)
6. Residential development (mostly two story rowhouses) on the north side of A Street between 17<sup>th</sup> and 18<sup>th</sup> Streets

**C. To the north:**

1. Eastern High School (4 stories) and athletic fields
2. Eliot Junior High School and athletic fields
3. Mixed moderate density residential development

**D. To the east:**

1. Apartment house (3 stories) at southeast corner of 18<sup>th</sup> and East Capitol Streets
2. Rowhouses facing 18<sup>th</sup> Street
3. Mixed moderate density residential development
4. Stadium/Armory complex
5. Metrorail station entrance on the east side of 19<sup>th</sup> Street south of A Street (approximately 700 feet from the subject property)

- E. To the south: mixed moderate density residential development (mostly rowhouses)
- F. To the west:
  - 1. Mt. Moriah Baptist Church on the northwest corner of the intersection of 17<sup>th</sup> and East Capitol Streets
  - 2. Mt. Moriah Baptist Church parking lot at the southwest corner of the intersection of 17<sup>th</sup> and East Capitol Streets
  - 3. Residential (rowhouse and multifamily)
  - 4. Churches
  - 5. Some commercial uses at 16<sup>th</sup> Street

VI. Zoning

A. Existing zoning: R-4

- 1. Uses:
  - a) Single family detached, semi-detached and row dwellings
  - b) Two family dwellings (flats)
  - c) Conversion of buildings existing prior to 1958 to apartments
  - d) Other institutional uses (churches, hospitals, museums, etc.)
- 2. Minimum lot size:
  - a) Area:
    - (1) Semi-detached dwellings: 3,000 square feet
    - (2) Row dwellings and flats: 1,800 square feet
    - (3) Conversion to apartments: 900 square feet per unit
    - (4) Detached dwellings and all other uses: 4,000 square feet
  - b) Width:
    - (1) Semi-detached dwellings: 30 feet

- (2) Row dwellings and flats: 18 feet
    - (3) Conversion to apartments: not prescribed
    - (4) Detached dwellings and all other uses: 40 feet
  3. Maximum percentage of lot occupancy:
    - a) Row dwellings and flats: 60%
    - b) Conversion to apartments: not prescribed
    - c) Detached and semi-detached dwellings and all other structures: 40%
  4. Minimum rear yard: 20 feet
  5. Minimum side yard: none required in most circumstances
  6. Minimum required parking: one space for each dwelling unit
  7. PUD guidelines
    - a) Height: 60 feet
    - b) FAR: 1.0
    - c) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
    - d) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
- B. Proposed zoning: R-5-B
1. General residential district permitting single family, two family and multi-family dwellings, as well as a broad range of institutional uses (e.g., clinic, hospital, museum) as a matter-of-right
  2. Maximum height: 50 feet
  3. Maximum FAR: 1.8
  4. Maximum percentage of lot occupancy: 60%

5. Minimum required rear yard – 4 inches per foot of height at the rear, minimum of 15 feet
6. Side yard – not required
7. Minimum required parking for apartment house use: 1 space for each 2 dwelling units
8. PUD guidelines
  - a) Height: 60 feet
  - b) FAR: 3.0
  - c) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
  - d) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser

- C. History – R-4 since 1958
- D. Zoning of the area: predominantly R-4

VII. Description of the proposed project

- A. Apartment house with 133 units
- B. Height: maximum of 49.9 feet
- C. Floor area ratio: 2.64 (112,599 square feet of gross floor area)
- D. Parking: 113 spaces in two level garage in the building accessed from the public alley at the rear
- E. Loading: 1 combined loading berth/service space @ 45 feet at the west end of the site accessed from the alley
- F. Comparison to matter-of-right and PUD standards for R-5-B
  1. Uses: residential permitted as a matter-of-right
  2. Height:
    - a) Matter-of-right: 50 feet

- b) PUD guideline: 60 feet
- c) Proposed: 49.9 feet
- 3. FAR:
  - a) Matter-of-right: 1.8
  - b) PUD guideline: 3.0
  - c) Proposed: 2.64
- 4. Proposed total gross floor area of 112,599 square feet is increase in total GFA of approximately 35,867 square feet

**VIII. Compliance with PUD evaluation standards of §2403**

- A. Impact of project shall be favorable, capable of being mitigated or acceptable (§2403.3)
  - 1. Project is new residential construction in a residential area
  - 2. Traffic will have no unacceptable impact on levels of service at build-out, per report by Gorove/Slade Associates
  - 3. Proposed height is acceptable and not significantly different from what could be built as matter-of-right
- B. Project is not inconsistent with the Comprehensive Plan (§2403.4): see section IX, below
- C. Commission shall “judge, balance, and reconcile the relative value of project amenities and public benefits offered, the degree of development incentives requested and any potential adverse effects” (§2403.8)
- D. Public benefits and project amenities
  - 1. New residential development of over 35,000 square feet more than the existing matter-of-right
  - 2. Affordable housing
    - a) 8% of the total gross floor area (c. 9,000 square feet)



- b) Reserved for 20 years for households making up to 80% of the area median income
- 3. On-site amenities for building residents, including meeting room and exercise room
- 4. Sustainable design features
- 5. Community benefits:
  - a) Employment and training programs through First Source Agreement with DOES and Memorandum of Understanding with DSLBD;
  - b) Exterior improvements to two adjoining apartment buildings;
  - c) Contribution of \$10,000 to mentoring and youth leadership program at Eastern High School;
  - d) Improvements to 2 community basketball courts at Eastern High School;
  - e) Trash receptacles along East Capitol Street;
  - f) Tree planting;
  - g) Repair of existing alley;
  - h) Replacement of sidewalks along East Capitol Street in subject square;
  - i) \$11,000 for landscape improvements to the houses in the Square fronting on A Street; and
  - j) Contribution of \$25,000 to the Capitol Hill Community Foundation for exterior building repairs to Eastern High School and/or Eliot Junior High School

balanced against

- E. Development incentives:
  - 1. No increase in height over proposed matter-of-right (10 feet less than the height permitted for a PUD under the existing R-4 zoning)

2. Increase in density of approximately 35,867 square feet

F. Areas of flexibility from R-5-B or PUD standards:

1. Minimum area requirement

- a) Required: 43,560 square feet
- b) Provided: 42,629 square feet
- c) Waiver required: 931 square feet (2%)
- d) Standards under §2401.2
  - (1) In the best interests of the city or country
  - (2) If outside the CEA, at least 80% of the gross floor area is residential
- e) Compliance:
  - (1) Replacement of obsolete, abandoned apartment houses containing very small units with new modern housing is in the best interests of the city
  - (2) 100% of GFA is residential

2. Lot occupancy

- a) Maximum allowed: 60%
- b) Provided: 66%

3. Rear Yard

- a) Minimum required: 16 feet, 7.5 inches
- b) Provided: 3 feet
- c) Compensates for wider side yards to provide greater separation from the closest existing buildings (apartment houses to the east and west)

4. Loading berth:

- a) Required: 1 berth @ 55 feet and 1 service/delivery loading space

- b) Provided: 1 combined service and loading berth @ 45 feet
  - c) Even at 20 feet, which is generous for a residential alley, alley is not wide enough to allow a tractor trailer to turn into the alley from either 17<sup>th</sup> or 18<sup>th</sup> Streets and access a loading berth on the site
  - d) Size and number of units are such that the combined loading area will be able to accommodate delivery and service functions
5. Roof structures
- a) Required: single enclosure
  - b) Provided: three enclosures
  - c) Actually reduces the height and bulk of structures on the roof (building is approximately 270 feet long and requiring a single enclosure would mean adding significantly more screen walls with no purpose other than to connect and consolidate the structures on the roof)

IX. Consistency with the Comprehensive Plan

A. The District Elements

1. The District of Columbia Comprehensive Plan Act of 1984 (D.C. Law 5-76, March 9, 1984)
2. The District of Columbia Comprehensive Plan Act of 1984 Land Use Element Amendment Act of 1984 (D.C. Law 5-187, February 15, 1985)
3. The Comprehensive Plan Amendments Act of 1989 (D.C. Law 8-129, January 5, 1990)
4. The Comprehensive Plan Amendments Act of 1994 (D.C. Law 10-193, October 19, 1994)
5. Comprehensive Plan Land Use Maps Approval Resolution of 1996 (Resolution 11-313, May 7, 1996)
6. The Comprehensive Plan Amendments Acts of 1998 (D.C. Law 12-275, April 27, 1999)
7. The Comprehensive Plan Amendment Act of 2006 (D.C. Law 16-300, effective March 8, 2007)

**B. Framework element – guiding principles**

**1. Managing growth and change**

- a) "Change in the District is both inevitable and desirable. The key is to manage change in ways that protect the positive aspects of life in the city and reduce negatives such as poverty, crime, and homelessness." (§2.3, ¶217.1)
- b) "Diversity also means maintaining and enhancing the District's mix of housing types. Housing should be developed for households of different sizes, including growing families as well as singles and couples." (§2.3, ¶217.3)
- c) "The District needs both residential and non-residential growth to survive." (§2.3, ¶217.4)
- d) "Redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs." (§2.3, ¶217.6)
- e) "Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality." (§2.3, ¶217.7)

**2. Creating successful neighborhoods**

- a) "The residential character of neighborhoods must be protected, maintained and improved. Many District neighborhoods possess social, economic, historic, and physical qualities that make them unique and desirable places in which to live. These qualities can lead to development and redevelopment pressures that threaten the very qualities that make the neighborhoods attractive. These pressures must be controlled through zoning and other means to ensure that neighborhood character is preserved and enhanced." (§2.3, ¶218.1)

- b) "The preservation of existing affordable housing and the production of new affordable housing both are essential to avoid deepening of racial and economic divides in the city. Affordable renter- and owner-occupied housing production and preservation is central to the idea of growing more inclusively." (§2.3, ¶218.3)

3. Connecting the city

"Washington's wide avenues are a lasting legacy of the 1791 L'Enfant Plan and are still one of the city's most distinctive features. The "great streets" of the city should be reinforced as an element of Washington's design through transportation, streetscape, and economic development programs." (§2.3, ¶220.3)

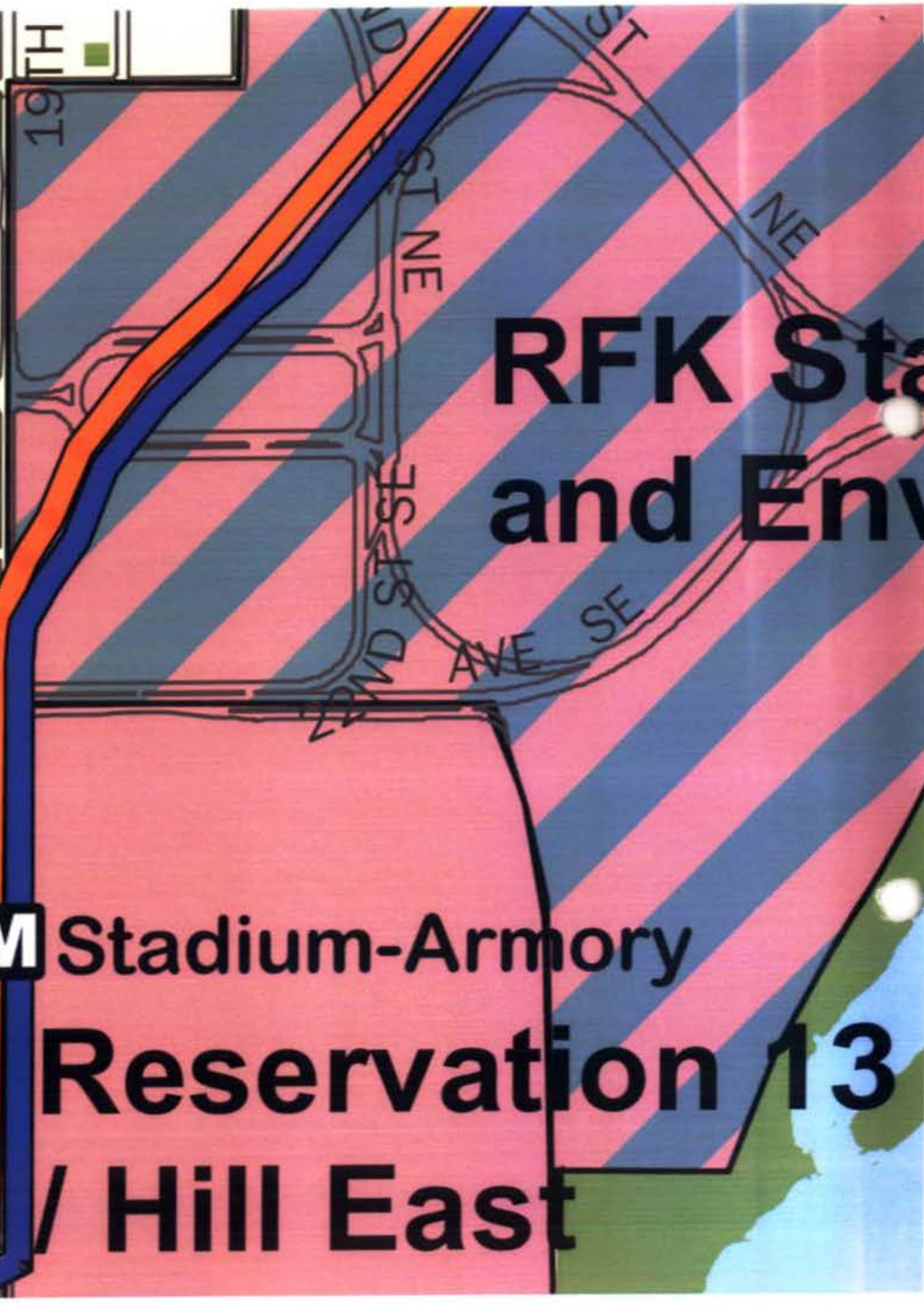
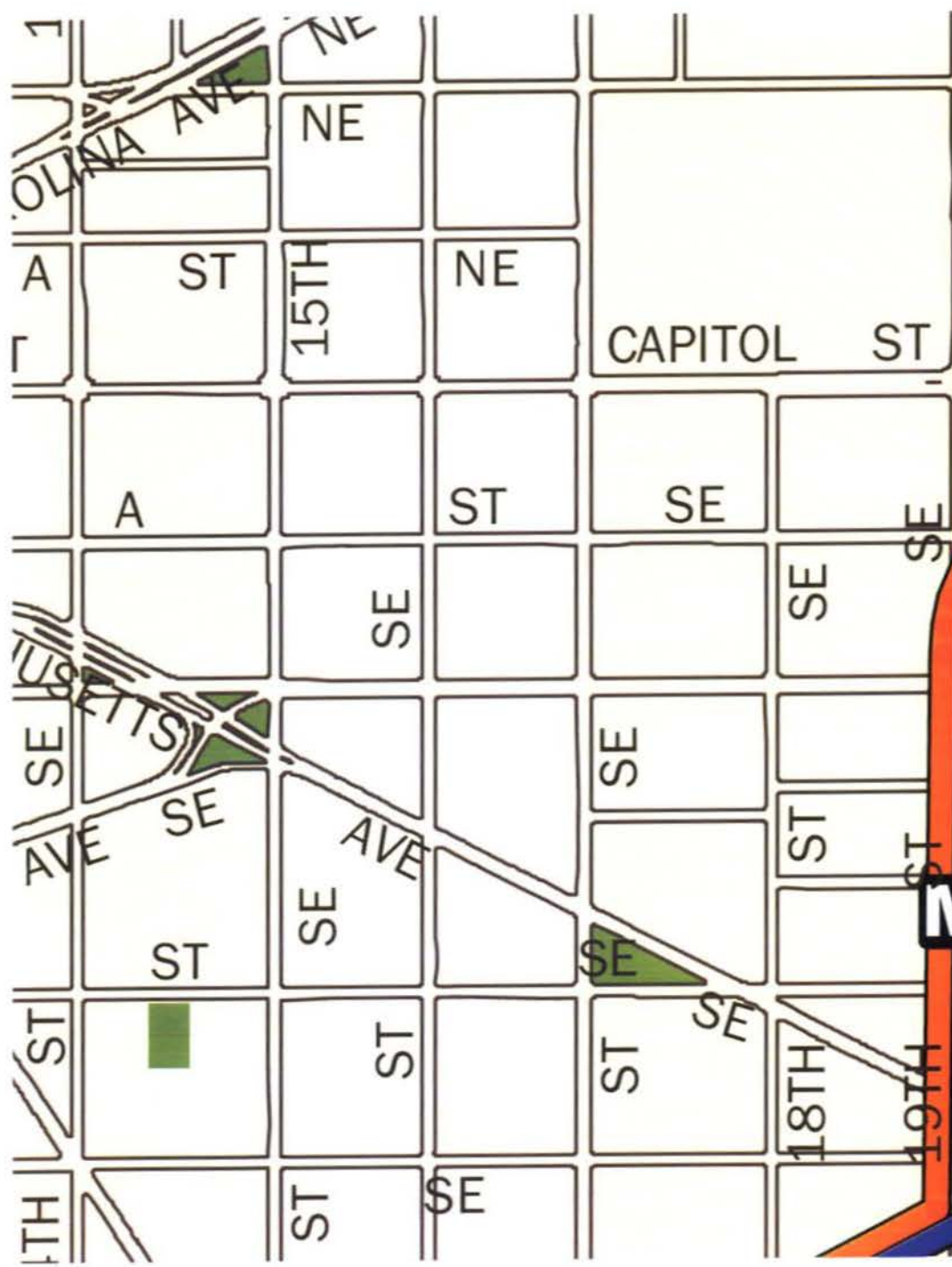
4. Building green and healthy communities

- a) "As the nation's capital, the District should be a role model for environmental sustainability. Building construction and renovation should minimize the use of non-renewable resources, promote energy and water conservation, and reduce harmful effects on the natural environment." (§2.3, ¶221.3)
- b) "Planning decisions should improve the health of District residents by reducing exposure to hazardous materials, improving the quality of surface and groundwater, and encouraging land use patterns and land uses that reduce air pollution and facilitate pedestrian and bicycle travel." (§2.3, ¶221.4)

C. Framework element – the Land Use Maps

- 1. The Generalized Policy Map purpose "is to categorize how different parts of the District may change between 2005 and 2025" (§2.4, ¶223)
- 2. Includes subject property in Neighborhood Conservation Area (see excerpt, following), described as follows:

"Neighborhood Conservation areas have very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density over current (2005) conditions are not expected but some new development and reuse opportunities are anticipated." 223.4



**RFK Sta  
and Env**

**M Stadium-Armory  
Reservation 13  
Hill East**

# LEGEND

This map identifies the following four different types of areas:  
 Neighborhood Conservation Areas, Neighborhood Enhancement  
 Areas, Land Use Change Areas, and Commercial/Mixed Use Areas.

## Neighborhood Conservation Areas

Areas with very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and commercial uses is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density are not expected but some new development and reuse opportunities are anticipated.

The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The density, land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map.

## Neighborhood Enhancement Areas

Neighborhoods with substantial amounts of vacant residentially zoned land. They are primarily residential in character. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible small-scale infill development including new single family homes, town homes, and other density types of housing. Land uses that reflect the historical mixture and diversity of each community should be encouraged.

The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development "fits in" and responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected as development takes place. Publicly-owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable.

## Land Use Change Areas

## Land Use Change Areas (Federal)

Areas where change to a different land use is anticipated. The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and to 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. Land Use Change Areas include:

Anacostia Metro	Howard University Town Center	Rhode Island Avenue Metro
Armed Forces Retirement Home-East	McMan Sand Filtration Site	South Capitol Corridor
Armed Forces Retirement Home-West	New Southwest	Southeast Waterfront
Brookland Metro	New York Avenue / Bladensburg Triangle	St Elizabeths Campus
Buzzards Pond	NOMA / New York Avenue Metro	Upper Bladensburg
Camp Simms	Old Convention Center / Hotel Site	Water Reed Hospital
DC Village	Poplar Point	Watergate Met
Fort Lincoln New Town	Reservation 13 / Hill East	
Fort Totten Metro	RFK Stadium and Environs	

As Land Use Change Areas are redeveloped, the District expects to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods. Programs to avoid and mitigate any undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary.

Federal lands where a change of land use or ownership is possible by 2025 are shown with a striped pattern. In some cases a specific mix of expected uses is shown on the Future Land Use Map. In others, the Future Land Use Map depicts these sites as "Federal", indicating that although the District expects a change it does not yet have a basis for projecting specific land uses. The District has no jurisdiction over Federal lands. This information is provided to advise District residents that changes may occur and that the District intends to plan proactively for new uses in the event the lands are transferred.

## Commercial/Mixed Use Areas

These areas correspond to the city's business districts, many of which form the heart of its neighborhoods. Five categories are used, defining the physical and economic character of each area along with generalized long-range conservation and development objectives. The commercial areas defined are: "Main Street Mixed Use Corridors," "Neighborhood Commercial Centers," "Multi-Neighborhood Commercial Centers," "Regional Commercial Centers," and the "Central Employment Area."

### Main Street Mixed Use Corridors

Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14th Street Heights or Benning Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.

### Neighborhood Commercial Centers

### Enhanced/New Neighborhood Centers

Neighborhood Commercial Centers meet the day-to-day needs of residents and workers in the adjacent neighborhoods. Their service area 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 child care. Office space for small businesses, such as local real estate and insurance offices, doctors and dentists, and similar uses, also may be found in such locations. New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses.

### Multi-Neighborhood Centers

### Enhanced/New Multi-Neighborhood Centers

Multi-neighborhood centers contain many of the same activities as neighborhood centers but in greater depth and variety. Their service area is typically one to three miles. These centers are generally found at major interchanges and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include office space for small businesses, although their primary function remains retail trade. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Transit improvements to these centers are also desirable.

### Regional Centers

Regional centers have the largest range of commercial functions outside the Central Employment Area and are likely to have major department stores, many specialty shops, concentrations of restaurants, movies and other leisure or entertainment facilities. They typically draw patrons from across the city, as well as patrons from nearby suburban areas. A large office component is also associated with regional centers. As with Multi-Neighborhood Centers, infill development at Regional Centers should provide new retail, entertainment, service uses, additional housing, and employment opportunities where feasible. These centers are generally located along major arterials and are served by transit, and typically generate significant demand for parking. Heights and densities in regional centers should be appropriate to the scale and function of development in adjoining communities, and should be further guided by policies in the Land Use Element and the Area Elements.

### Central Employment Area

The Central Employment Area is the business and retail heart of the District and the metropolitan area. It has the widest variety of commercial uses, including but not limited to major government and corporate offices, retail, cultural, and entertainment uses, and hotels, restaurants, and other hospitality uses. The Central Employment Area draws patrons, workers, and visitors from across the region. The Comprehensive Plan's Land Use and Economic Development Elements, and the Central Washington Area Element and Anacostia Waterfront Element provide additional guidelines, policies and actions related to the Central Employment Area.

## Other Map Elements

This map also identifies parks and open space, federal lands, Downtown Washington, and major institutional land uses. The fact that these areas are not designated as Conservation, Enhancement, or Change does not mean they are exempt from the policies of the Comprehensive Plan or will remain static.

### Federal Lands

### Central Washington

Because of its unique characteristics, Central Washington is shown as a feature on the map rather than with the categories above. Detailed policies for this area are included in the Central Washington Area Element.

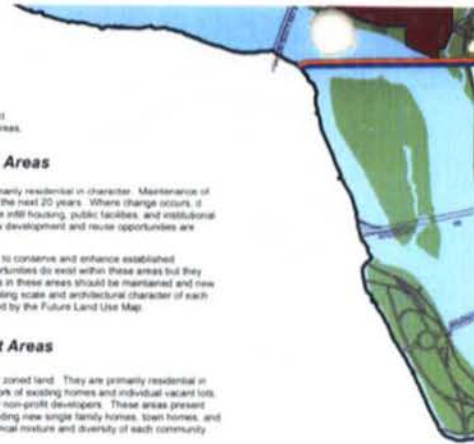
### Institutional Uses

Includes colleges and universities, large private schools, hospitals, religious organizations, and similar institutions.

### Parks - Federal and District-owned

### Water Bodies

### Metro Stations



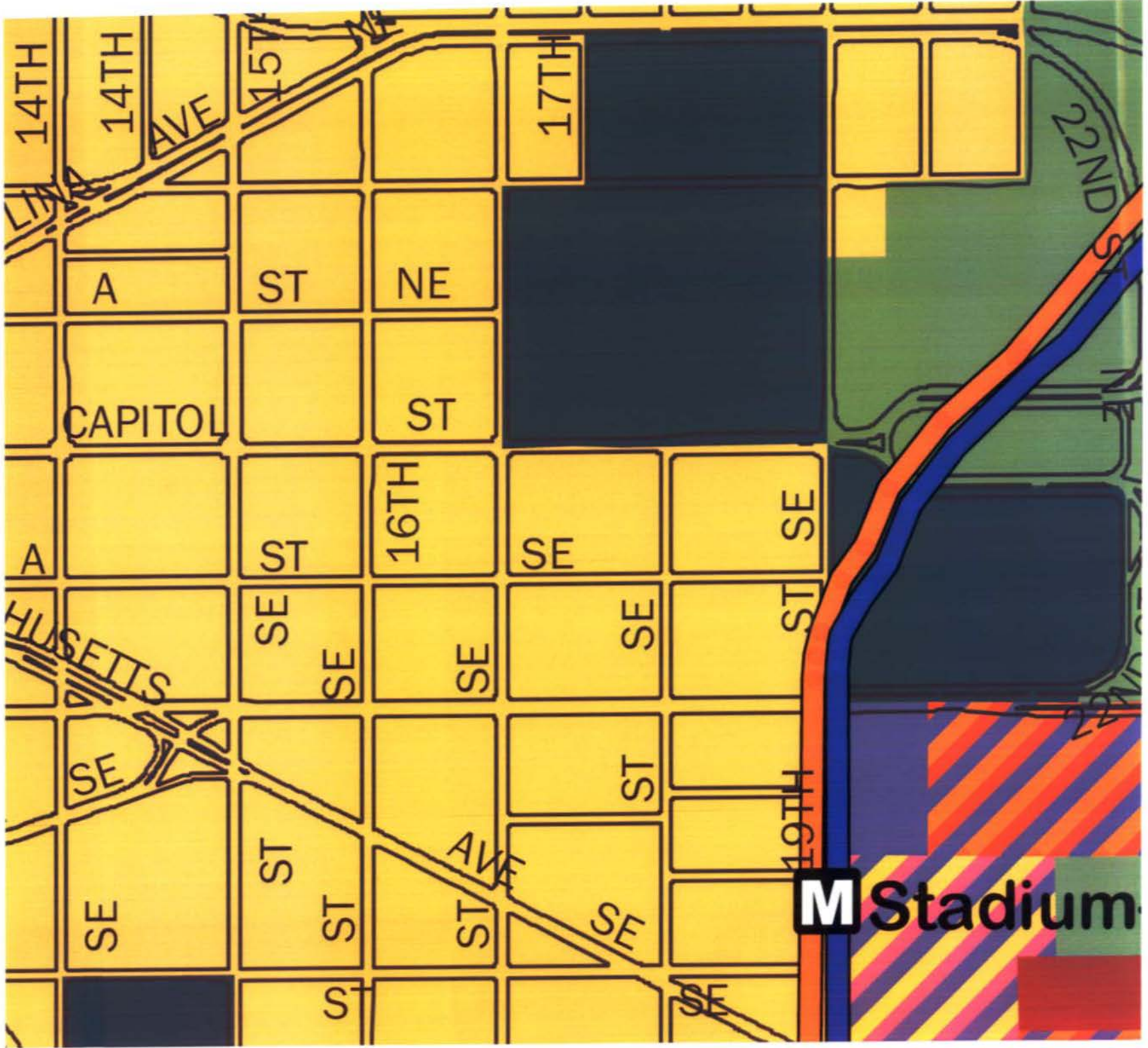
"The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map." 223.5

3. The Future Land Use Map (see excerpt, following) – includes property in moderate density residential category, described as follows:

"This designation is used to define the District's row house neighborhoods, as well as its low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some of the older inner city neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all). The R-3, R-4, R-5-A Zone districts are generally consistent with the Moderate Density Residential category; the R-5-B district and other zones may also apply in some locations." 224.7

4. Maps are intended to provide generalized guides for development and conservation decisions (§2.4.2, ¶224.24)
  - a) Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards
  - b) By definition Map is to be interpreted broadly
  - c) Future Land Use Map is generalized depiction of intended uses in the 20 year horizon
  - d) Densities within any given area are across-the-board; individual buildings may be higher or lower
  - e) Density bonuses through PUDs may result in heights that exceed typical ranges
  - f) Zoning is guided by the Future Land Use Map, interpreted in conjunction with the text of the Plan, including citywide elements, area elements and approved small area plans





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# LEGEND

## Residential Land Use Categories



### Low Density Residential

Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.



### Moderate Density Residential

Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.



### Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



### High Density Residential

Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

## Commercial Land Use Categories



### Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



### Moderate Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.



### Medium Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.



### High Density Commercial

Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.



### Production, Distribution, and Repair

This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

## Public and Institutional Land Use Categories



### Federal

Includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, and similar federal government activities. The "Federal" category generally denotes ownership rather than use. Land with this designation is generally not subject to zoning.



### Local Public Facilities

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. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.



### Institutional

Includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Because of the scale of this map, smaller institutional uses such as churches are generally not shown unless they are located on sites that are several acres in size.



### Parks, Recreation, and Open Space

Includes the federal and District park systems, including the National Parks, the circles and squares of the L'Enfant city and District neighborhoods, the National Mall, settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Sullyland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).

## Mixed Land Use



Areas where the mixing of two or more land uses is encouraged are shown using striped patterns. The colors of the stripes correspond to the specific land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the map may indicate the dominant use by showing it at a slightly higher density (in this case, "Moderate Density Residential/ Low Density Commercial"). The Comprehensive Plan Area Elements may also provide additional detail on the specific mix of uses envisioned.



### Water Bodies



### Metro Stations



### Metro Lines

D. Land Use element

1. Overall goal:

"Ensure the efficient use of land resources to meet long-term neighborhood, city-wide, and regional needs: to help foster other District goals, to protect the health, safety, and welfare of District residents and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries." (§302.1)

2. Policies and Actions – Transit-Oriented and Corridor Development

- a) "Fully capitalizing on the investment made in Metrorail requires better use of land around transit stations and along transit corridors. While many of the District's 40 Metrorail stations epitomize the concept of a "transit village," with pedestrian-oriented commercial and residential development of varying scales, others do not." (§306.2)
- b) "Much of the city's planning during the last five years has focused on making better use of transit station areas. ... One objective of these initiatives has been to strengthen transit stations as neighborhood centers and attract new investment to struggling business districts. Another important objective has to been to accommodate the growth of the city in a way that minimizes the number and length of auto trips generated, and to reduce household expense on transportation by providing options for "car-free" (or one car) living." (§306.3)
- c) Principles in the management of land around Metrorail stations:
  - (1) A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;
  - (2) A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;
  - (3) A preference for attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking;

- (4) Provision of well-designed, well-programmed, and well-maintained public open spaces;
  - (5) A "stepping down" of densities with distance away from each station, protecting lower density uses in the vicinity;
  - (6) Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city; and
  - (7) A high level of pedestrian and bicycle connectivity between the stations and the neighborhoods around them (§306.4)
- d) "Station area development policies must respond to the unique needs of each community and the unique setting of each station." (§306.5)
- e) "The reach of transit-oriented development around any given station or along a high volume transit corridor should vary depending on neighborhood context. While 1/4 to 1/2 mile is generally used across the country to define the walkable radius around each station, and therefore the area in which higher densities may accommodate growth without increased traffic congestion, applying a uniform radius is not appropriate in the District. The established character and scale of the neighborhood surrounding the station should be considered, as should factors such as topography, demographics, and the station's capacity to support new transit riders. Many stations abut historic or stable low density neighborhoods. Similarly, many of the city's priority transit corridors transition to single family homes or row houses just one-half block to less off the street itself." (§306.7)
- f) **Policy LU-1.3.5 Edge Conditions Around Transit Stations**
- "Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should "step down" as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards." (§306.14)

g) **Policy LU-1.3.6 Parking Near Metro Stations**

"Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters." (§306.15)

3. **Creating and Maintaining Successful Neighborhoods**

a) **Policy LU-2.1.1 Variety of Neighborhood Types**

"Maintain a variety of neighborhood types in the District, ranging from low-density, single family neighborhoods to high-density, multi-family mixed use neighborhoods. The positive elements that create the identity and character of each neighborhood should be preserved and enhanced in the future." (§309.6)

b) **Policy LU-2.1.3 Conserving, Enhancing and Revitalizing Neighborhoods**

"Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment." (§309.8)

c) **Policy LU-2.1.8: Zoning of Low and Moderate Density Neighborhoods**

"Discourage the zoning of areas currently developed with single family homes, duplexes, and rowhouses (e.g., R-1 through R-4) for multi-family apartments (e.g., R-5) where such action would likely result in the demolition of housing in good condition and its replacement with structures that are potentially out of character with the existing neighborhood." (§309.12)

d) **Policy LU-2.1.11: Residential Parking Requirements**

"Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow." (§309.15)

4. Maintaining community standards

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

"Reduce the number of vacant and abandoned buildings in the city through renovation, rehabilitation, and where necessary, demolition. Implement programs that encourage the owners of such buildings to sell or renovate them, and apply liens, fines, and other penalties for non-compliant properties." (§310.4)

b) Policy LU-2.2.4: Neighborhood Beautification

"Encourage projects which improve the visual quality of the District's neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements." (§310.5)

E. Transportation element

1. Overall goal:

"Create a safe, sustainable efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents." (§401.1)

2. Policies and Actions – Linking Land Use and Transportation

- a) "Coordinating transportation and land use decisions is critical to making the best use of infrastructure and finite land resources as these gains occur. The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved. The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes. Travel times are reduced and there is better use of public transportation investments." (403.1)

- b) "Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place." (§403.2)
- c) "Closer coordination between transportation and land use planning can result in better congestion management, more efficient use of transit and parking, and transportation infrastructure that is sensitive and complementary to its surrounding context." (§403.4)
- d) "Assessing and measuring the transportation impacts of land use decisions is also an important part of integrated land use and transportation planning. New development generates new trips—be they auto trips, transit trips, or pedestrian and bicycle trips. Major land use changes such as the development of large housing complexes or office buildings must be evaluated for their impacts on existing and planned transportation infrastructure to ensure that the network can function adequately when the projects are completed." (§403.5)
- e) 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." (§403.10)

F. Housing element

1. Overall goal

"Develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia." (§501.1)

2. Homes for an Inclusive City - Expanding Housing Supply

- a) "Expanding the housing supply is a key part of the District's vision to create successful neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city's fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments

of the community. The first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs." (§503.1)

b) Policy H-1.1.1 Private Sector Support

"Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives." (§503.2)

c) Policy H-1.1.2 Production Incentives

"Provide suitable regulatory, tax, and financing incentives to meet housing production goals. These incentives should continue to include zoning regulations that permit greater building area for commercial projects that include housing than for commercial projects that do not include housing. (§503.3)

d) Policy H-1.1.3 Balanced Growth

"Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing." (§503.4)

3. Ensuring Housing Affordability

a) Policy H-1.2.1: Affordable Housing Production as a Civic Priority

"Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city." (§ 504.8)

b) Policy H-1.2.3: Mixed Income Housing

"Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing." (§504.10)



c) **Policy H-1.2.7: Density Bonuses for Affordable Housing**

"Provide zoning incentives to developers proposing to build low- and moderate-income housing. Affordable housing shall be considered a public benefit for the purposes of granting density bonuses when new development is proposed. Density bonuses should be granted in historic districts only when the effect of such increased density does not significantly undermine the character of the neighborhood." (§504.14)

G. **Environmental Protection element**

1. **Policies and Actions – Protecting Natural Green Areas**

**Policy E-1.1.1 Street Tree Planting and Maintenance**

"Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods." (§603.4)

2. **Policies and Actions – Promoting Environmental Sustainability**

a) **Policy E-3.1.2 Using Landscaping and Green Roofs to Reduce Runoff**

"Promote an increase in tree planting and landscaping to reduce stormwater runoff, 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." (§613.3)

b) **Policy E-3.2.1 Support for Green Building**

"Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities." (§614.2)

H. Urban design element

1. Designing for Successful Neighborhoods

a) Policy UD-2.2.1: Neighborhood Character and Identity

"Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context." (§910.6)

b) 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 within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk." (§910.8)

c) Policy UD-2.2.4: Transitions in Building Intensity

"Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood." (§910.10)

d) Policy UD-2.2.5: Creating Attractive Facades

"Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street." (910.12)

e) Policy UD-2.2.6: Maintaining Façade Lines

"Generally maintain the established façade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic façade

line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations. Where existing façades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm." (§910.13)

f) Policy UD-2.2.7: Infill Development

"Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs." (§910.14)

g) Policy UD-2.2.8: Large Site Development

"Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades." (§910.15)

I. Capitol Hill area element

1. Policy CH-1.1.1: Conserving Residential Uses

"Maintain the integrity and quality of Capitol Hill's residential uses, and recognize the importance of its historic architecture and housing stock to the entire District of Columbia. Ensure that Comprehensive Plan and zoning designations for Capitol Hill neighborhoods sustain its moderate density land use pattern." (§1608.2)

2. 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, Pennsylvania Avenue, and East Capitol Street." (§1609.3)

X. Conclusions

A. Project is not inconsistent with the Comprehensive Plan

B. Project is within the applicable height and bulk standards of the Zoning Regulations

- C. Project provides an appropriate balance between the development proposed, the flexibility requested and the benefits and amenities provided
- D. PUD allows the Zoning Commission to condition approval to what is specifically proposed, without allowing more density or uncontrolled development
- E. Project should be approved