

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Karen Thomas, Development Review Specialist
JLS
 Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation

DATE: January 2, 2022

SUBJECT: Setdown Report: Petition for a Map Amendment to Rezone lots fronting Benning Road NE from the MU-4, and RA-2 zones to the MU-5A zone.

I. RECOMMENDATION

The Office of Planning recommends that the Zoning Commission **set down** this petition for a map amendment to rezone lots fronting Benning Road¹ in Squares 4510, 4511, 4513, 4514, 4515, 4516, 4517, 4518 and Parcel 0149 0060 from the MU-4 zone to the MU-5A zone as a **Rulemaking case**.

The proposal is intended to implement changes to the recently updated Comprehensive Plan (2021) and **would not be inconsistent** with the Comprehensive Plan and the Benning Road Corridor Redevelopment Framework Plan (2008).

Additionally, OP recommends that the map amendment **be subject to IZ Plus** (Subtitle X Section 502.2 (c)) as discussed in Section V of this report.

II. PETITION-IN-BRIEF

Petitioner	DC Office of Planning on behalf of the Ward 7 Economic Development Advisory Council (Ward 7 EDAC)
Proposed Map Amendment:	MU-4 and RA-2 to MU-5A
Address and Legal Description	See Appendix A for a listing of the affected Square and Lots with related addresses.
Ward and ANC:	Ward 6/ANC-6A and Ward 7/ANC 7D
Property Size:	372,938 square feet combined. Individual lot sizes – Appendix A
Future Land Use Map Designation:	Mixed Use (Medium Res / Moderate Comm) (Tracking #9983)
Generalized Policy Map Designation:	Mixed Use Corridor

¹ See Appendix A for a listing of the relevant Squares and related lots with addresses.

The majority of properties are zoned MU-4 with one block zoned RA-2 (Square 4511 Lot 68). The townhouse lots at the western end (at 16th Street NE) are included since they are within the MU-4 zone and within the boundary of Ward 7, like the properties to the east fronting Benning Road. As seen on the map (Appendix A) the properties are bounded on the south by either Gales Place or a public alley.

III. BACKGROUND

This map amendment is an initial submission of a series of future consistency actions/amendments recommended in the Council Approved Comprehensive Plan Amendment (2021) for Benning Road and surrounding area. OP is collaborating with the Ward 7 Economic Development Advisory Council to initiate the amendments in furtherance of the Ward's desired plans.

The Ward 7 Economic Development Advisory Council acted in accordance with input received from the community focused in particular on existing business owners being able to partake in the hoped-for economic development renaissance. With its Comprehensive Plan amendments, the Advisory Council was especially careful that the amendments should not encroach on residential areas.

Through the amendments, the Advisory Council seeks to:

- contribute to long-term planning for the Ward,
- facilitate the redevelopment of underutilized and/or blighted sites along the Ward's primary corridors and at its major intersections,
- enhance opportunities for transit-oriented development in the Ward,
- include better density capacities, particularly for mixed-use development,
- preserve sites for affordable and workforce housing, particularly in light of the aging housing stock in the Ward,
- create new, more diverse types of housing, and
- attract more amenities to the Ward, all in an effort to spur economic growth, improve the Ward's physical environment and enhance safety.

The land use amendments that the Advisory Council proposed promote a mix of uses in order to increase the housing supply, including the number of workforce housing units, and to enhance opportunities for higher quality retail and neighborhood services for the residents of the Ward. (*The Ward 7 Economic Development Advisory Council Report, Page 27, 2017*)

IV. SITE AND AREA DESCRIPTION

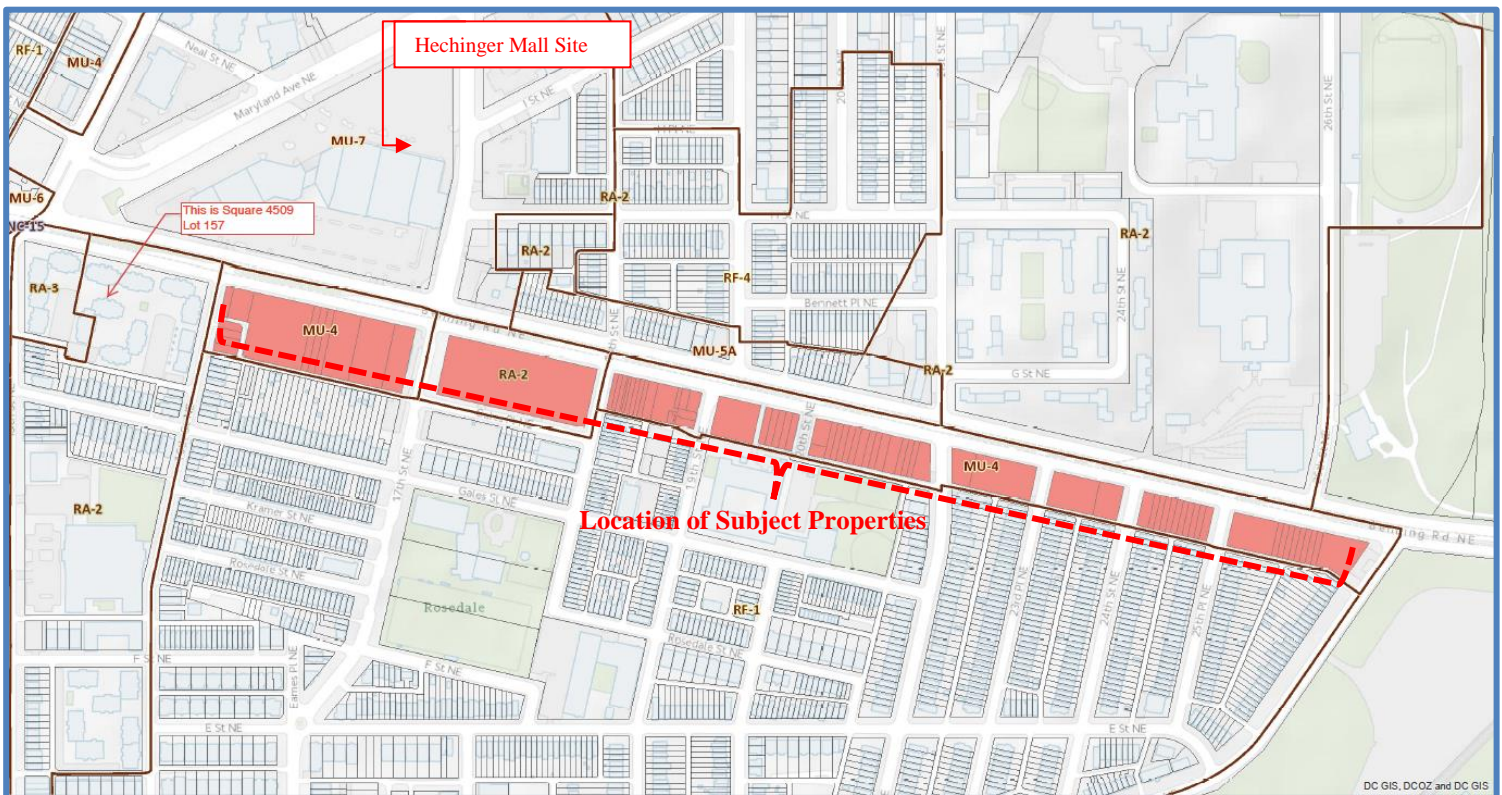
The identified lots and parcels in this application, noted hereafter as the subject properties, are bounded by Benning Road NE on the north, an east west alley or Gales Place to the south, 16th Street to the west and Oklahoma Avenue, NE to the east. In combination, these lots represent approximately 2,990.94 linear feet of frontage along Benning Road, NE and the H Street/Benning Road streetcar line. The subject properties are developed with a variety of retail, surface parking, and church uses which have been long-standing in the community. There is no single majority landowner on this south side of Benning Road, N.E compared to the north side, east of 21st Street N.E., where the District owns a sizeable acreage of land, including public housing, educational uses and recreational uses of the Spingarn Educational Campus and the Langston Golf Course, both within their named Historic Districts.

Across Benning Road is the large commercial property known as the Hechinger Mall site and east of that site are smaller residential properties between 17th and 21st Street NE.

Directly to the west, at the corner of Benning Road and 16th Street, N.E., is a multifamily developed property (1505 Benning Road) that is split-zoned RA-2 and RA-3 (Square 4509 Lot 157) and is not proposed for rezoning in this case but could be part of a separate application in the future, as it is also similarly designated in the Comprehensive Plan.

V. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

OP is requesting a map amendment to rezone the site (approximately 372,938 square feet of land) from the MU-4 and RA-2 zone to the MU-5 zone. The current MU-4 and RA-2 zoning does not permit medium-density residential development, which are typically located within low-to moderate-density residential areas but are now inconsistent with the amendments to the Future Land Use Map's mixed-use designation of medium density residential and moderate density commercial.



Existing MU-4 Zoning: Subtitle G, Chapter 4 of the zoning regulations states: “The MU-4 zone is intended to permit moderate-density mixed-use development, including facilities for shopping and business needs for large segments of the District outside of the central core. It is also intended to be in low- and moderate density residential areas with access to main roadways or rapid transit stops.” It permits a maximum density of 2.5 FAR for uses within the categories listed in Subtitle U § 512.1

<i>(a) Uses permitted as a matter of right in any R, RF, and RA zones, and all uses permitted as a matter of right for MU-Use Group D</i>	<i>(h) Firearms sales subject to criteria</i>
<i>(b) Animal boarding in a basement or cellar subject to criteria</i>	<i>(i) Gasoline service stations, subject to criteria</i>
<i>(c) Automobile Truck or marine sales</i>	<i>(j) Optical transmission node</i>
<i>(d) College or university uses;</i>	<i>(k) Retail uses, except for large format retail</i>
<i>(e) eating or drinking establishment subject to criteria;</i>	<i>(l) Service (general) subject to criteria</i>
<i>(f) Education uses (private)</i>	<i>(m) Veterinary office or hospital etc.</i>
<i>(g) Entertainment, assembly, performing arts uses, subject to criteria</i>	<i>(n) Accessory uses incidental/subordinate to uses of this section</i>

Existing RA-2 Zoning

Subtitle G, Chapter 4 of the zoning regulations states: “The RA-2 zone is intended to permit moderate-density residential. It permits a maximum density of 1.8 FAR for uses within the categories listed in Subtitle U § 401.1

<i>(a) Any use permitted in the RF zones under Subtitle U § 301, except corner stores;</i>	<i>(e) Recreation building, park, playground etc.</i>
<i>(b) Private clubs with sleeping accommodations</i>	<i>(f) Elderly development center</i>
<i>(c) Child development center</i>	<i>(g) Temporary surface parking lot</i>
<i>(d) Multiple dwellings hotel and retirement community</i>	

Proposed MU-5A zone: Subtitle G, Chapter of the zoning regulations state:

The MU-5 zones are intended to:

- (a) Permit medium-density, compact mixed-use development with an emphasis on residential use;*
- (b) Provide facilities for shopping and business needs, housing, and mixed-uses for large segments of the District of Columbia outside of the central core; and*
- (c) Be located on arterial streets, in uptown and regional centers, and at rapid transit stops.*

The following table compares the development standards and uses of the current MU-4 and RA-2 zone and the proposed MU-5 zone.

Table 1.

	Existing Zone: RA-2	Existing Zone: MU-4	Proposed Zone MU-5A
Permitted Uses:	Uses permitted as a matter of right in any R, RF, and RA zones, and all uses permitted as a matter of right for MU-Use Group D U § 401.1	Uses permitted as a matter of right in any R, RF, and RA zones, and all uses permitted as a matter of right for MU-Use Group D of this chapter, unless otherwise required as a special exception in U § 513 or not permitted by U § 514; (U § 512.1)	
Height:	40 ft. max./3 stories	50 ft. max./no story limit	65 ft/70 ft. with IZ
Floor Area Ratio (FAR):	0.9 max.	2.5 max.	3.5 max
	1.08 max. with IZ	3.0 max. with IZ	4.2 max with IZ
IZ	Greater of 10% of res. FA or 75% of bonus density utilized		Greater of 8% of res FA or 50% of bonus density utilized.
IZ Plus			
Penthouse Height:	12 ft max.	12 ft. max./1 story max.	12 feet/ 18.5 feet mechanical
		15 ft. mechanical max./2 nd story max. for penthouse mechanical	2 nd story for penthouse mechanical space.
Lot Occupancy:	40% max.	60% max./75% with IZ	80%
Rear Yard:	20 ft min.	15 ft min.	
Side Yard:	One (1) side yard shall be provided unless the building is a multiple dwelling that contains three (3) or more dwelling units per floor, in which case two (2) side yards shall be provided; in either case such side yards shall have the minimum distance equal to three inches (3 in.) per foot of building height but not less than eight feet.	(G § 406) No side yard is required for a building or structure other than a detached single dwelling unit or semi-detached single dwelling unit; however, if a side yard is provided it shall be at least two inches (2 in.) wide for each one foot (1 ft.) of height of building but no less than five feet (5 ft.). A minimum side yard of eight feet (8 ft.) shall be provided for a detached single dwelling unit or semi-detached single dwelling unit. Any portion of a building set back from the side lot line shall be considered a side yard and not a court.	
GAR:	0.4 min.	G § 407: 0.3 min.	

The MU-5A zone permits a maximum density of 3.5 FAR (4.2 with Inclusionary Zoning) of which no more than 1.5 FAR may be for non-residential uses.

The MU-5A zone permits a maximum height of 65 feet (70 feet with IZ), not including a penthouse.

The current MU-4 and RA-2 zoning does not allow for this level of height or density. As outlined in Sections V and VI of this report, the Comprehensive Plan and Small Area Plan both support the rezoning of the subject property to the MU-5A zone.

IZ PLUS EVALUATION

Section 502 presumes that IZ Plus will apply to all map amendments except as provided for in sections 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:

- (a) Is related to a PUD application;*
- (b) Is to a HE, NHR, SEFC, StE, USN, or WR zone;*
- (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*
- (d) Was filed as an application that was accepted by the Office of Zoning prior to November 16, 2020.*

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

1. The map amendment would rezone the properties to MU-5A, which allows a higher maximum permitted FAR than the existing MU-4 and RA-2 zone; and
2. The 2019 Housing Equity Report² prepared by the Office of Planning and the Department of Housing and Community Affairs reports that:
 - a. There is only 3 percent of the District's total number of affordable housing units as of 2018 in this planning area; and
 - b. The Capitol Hill Planning Area has a shortage of 1,120 units with a total production goal of 3,270 units by 2025.

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

- a sliding-scale that is correlated to the total floor area built, or
- the amount of IZ bonus density built.

Rezoning applications only consider consistency with the Comprehensive Plan and not a specific development proposal. OP has provided two examples below to demonstrate possible IZ Plus set-aside requirements pursuant to Subtitle C § 1003.3 if a new residential development was built under the MU-5A zone for the cumulative area of the MU-4 subject properties. The examples are based on

² [Housing-Equity-Report](#)

an apartment house that is stick-built (non-Type I construction) on the MU-4 properties (296,413 square feet without the RA-2 property) under the MU-5A zone.

Example 1 – Utilizes IZ Bonus Density

FAR Built:	4.2 IZ FAR
Regular IZ Set-Aside Requirement:	12.5% or 155,616 sq. ft.
Regular IZ Dwelling Units ³ :	155 units
Percent Increase in Total FAR Built ⁴ :	63%
IZ Plus Set-Aside Requirement:	18% or 224,088sq. ft.
IZ Plus Dwelling units:	224 units

Example 2 – Does Not Utilize IZ Bonus Density

FAR Built:	3.5 FAR
Regular IZ Set-Aside Requirement:	10% or 103,744 sq. ft.
Regular IZ Dwelling Units:	104 units
Percent Increase in Total FAR Built:	40%
IZ Plus Set-Aside Requirement:	14% or 145,242sq. ft.
IZ Plus Dwelling units:	145 units

In both examples above, the set-aside requirement would exceed the Regular IZ percentage and be between 14 to 18 percent. The amount of residential floor area built in any future development under the MU-5A zone would determine the actual IZ Plus set-aside requirement. However, given the increase in maximum FAR permitted by the zone change, it is likely that under the majority of development scenarios the set-side requirement could be close to 18 percent.

VI. COMPREHENSIVE PLAN

A. COMPREHENSIVE PLAN MAPS

The Guidelines for Using the Generalized Policy Map and the Future Land Use Map in the Framework Element state that the “Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comprehensive Plan policies.” Additionally, “the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the Citywide Elements and the Area Elements.”

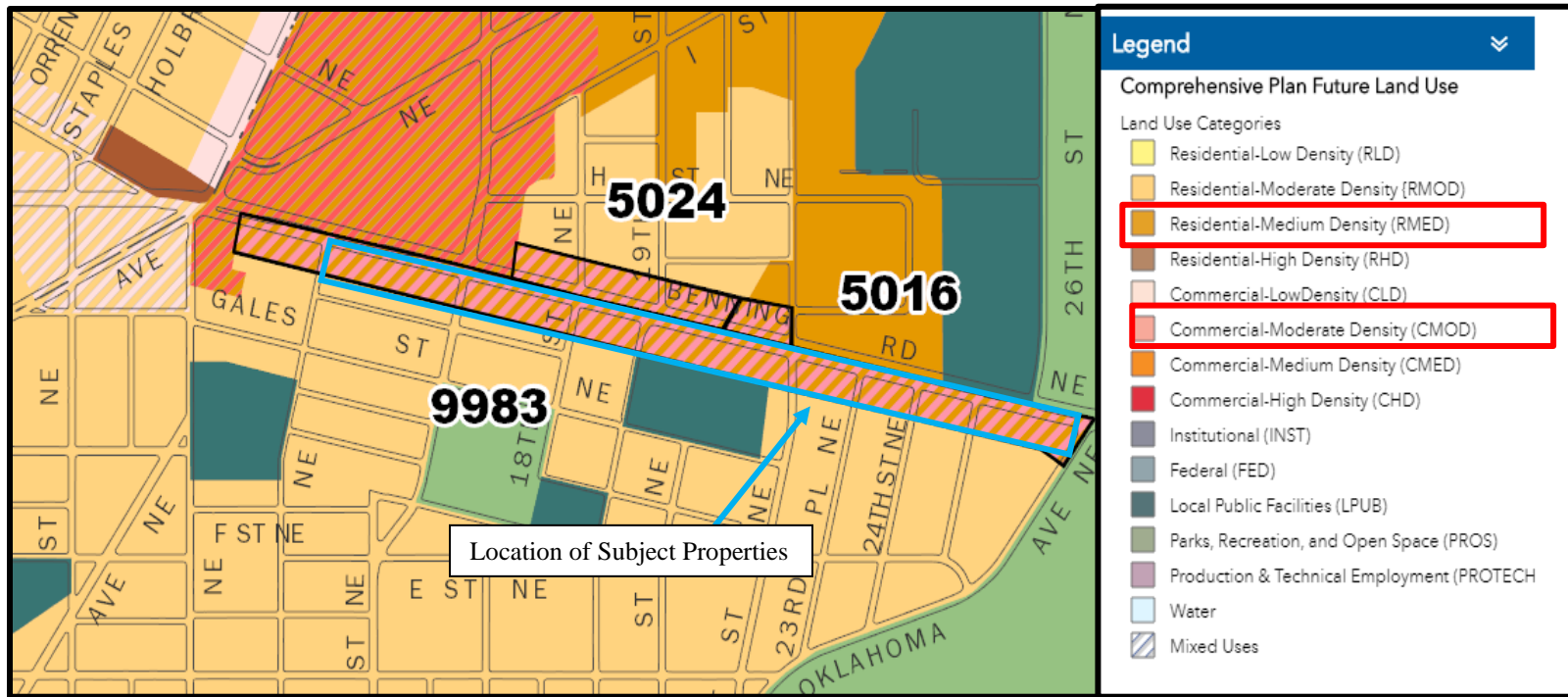
As described below, the proposed zoning map amendment would be not be inconsistent with the map designations or the Citywide and Area Elements.

³ The OP typically uses a density factor 1,000 sq. ft. to estimate number of dwelling units.

⁴ The percent increase between the maximum permitted FAR of the existing/prior zone (MU-4), not including IZ bonus density, and the total FAR built in the IZ Plus Development.

Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates that the subject properties are appropriate for Mixed Uses - medium-density residential and moderate-density commercial uses.



Mixed Use Categories: The Future Land Use Map indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. A Mixed Use Future Land Use Map designation should not be confused with the Mixed Use (MU) zoning districts, although they frequently apply to the same area or parcel of land.

The Mixed Use Category generally applies in the following circumstances:

- a. Established, pedestrian-oriented commercial areas that also include substantial amounts of housing, typically on the upper stories of buildings with ground-floor retail or office uses;*
- b. Commercial corridors or districts which may not contain substantial amounts of housing today, but where more housing is desired in the future. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, with ground-floor retail or office uses and upper story housing;*
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist, but a plan depicting the precise location of these uses has yet to be prepared; and*
- d. Development that includes residential uses, particularly affordable housing, and residentially compatible industrial uses, typically achieved through a Planned Unit Development or in a zone district that allows such a mix of uses. 227.20*

The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground-floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix (in this case, Moderate Density Residential/Low Density Commercial). The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. 227.21

It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as “Commercial” may also contain other uses, including housing. Likewise, some of the areas shown as purely “Residential” contain existing incidental commercial uses such as corner stores or gas stations, or established institutional uses, such as places of worship. The “Mixed Use” designation is intended primarily for larger areas where no single use predominates today, or areas where multiple uses are specifically encouraged in the future. 227.22

A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. ... Residential uses are permitted in all of the MU zones, however, so many Mixed Use areas may have MU zoning. 227.23

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*

Moderate Density Commercial: *This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial area. Retail, office, and service businesses are the predominate uses. Areas with this designation 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. Density typically ranges between a FAR of 2.5 and 4.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-5 and MU-7 Zone Districts are representative of zone district consistent with the Moderate Density Commercial category, and other zones may also apply. 227.11*

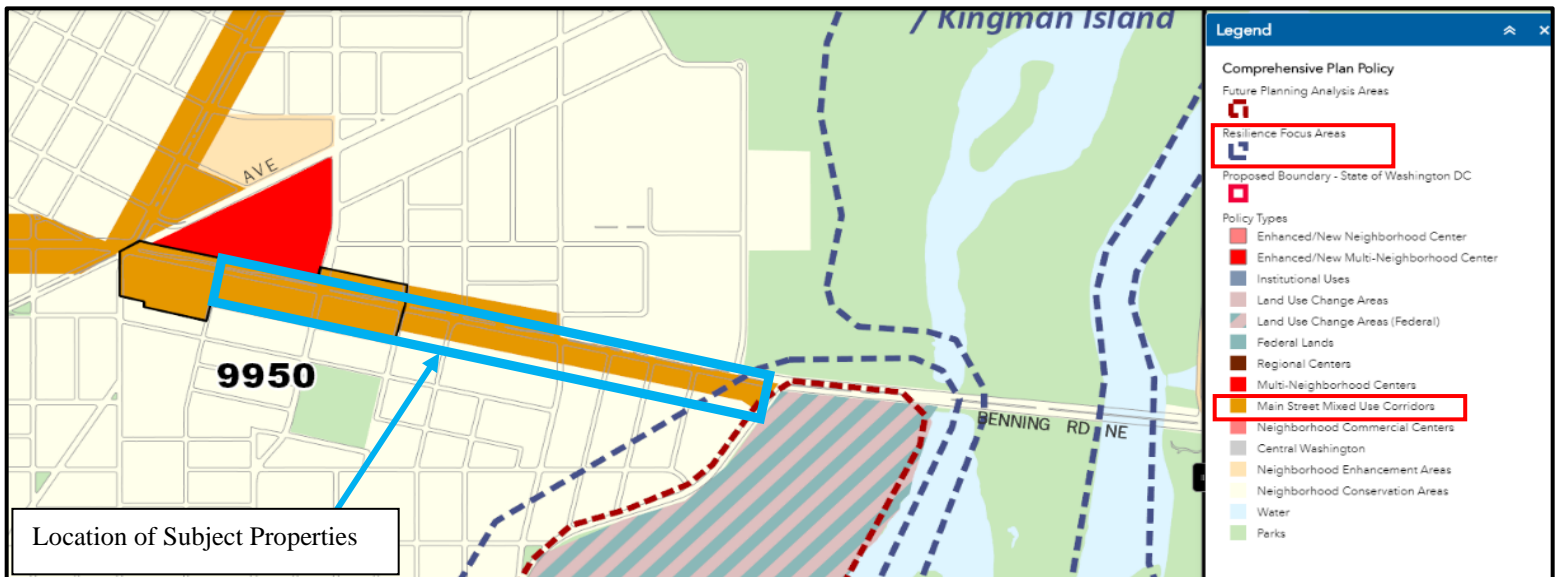
The Framework Element describes the Moderate Density Commercial category as permitting densities of 2.5 - 4.0 FAR, and specifically identifies the MU-5 zones as being compatible with this designation. The MU-5A zone permits a maximum density of 3.5 FAR (4.2 FAR with IZ), with 1.5 FAR maximum for non-residential uses, and a maximum height of 65 feet (70 feet with IZ).

The map amendment to MU-5A is consistent with the FLUM designation as Mixed Use moderate density commercial and medium density residential. The MU-5A zone is an appropriate zone for the subject properties given its alignment on the route of the streetcar line and the goal of providing more housing across the city. The height and overall density of the MU-5A zone are consistent

with what is described in the Framework Element and the supplemental guidance provided in the Benning Road Small Area Plan discussed in Section VI.

Generalized Policy Map

The Generalized Policy Map indicates that the area of the proposed map amendment is within the policy area designated as Mixed Use Corridor with a small area at the eastern end designated within a Resilience Focus Area.



Main Street Mixed Use Corridors

These are traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (... 14th Street Heights or Barracks 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. Some corridors are underutilized, with capacity for redevelopment. 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, 225.14

According to the Purpose of the Generalized Policy Map, “The map should be used to guide land-use decision-making in conjunction with the Comprehensive Plan text, the Future Land Use Map, and other Comprehensive Plan maps. Boundaries on the map are to be interpreted in concert with these other sources, as well as the context of each location.” The Benning Road Corridor Redevelopment Framework Plan (2008), the mixed-use designation on the FLUM, and both the

Capitol Hill and the Upper Northeast Elements⁵ policies all support a determination that the proposed amendment is not inconsistent with the GPM. This determination is further supported by the surrounding context as the rezoning will allow for the type of mixed-use development that is compatible with development currently underway to the north and west of Benning Road and would be appropriate given the H Street/Benning Road Corridor as a designated Great Street.

The proposed map amendment is not inconsistent with the Framework Element's description of a Mixed Use Corridor. Densities are guided by the FLUM and Comprehensive Plan policies," and as such new development should be compatible with the scale and character of the area. The density permitted in the proposed MU-5A zone would be consistent with the guidance of the SAP, the FLUM, and Comprehensive Plan policies. The proposed rezoning would allow future redevelopment opportunities including multi-family residential use, which is desired under the District's affordable housing goals and initiatives including an infusion of housing and commercial uses to add vitality to an area.

The Benning Road Corridor Redevelopment Framework Plan recommended properties in Square 4510 be considered as Opportunity sites including more residential uses. Subsequent to the adoption of the Plan, the D.C. Council amended the Comprehensive Plan in 2016 and most recently in 2021, which incorporated the recommendations of the Plan with a change to the corridor's FLUM designation from moderate density residential, low density commercial to Mixed Use (Medium Density Residential/Moderate Density Commercial # 9983), with a related change to extend the Mixed Use Corridor designation in the Generalized Policy Map westward of 15th Street to the junction at Bladensburg Road.

A rezoning is needed in order to facilitate redevelopment of the subject properties in the future with mixed-use development as anticipated by the FLUM with more density than allowed under the current zoning. The convenient location along a rich transit-oriented corridor that is H Street, and Benning Road, anticipates future redevelopment that would support transit use, improvements to public space and the pedestrian realm. The amendment would provide an opportunity for development that could include new housing and affordable housing, with improved housing diversity encouraged by the District's emphasis on development viewed through the equity lens.

B. COMPREHENSIVE PLAN WRITTEN ELEMENTS

The Comprehensive Plan Analysis Through a Racial Equity Lens

The Comprehensive Plan (2021) update recognizes that advancing equity requires a multifaceted policy approach. While the Comprehensive Plan update addresses equity in narrower terms, such as "equitable development," it recognizes that many areas of policy must be brought to bear on the challenge:

⁵ The properties are on the boundary with the Upper Northeast (UN) Area Element and the Capitol Hill (CH) Area Element. Benning Road is the natural boundary. The UNA is to the north of Benning Road and the subject properties are within the boundaries of the CH Area Element front the southside of Benning Road

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

The direction to consider equity “as part of its Comprehensive Plan consistency analysis” indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission’s consideration of whether a proposed zoning action is not inconsistent with the Comprehensive Plan.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where the provision of affordable housing, avoiding displacement of existing residents, and creating access to opportunity is a priority.

The Comprehensive Plan recognizes that without increased housing, the imbalance between supply and demand will drive up housing prices in a way that creates challenges for many residents, particularly low-income residents. The Comprehensive Plan further recognizes the importance of inclusionary zoning requirements in providing affordable housing opportunities for households of varying income levels.

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family and senior housing, rental and ownership housing, and housing for all income levels. Given the land use characteristics of the District, only a small amount of the total land area (28.1 percent) is dedicated to residential use (§ 205.3). Scarcity of land increases the cost of new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households. The Comprehensive Plan states that “residents of color are a majority of lower-income households in the District and, therefore, face a disproportionate share of the problems caused by housing insecurity and displacement” (206.4).

The population of the Capitol Hill Planning Area (“Planning Area”), where the subject properties are located, is predominately white at 71.6 percent of total residents, while the Black population is 28.4 percent, and the Hispanic/Latin origin population is 7 percent. The 2017 American Community Survey (“ACS”) data indicated the median income in the Planning Area was \$110,208. This is higher than the District-wide average of \$70,848. Today, 10.5 percent of the residents live below the federal poverty level, and the percentage of residents living in poverty decreased from 15.7 percent in 2000 and is less than the District average of 18 percent. (1505.2)

ACS data shows that in 2017, just over half of the homes (50.4 percent) in the Capitol Hill Planning Area were row houses. This is more than double the District-wide average of 25 percent. Only four percent of the housing units were single-family detached homes, compared to 12 percent for the District as a whole. The area also contained fewer units in large apartment buildings than Washington, DC as a whole. Eighteen percent of Capitol Hill’s housing units were in buildings with more than 20 units, compared to 35 percent District-wide. Conversely, Capitol Hill has more 2- to 4-unit buildings

than the District as a whole—more than 15 percent in 2017 (compared to a District-wide average of 10 percent). (1504.1)

The current RA-2 and MU-4 zone only permits moderate-density detached and semi-detached single-family housing per lot, limiting the potential to provide a greater number of housing units available to all income levels, but particularly to lower-income households. The proposed MU-5A zone would permit a greater variety of permitted housing types, including apartment houses that can provide substantially more housing units per acre than smaller apartment housing units under the existing zones.

The proposed map amendment has the potential to increase the total supply of housing units in the Planning Area, which could help alleviate the pressure on housing costs overall. It also has the potential to create a greater range of housing types and sizes, which increases the ability to provide housing for a variety of household sizes and income levels.

The Comprehensive Plan defines affordable housing as housing available to households earning 80 percent or less of the median family income (“MFI”) (§ 304.3). As of 2018, the Planning Area only had 3 percent of the District’s total number of affordable housing units.

Overall, the map amendment has the potential to create additional affordable housing through an IZ Plus set-aside requirement. It is likely that the MU-5A zone could require an 18 percent set-aside requirement resulting in up to 224 affordable housing units. The IZ program requires affordable housing units to be available to households earning either no more than 60 percent MFI for rental housing or 80 percent MFI for ownership housing. The potential affordable housing units that could be created under the requested MU-5A zone is substantially higher than if the property was not rezoned. Making room for affordable housing has the potential to benefit non-white populations who on average have lower incomes than white residents.

Citywide Elements of the Comprehensive Plan

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

Land Use

The proposal to rezone the subject properties would encourage new development approximately one mile from the Metrorail stations on the Red line, and Blue and Orange Lines at opposite ends of the corridor, with access to these supported by bus service and the streetcar along Benning Road. Future development would be encouraged through the application of IZ and IZ Plus to provide affordable housing at 60 and 80 percent MFI, and would also add new, modern space for locally serving retail establishments to better serve the surrounding community.

Transportation

The proposal maps a location that affords access to both Metrobus and to Metrorail via the streetcar, affording future residents easy access throughout the region without the need for an automobile to access employment and other services throughout the region. Future, secure, long-term bicycle

parking would be provided in development within on-site garages, with minimal vehicle parking as desired by the Regulations or that which may be requested through flexibility from the Regulations.

Housing

The proposed map amendment would facilitate retention of neighborhood character where it is needed while promoting new housing, neighborhood shopping and mixed-use development along Benning Road, NE, consistent with the language of the policy focus area. The map amendment would guide compatible infill development while encouraging opportunities for appropriately scaled new mixed-use buildings with both market rate and affordable housing. With its transit-accessible location and proximity to retail uses, new development would encourage walking, bringing much needed improvements to the pedestrian experience and public space along the corridor including improvements to the streetscape like new street trees, sidewalks, street lighting, and public space.

The proposed map amendment is not inconsistent with the guidance found in the Citywide and Area Elements of the Comprehensive Plan and future redevelopment could implement the desired policies.

Capitol Hill Area Element

CH Policy Focus Areas

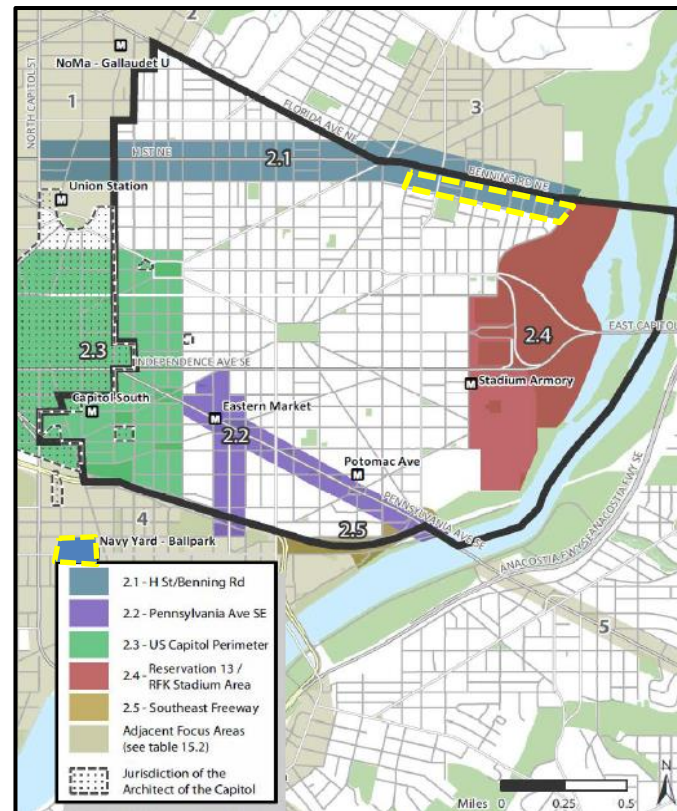
The Comprehensive Plan has identified five areas within the Capitol Hill Planning Area as Policy Focus Areas, indicating that they require a level of direction and guidance above that provided in the prior section of this element and in the Citywide Elements These areas are:

- **H Street/Benning Road NE**;
- Pennsylvania Avenue SE Corridor;
- U.S. Capitol perimeter;
- Reservation 13/RFK Stadium Complex; and
- Southeast Boulevard. (1509.1)

East of H Street, the Benning Road NE corridor (between 15th Street and Oklahoma Avenue) includes a mix of residential uses and auto-oriented commercial uses. The character of the street changes considerably, with higher traffic volumes, a wider right-of-way, and a much less pedestrian-oriented atmosphere. The construction of the H Street-Benning streetcar, along with accompanying streetscape improvements such as new street trees and lighting, will create opportunities for revitalization and new businesses along Benning Road NE. This will provide a needed amenity for the adjoining Rosedale and Kingman Park neighborhoods, which currently lack convenient retail services.
1510.5

CH-2.1 H Street/Benning Road NE

At one time, the mile-long stretch of H Street NE between Union Station and the starburst intersection at Bladensburg and Benning Roads was the second busiest commercial area in the



District. The area faced economic challenges during the 1950s and 1960s and was heavily damaged by the unrest in 1968. An Urban Renewal Plan sparked some reinvestment on the corridor in the 1970s and 1980s, including the Hechinger Mall development on the eastern end, but until recently, the corridor was slow to recover. H Street NE's retail space had not been keeping up with the rapidly expanding buying power of the surrounding neighborhoods or the burgeoning office market north and east of Union Station until the last five years. Millions of public and private dollars have been invested into new housing, grocery stores, retail, restaurants, and cultural facilities. 1510.1

Policy CH-1.1.6: Inappropriate Commercial Uses

Prevent the proliferation of fast-food outlets, self-service gas stations, convenience mini-marts, and other drive-through businesses along Capitol Hill's commercial corridors. The commercial corridors of Capitol Hill are part of the historic L'Enfant Plan, and they contribute to the national image of the nation's capital and provide a walkable neighborhood environment; inappropriate and automobile-oriented uses should be prohibited. 1507.7

The proposed map amendment along this corridor would not only provide additional housing along the corridor but would replace and improve many of the vehicle-oriented commercial uses along the transit-rich corridor and would improve the pedestrian activity to increase the vibrancy of this section of the H Street/Benning Road Corridor.

VII. SMALL AREA PLAN

The area of the proposed map amendment is located within the **Benning Road Corridor Redevelopment Framework Plan** ("Plan"), which was approved by District Council in 2008. The Plan is part of the District's Great Streets Initiative which was designed to *transform under-invested corridors into thriving and inviting neighborhood centers by using public actions and tools to attract private investment*. Additionally, the H Street NE Strategic Development Plan anticipated market interest to progress down Benning Road, and the Plan also anticipated this growth and provided *a framework to guide development as pressure moves eastward from H Street*.

Within the Plan, one of the study areas was Benning Road from Bladensburg Road to Anacostia Avenue, which includes the proposed MU-5A map amendment area. The Plan states that this area *is the natural extension of the H Street, NE corridor, and the western portion near Hechinger Mall is likely to start attracting development interest in the near future as opportunities on H Street are taken up*. The Plan's vision for this specific stretch includes:

- *New development that takes full advantage of current zoning to build 4-8 story structures that better frame and respect the wide boulevard.*
- *Mixed use development with mixed-income housing to fill the gaps along this portion of the corridor, while providing a boost in population necessary for sustaining new retail and commercial ventures.*
- *More neighborhood-serving retail, restaurants and service businesses.*

The Plan states that the specific area of the proposed MU-5A zone *has re-densification potential to accommodate more residential, and, as a result, increase the commercial/retail support base in the area*. An overall goal of the Plan for shopping and business is *to build new retail space attractive to high-quality retailers and improve existing retail along the corridor, to better serve area residents and other corridor users and new retail should be transit accessible and pedestrian accessible to nearby neighborhoods*.

Neither the current FLUM designation, nor the existing MU-4 zoning has been able to realize this vision. The map amendment proposal to MU-5A would further many goals of the Benning Road Corridor Redevelopment Framework Plan by:

- Promoting the continued mixed-use character of the area;
- Encouraging new development to take advantage of the proposed zone's height limit of up to approximately 7-8 stories;
- Providing additional market rate and affordable residential development capacity that in return could support the commercial and retail businesses in the map amendment area; and
- Incentivize new development with new commercial and retail opportunities that could increase services and opportunities for employment to residents in the surrounding neighborhoods, including the row house area south of the highlighted area.

SUMMARY OF PLANNING CONTEXT ANALYSIS

The MU-5A is a zone typically associated with an area designated for medium density residential and moderate density commercial development. The observed development pattern of the south side of the corridor, the written elements of the Comprehensive Plan, and the Policy Map designation as a Main Street Mixed Use Corridor are all supportive of the proposed map amendment. The proposed map amendment to MU-5A would also, on balance, further important and specific goals and objectives of the Comprehensive Plan, including the Policy Focus area of the Capitol Hill Planning Area Element of the Plan, and the approved Benning Road Corridor Redevelopment Framework Plan.

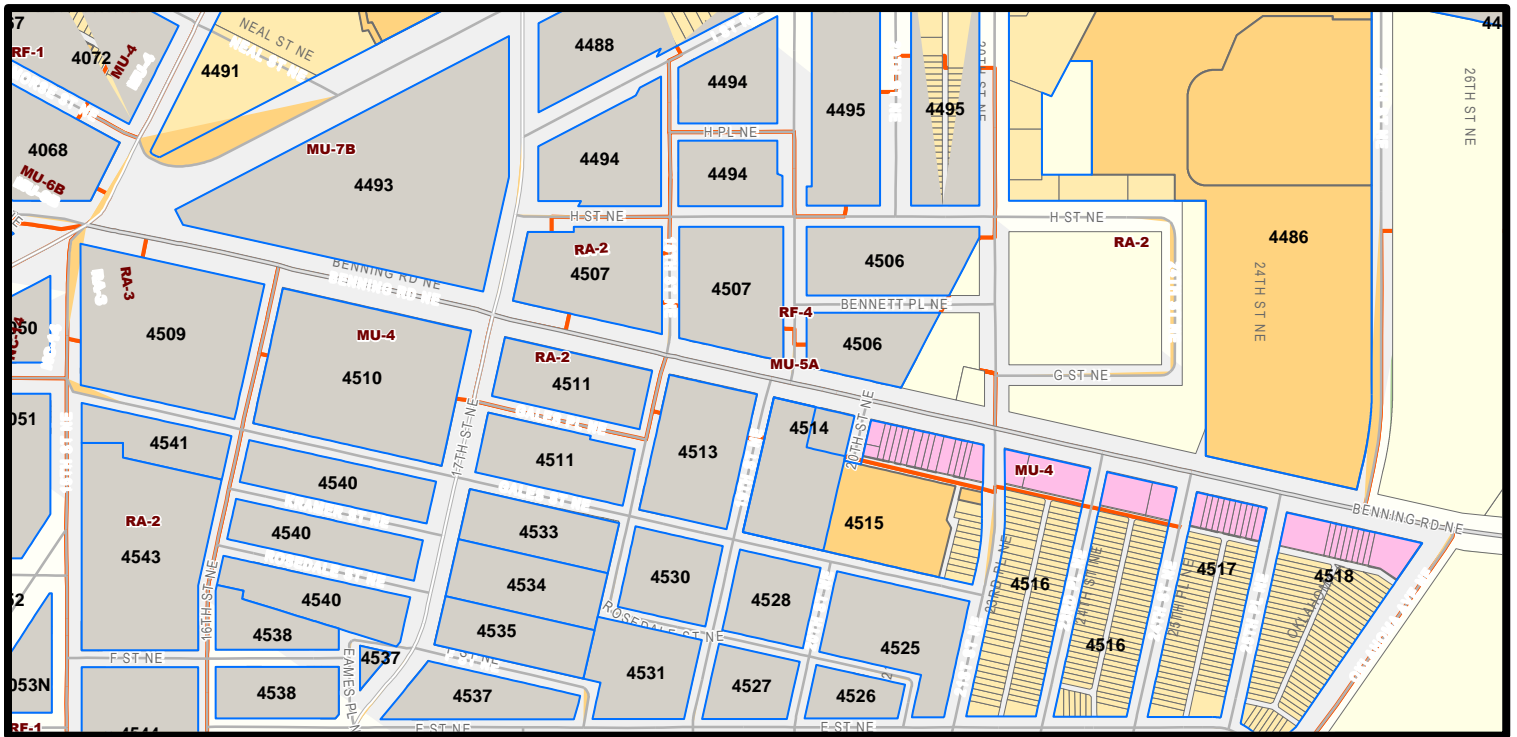
The amendment would support the Mayor's vision for creation of 36,000 new housing units by 2025, including 12,000 affordable units. This proposal would overall encourage new housing, including affordable housing and it is anticipated that the new zone would increase the maximum permitted residential FAR, which would permit many new housing units over what the MU-4 zone. The overall increase in residential density would in turn support the transit-rich Benning Road, NE, corridor's major bus routes and the streetcar.

On balance, the proposal to rezone the RA-2 zone and the MU-4 zone to MU-5A would not be inconsistent with the Comprehensive Plan and would help to further development priorities in the District. The varying policies cited are complimentary in support of future development and redevelopment of the mixed-use character of the proposed MU-5A zone.

VIII. RECOMMENDATION

OP recommends that the Commission **set down** the proposed map amendment as it is not inconsistent with the policies and goals of the Comprehensive Plan and the Small Area Plan, as summarized in this report.

APPENDIX A: Subject Properties within Squares Designated for Proposed Map Amendment



SQUARE	LOT	SSL	LANDAREA	PREMISE ADDRESS
4510	98	4510 0098	1620	725 16TH ST NE WASHINGTON DC 20002
4510	99	4510 0099	1570	16TH ST NE WASHINGTON DC 20002
4510	82	4510 0082	1920	1601 BENNING RD NE WASHINGTON DC 20002
4510	151	4510 0151	19100	1647 BENNING RD NE WASHINGTON DC 20002
4510	65	4510 0065	0	
4510	156	4510 0156	33774	1611 BENNING RD NE WASHINGTON DC 20002
4510	150	4510 0150	15280	1635 BENNING RD NE WASHINGTON DC 20002
4510	152	4510 0152	11460	1653 BENNING RD NE WASHINGTON DC 20002
4510	66	4510 0066	3820	1631 BENNING RD NE WASHINGTON DC 20002
4510	97	4510 0097	1620	723 16TH ST NE WASHINGTON DC 20002
4510	64	4510 0064	3820	1627 BENNING RD NE WASHINGTON DC 20002
4510	153	4510 0153	5400	1603 BENNING RD NE WASHINGTON DC 20002
4510	96	4510 0096	1620	721 16TH ST NE WASHINGTON DC 20002
RA-2	4511	4511 0068	76525	1707 BENNING RD NE # D13 WASHINGTON DC 20002
4513	91	4513 0091	2076	740 19TH ST NE WASHINGTON DC 20002-4714
4513	81	4513 0081	0	
4513	921	4513 0921	696	19TH ST NE WASHINGTON DC 20002
4513	881	4513 0881	1404	1809 BENNING RD NE WASHINGTON DC 20002-7211
4513	872	4513 0872	1404	1813 BENNING RD NE WASHINGTON DC 20002

SQUARE	LOT	SSL	LANDAREA	PREMISE ADDRESS
4513	901	4513 0901	1404	1801 BENNING RD NE WASHINGTON DC 20002-7211
4513	912	4513 0912	2040	1837 BENNING RD NE WASHINGTON DC 20002-7211
4513	905	4513 0905	1404	1805 BENNING RD NE WASHINGTON DC 20002
4513	877	4513 0877	720	1831 BENNING RD NE WASHINGTON DC 20002-7211
4513	885	4513 0885	468	BENNING RD NE WASHINGTON DC 20002
4513	919	4513 0919	696	19TH ST NE WASHINGTON DC 20002
4513	82	4513 0082	6192	1827 BENNING RD NE WASHINGTON DC 20002
4513	90	4513 0090	1452	746 19TH ST NE WASHINGTON DC 20002-4714
4513	77	4513 0077	2807	1817 BENNING RD NE # 3 WASHINGTON DC 20002
4513	899	4513 0899	1404	1803 BENNING RD NE WASHINGTON DC 20002-7211
4513	875	4513 0875	1440	1835 BENNING RD NE WASHINGTON DC 20002-7211
4513	909	4513 0909	1404	1811 BENNING RD NE WASHINGTON DC 20002-7211
4513	883	4513 0883	936	1807 BENNING RD NE WASHINGTON DC 20002
4514	32	4514 0032	2148	1915 BENNING RD NE WASHINGTON DC 20002-4723
4514	812	4514 0812	2160	1917 BENNING RD NE WASHINGTON DC 20002-4723
4514	31	4514 0031	2160	1923 BENNING RD NE WASHINGTON DC 20002-4723
4514	810	4514 0810	2160	1919 BENNING RD NE WASHINGTON DC 20002
4514	808	4514 0808	2160	1921 BENNING RD NE WASHINGTON DC 20002-4723
4515	103	4515 0103	1888	2029 BENNING RD NE WASHINGTON DC 20002-4725
4515	97	4515 0097	1888	2009 BENNING RD NE WASHINGTON DC 20002
4515	98	4515 0098	1889	2013 BENNING RD NE WASHINGTON DC 20002
4515	102	4515 0102	1888	2027 BENNING RD NE WASHINGTON DC 20002-4725
4515	803	4515 0803	2776	2021 BENNING RD NE WASHINGTON DC 20002-4725
4515	830	4515 0830	2681	BENNING RD NE WASHINGTON DC 20002
4515	828	4515 0828	3235	2001 BENNING RD NE # 3 WASHINGTON DC 20002
4515	805	4515 0805	1944	2019 BENNING RD NE WASHINGTON DC 20002-4725
4515	809	4515 0809	1889	2005 BENNING RD NE WASHINGTON DC 20002-4725
4515	829	4515 0829	1486	725 20TH ST NE WASHINGTON DC 20002-4770
4515	823	4515 0823	1889	2007 BENNING RD NE WASHINGTON DC 20002-4725
4515	101	4515 0101	3777	2025 BENNING RD NE # B WASHINGTON DC 20002
4515	825	4515 0825	1889	2011 BENNING RD NE WASHINGTON DC 20002
4515	819	4515 0819	1709	2031 BENNING RD NE WASHINGTON DC 20002
4515	831	4515 0831	2039	2017 BENNING RD NE WASHINGTON DC 20002-4725
4515	834	4515 0834	14250	725 19TH ST NE WASHINGTON DC 20002
4516	206	4516 0206	18069	580 23RD PL NE WASHINGTON DC 20002
4516	209	4516 0209	7100	2305 BENNING RD NE WASHINGTON DC 20002
4516	208	4516 0208	13650	2301 BENNING RD NE WASHINGTON DC 20002
4516	210	4516 0210	6338	633 21ST ST NE WASHINGTON DC 20002
4517	78	4517 0078	1700	2417 BENNING RD NE WASHINGTON DC 20002-4827
4517	821	4517 0821	1650	2403 BENNING RD NE WASHINGTON DC 20002
4517	805	4517 0805	1700	2407 BENNING RD NE WASHINGTON DC 20002

SQUARE	LOT	SSL	LANDAREA	PREMISE ADDRESS
4517	817	4517 0817	1700	2419 BENNING RD NE WASHINGTON DC 20002
4517	803	4517 0803	1700	2405 BENNING RD NE WASHINGTON DC 20002
4517	77	4517 0077	1700	2409 BENNING RD NE WASHINGTON DC 20002
4517	813	4517 0813	1700	2415 BENNING RD NE WASHINGTON DC 20002
4517	822	4517 0822	3250	2401 BENNING RD NE WASHINGTON DC 20002
4517	819	4517 0819	2146	566 25TH PL NE WASHINGTON DC 20002
4517	811	4517 0811	1700	2413 BENNING RD NE WASHINGTON DC 20002
4517	809	4517 0809	1700	2411 BENNING RD NE WASHINGTON DC 20002
4518	76	4518 0076	1658	2521 BENNING RD NE WASHINGTON DC 20002
4518	79	4518 0079	1658	2527 BENNING RD NE WASHINGTON DC 20002
4518	77	4518 0077	1658	2523 BENNING RD NE WASHINGTON DC 20002
4518	74	4518 0074	1659	2517 BENNING RD NE WASHINGTON DC 20002
4518	82	4518 0082	13272	2501 BENNING RD NE WASHINGTON DC 20002
4518	81	4518 0081	1658	2531 BENNING RD NE WASHINGTON DC 20002
4518	80	4518 0080	1658	2529 BENNING RD NE WASHINGTON DC 20002
4518	78	4518 0078	1658	2525 BENNING RD NE WASHINGTON DC 20002
4518	75	4518 0075	1658	2519 BENNING RD NE WASHINGTON DC 20002
4518	800	4518 0800	12532	2539 BENNING RD NE WASHINGTON DC 20002
PAR 149	60	PAR 01490060	4685	2033 BENNING RD NE WASHINGTON DC 20002
			372938 sf	

APPENDIX B

304. Land Use

As the Land Use Element guides the direction of future growth, it also affects future access to housing, education, jobs, services, amenities, and transportation and impacts the health and safety of residents. Growth can and must occur in a way that expands access to affordable housing, education, transportation, employment, and services for communities of color, low-income households, and vulnerable populations. Achieving equitable development requires attention to both the context and needs of different planning areas and to District-wide equity issues, described throughout the Comprehensive Plan. 304.4

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

The Generalized Policy Map shows areas of large tracts and corridors where future analysis is anticipated to plan for inclusive, equitable growth and climate resilience... Planning analyses generally establish guiding documents, such as Small Area Plans, Development Frameworks, Retail Strategies, or Design guidelines. Areas anticipated for future planning analysis include the following:

- *New York Avenue NE corridor;*
- *Upper Wisconsin Avenue NW corridor;*
- *Upper Connecticut Avenue NW corridor;*
- *Foggy Bottom/West End;*
- ***Benning Road corridor;***
- *Poplar Point;*
- *Congress Heights;*
- *North Capitol Crossroads—Armed Forces Retirement Home; and*
- *RFK Stadium*

307 LU-1.4 Transit-Oriented and Corridor Development

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

Action LU-1.4.B: Zoning Around Transit

With public input, develop and use zoning incentives to facilitate new and mixed use development, and particularly the provision of new housing, and new affordable housing in high opportunity areas to address more equitable distribution, 307.20

Policy LU-1.5.1: Infill Development

Encourage infill development on vacant land within Washington, DC, particularly in areas where there are vacant lots that create gaps in the urban fabric and detract from the character of a commercial or residential street. Such development should reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern. 308.6

Policy LU-1.5.2: Long-Term Vacant Sites

Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these constraints. 308.7

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 Districtwide needs, such as affordable housing, public facilities, and more. 310.10

Policy LU-2.1.4: Rehabilitation Before Demolition

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

Policy: LU-2.1.8 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. Build upon the guidance of the April 2020 Single Family Housing Report to diversify the cost of housing available in high-opportunity, high-cost low- and moderate-density neighborhoods, especially near transit. However, neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition. 310.15

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District's medium- and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and

explore opportunities for compatible commercial development which provides jobs for nearby residents. 310.17

Policy LU-2.4.1: Promotion of Commercial Centers

Promote the vitality of commercial centers and provide for the continued growth of commercial land uses to meet the needs of residents, expand employment opportunities, accommodate population growth, and sustain Washington, DC's role as the center of the metropolitan area. Commercial centers should be inviting, accessible, and attractive places, support social interaction, and provide amenities for nearby residents. Support commercial development in underserved areas to provide equitable access and options to meet the needs of nearby communities. 313.9

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial strip development and instead encourage pedestrian-oriented nodes of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 313.13

Chapter 4 Transportation

The Transportation Chapter provides the general policy guidance on housing issues across the District.

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-1.1.8: Minimize Off-Street Parking

An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. 403.14

Action T-2.3.B: Bicycle Facilities

Wherever feasible, require large, new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. Residential buildings with eight or more units shall comply with regulations that require secure bicycle parking spaces. 409.16

Chapter 5 Housing

The Housing Element describes the importance of housing to neighborhood quality in the District of Columbia and the importance of providing housing opportunities for all segments of the population throughout Washington, DC..500.1

... The overall goal for the District of Columbia is that a minimum of one third of all housing produced should be affordable to lower-income households. The short-term goal is to produce 36,000 residential units, 12,000 of which are affordable, between 2019 and 2025. 501.1

Policy H-1.1.1: Private Sector Support

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

Policy H-1.1.3: Balanced Growth

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

Policy H-1.1.4: Mixed-Use Development

Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6

Policy H-1.1.5: Housing Quality

Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize long-term operation, repair, and capital replacement costs. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. 503.7

Policy H-1.1.9: Housing for Families

Encourage and prioritize the development of family-sized units and/or family sized housing options which generally have three or more bedrooms, in areas proximate to transit, employment centers, schools, public facilities, and recreation to ensure that the District's most well-resourced locations remain accessible to families, particularly in areas that received increased residential density as a result of underlying changes to the Future Land Use Map. Family-sized units and/or family-sized housing options include housing typologies that can accommodate households of three or more persons and may include a variety of housing types including townhomes, fourplexes and multi-family buildings. To address the mismatch between meeting the needs of larger households and the financial feasibility of developing family-sized housing, support family-sized housing options through production incentives and requirements

that address market rate challenges for private development that may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. 503.11

Policy H-1.2.2: Production Targets

Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. In aggregate, the supply of affordable units shall serve low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8: 30 percent at 60 to 80 percent MFI, 30 percent at 30 to 60 percent MFI, and 40 percent at below 30 percent MFI. Set future housing production targets for market rate and affordable housing based on where gaps in supply by income occur and to reflect District goals. These targets shall acknowledge and address racial income disparities, including racially adjusted MFIs, in the District, use racially disaggregated data, and evaluate actual production of market rate and affordable housing at moderate, low, very-low, and extremely-low income levels. 504.9

Policy H-1.3.1: Housing for Larger Households

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

Chapter 6 Environmental Protection

Through working with DOEE, and the DC Green Bank, properties are encouraged to be energy efficient and resilient. The DC Green Bank is an innovative policy tool that will use public purpose funding to attract private investment. The goal is to expand renewable energy, lower energy costs, reduce greenhouse gas emissions, create green jobs, and enhance resilience.

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources.

603.6 Policy E-1.1.2: Urban Heat Island Mitigation

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

612.7 Policy E-3.2.5: Reducing Home Heating and Cooling Costs

Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those residents who are least able to afford them. 612.7

Policy E-3.2.6: Alternative Sustainable and Innovative Energy Sources

Support the development and application of renewable energy technologies, such as active, passive, and photovoltaic solar energy; fuel cells; and other sustainable sources such as shared

solar facilities in neighborhoods and low- or zero-carbon thermal sources, such as geothermal energy or wastewater heat exchange. Such technology should be used to reduce GHGs and imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct sunlight for distributed-energy generators and passive solar homes relying on the sun as a primary energy source. 612.8

Policy E-3.2.8: Locally Generated Electricity

Support locally generated electricity from renewable sources, including both commercial and residential renewable energy projects. Policies could support the option to share a solar project among several neighbors (i.e. community solar), financial incentives, research and education, and maximizing existing programs to help install solar panels and solar thermal systems throughout the District. 612.10

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