

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Stephen J. Mordfin, Development Review Specialist
JLS
 Jennifer Steingasser, Deputy Director, Development Review and Historic Preservation

DATE: February 28, 2022

SUBJECT: Setdown Report for Zoning Commission (ZC) Case No. 21-26, Consolidated Planned Unit Development (PUD) and Related Map Amendment from PDR-1 to MU-30 for property located at 301 Florida Avenue, N.E., Square 772-N, Lot 3

I. RECOMMENDATION

The Office of Planning (OP) recommends the Commission **set down** the application by 301 FL Manager LLC and ZS 2607 LLC for a Consolidated PUD with a PUD-related map amendment from PDR-1 to MU-30 for the construction of a mixed-use all-affordable residential and retail building at 301 Florida Avenue, N.E. The proposal would be not inconsistent with the Comprehensive Plan, including the Central Washington Area Element, or the NoMa Vision Plan and Development Strategy, and the filing generally meets the requirements of 11 DCMR Subtitle X, Chapter 3.

II. APPLICATION-IN-BRIEF

Applicant:	NRP Properties LLC
Proposed Amendment:	PUD with a map amendment from PDR-1 to MU-30 for a Mixed-use residential and retail building
Address:	301 Florida Avenue, N.E.
Ward and ANC:	Ward 6, ANC 6C
Legal Description:	Square 772-N, Lot 3
Property size:	8,720 square feet
Future Land Use Map Designation:	Mixed-Use: High Density Residential, High Density Commercial and PDR (Production, Distribution and Repair)
Generalized Policy Map Designation:	Central Washington
Comprehensive Plan Area Element	Central Washington

Historic District:	None
General Context	High-density mixed-use neighborhood, including residential, commercial and office uses
Site Characteristics:	Frontage on three streets, with curb cuts on 3 rd Street and Florida Avenue. No alley access
Existing Use of Property	Surface parking lot

III. SUMMARY OF OP COMMENTS

The following table summarizes OP comments regarding this proposal, including areas where resolution or additional information is required. OP will continue to work with the applicant to adequately address these issues and others raised by the Commission at setdown, prior to a public hearing.

OP Comment	Planning and/ or Zoning Rationale
Bay windows are required to provide a minimum 15-foot projection from the curb for streets in excess of 90-feet in width or receive a code modification from DCRA and the Public Space Committee.	Florida Avenue is 100-feet in width per the Public Realm Manual; this issue should be resolved prior to the supplemental filing for the public hearing

IV. BACKGROUND

ZC Case 15-22 was a Consolidated PUD with a PUD-related map amendment to the MU-9 approved for the site by the Commission for a mixed-use building with 56 residential units, including four IZ units, and ground floor retail space. Effective on June 17, 2016, the order required construction to commence by June 17, 2019. ZC Order 15-22A extended the date by which construction had to begin to November 22, 2022. On December 3, 2021, the applicant filed the subject application for a new consolidated PUD.



Zoning Map

V. PROJECT DESCRIPTION

The applicant proposes to construct a twelve-story, 120-foot tall building with a two-level penthouse that would be certified under the Enterprise Green Communities program. It would be an all-affordable building with half of the of the units to be offered at or below 50% MFI (Median Family Income) and the other half at 30% MFI. Of the 115 apartments proposed, 30 (25%) would have two-bedrooms and 24 (20%) would three-bedroom units. Almost 45% of the units would have balconies, with Juliet balconies provided for all units. Amenities available to the residents would include a toddler room, a lab/library, a conference room and a gym. Four apartments are proposed for the first level of the penthouse and the second level would include the elevator over-ride, mechanical equipment, solar panels, screening and a green roof. (see exhibits 3G1 thru 3G4)

Due to the size and shape of the property, no parking or loading would be provided. However, 85 long-term and 12 short-term bicycle parking spaces would be provided.

	Proposal
Building Height	120 feet
GFA	Residential 87,771 sq. ft.
	Office/Lobby 1,604
	Retail 3,037
	Other <u>22,367</u>
	Total 14,778 sq. ft.
Residential Units	115

VI. PLANNING CONTEXT

As described in Chapter 1 Introduction, Section 104, the Comprehensive Plan is the centerpiece of a “Family of Plans” that guide public policy in the District. The Introduction goes on to note the “Citywide and Area Elements appear in separate sections of this document, and that they carry the same legal authority”. The Comprehensive Plan includes 13 Citywide Elements each addressing a topic that is District-wide in scope.

The Area Elements focus on issues that are unique to particular parts of the District. Many of their policies are place-based, referencing specific neighborhoods, corridors, business districts, and local landmarks. However, the policies are still general in nature and do not prescribe specific uses or design details. Nor do the Area Elements repeat policies that already appear in the Citywide Elements. They are intended to provide a sense of local priorities and to recognize the different dynamics at work in each part of Washington, DC. (Chapter 1 Introduction, Section 104.6) The subject site is located in the Central Washington Element.

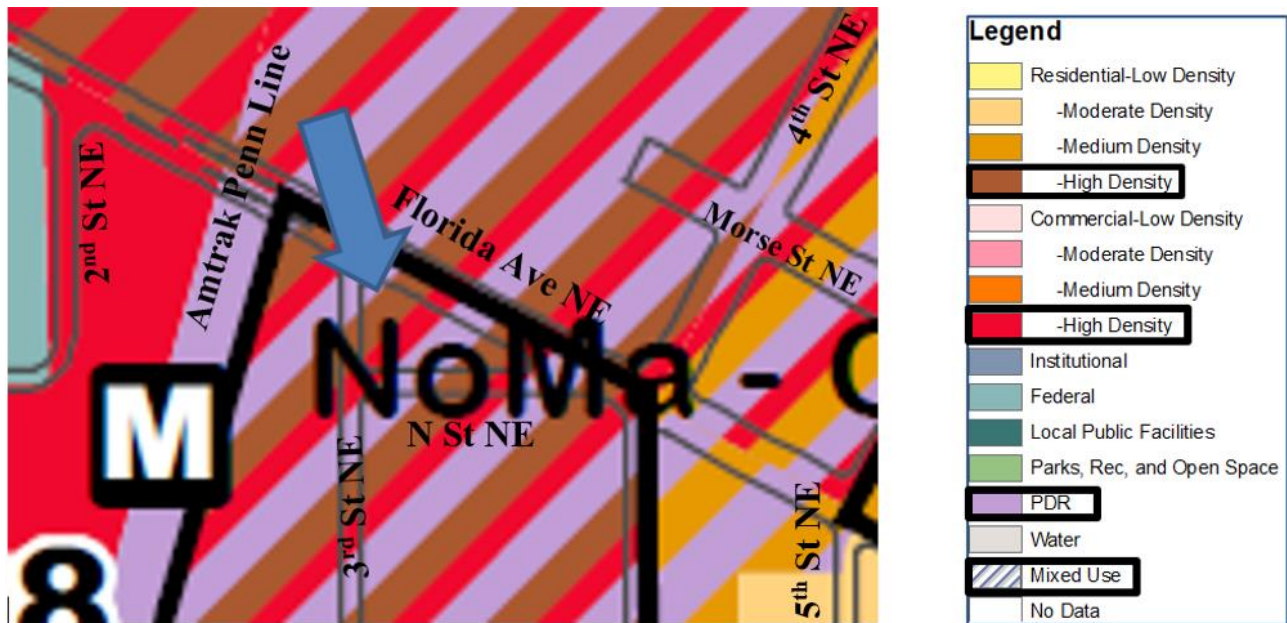
Small Area Plans supplement the Comprehensive Plan by providing detailed direction for areas ranging in size from a few city blocks to entire neighborhoods or corridors. The subject site is located in the NoMa Vision Plan and Development Strategy.

A. COMPREHENSIVE PLAN MAPS

As described in the Guidelines for Using the Generalized Policy Map and the Future Land Use Map (Chapter 2, Framework Element, Section 226, Attachment I), the maps are intended to provide generalized guidelines for development decisions. They are to be interpreted broadly and are not parcel-specific like zoning maps; i.e. the maps, in and of themselves, do not establish detailed requirements or permissions for a development's physical characteristics, including building massing or density, uses or support systems such as parking and loading. They are to be interpreted in conjunction with relevant written goals, policies and action items in the Comprehensive Plan and other citywide or area plans.

Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates that the site is appropriate for Mixed Use, a combination of High Density Residential, High Density Commercial and PDR (Production, Distribution and Repair).



Future Land Use Map

High Density Residential: Defines neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas.

High Density Commercial: Defines the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Residential is also a permitted use in all commercial categories and typically required to maximize density in the low, moderate and medium density commercial land use categories.

Production, Distribution, and Repair: 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 housing and other noise-, air-pollution and light-sensitive uses. This category

is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and uses related to the movement of freight, such as truck terminals.

Mixed Use Categories: *The Future Land Use Map indicates areas where the mixing of two or more land uses is 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. The Mixed Use category generally applies in the following three circumstances:*

- a. Established, pedestrian-oriented commercial areas which 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; and*
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared. 225.18*

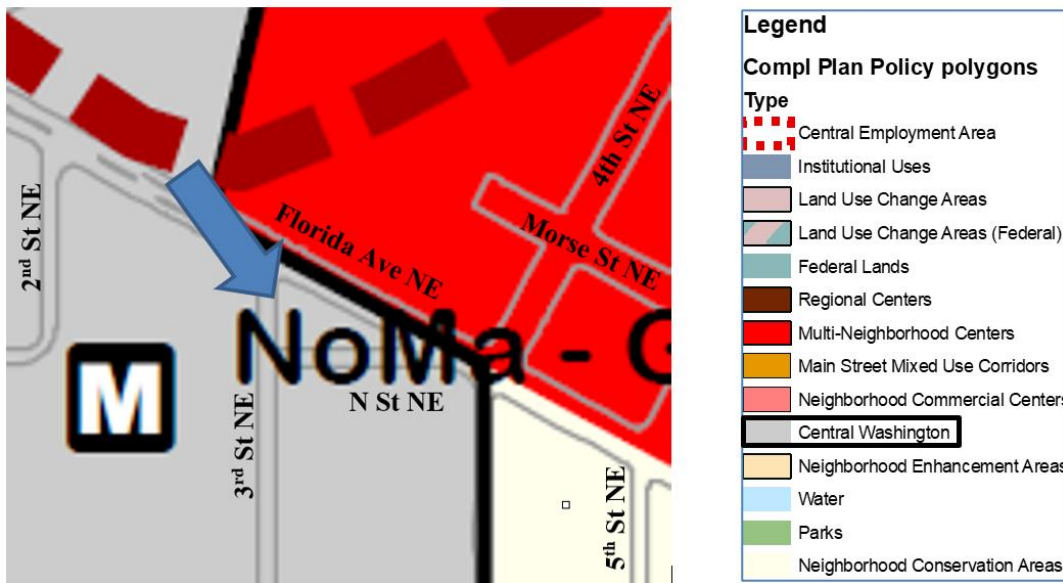
The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix ... 225.19

A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. ... 225.21

The PDR stripe is of note in this FLUM designation as the proposed development does not include any PDR uses. However, the emphasis on housing, and especially affordable housing throughout the Comprehensive Plan text, outweigh the PDR stripe in this case.

Generalized Policy Map

The Generalized Policy Map indicates the subject property is located within Central Washington.



Generalized Policy Map

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.

B. COMPREHENSIVE PLAN POLICIES

Equity

Equity is a broad and encompassing goal of the entire District government. As explained in the Framework Element of the Comprehensive Plan,

[t]he District seeks to create and support an equitable and inclusive city. Like resilience, equity is both an outcome and a process. Equity exists where all people share equal rights, access, choice, opportunities, and outcomes, regardless of characteristics such as race, class, or gender. Equity is achieved by targeted actions and investments to meet residents where they are, to create equitable opportunities. Equity is not the same as equality. 213.6

Equity means recognizing that we do not all start from the same place and will experience barriers and access to opportunities differently. Public policy should acknowledge and recognize those differences and make adjustments to reduce and eliminate inequity. For example, due to the history of racism, discriminatory practices and the legacy of systemic racism, Black residents of the District, on average, experience considerably less household wealth, face negative health outcomes, and incur more challenges to accessing opportunity than white residents.

The Comprehensive Plan 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:

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 Implementation Element calls for “*the Zoning Commission to evaluate all actions through a racial equity lens as part of its Comprehensive Plan consistency analysis*”^{2501.8}. Achieving equity and more specifically racial equity, requires a broad range of policies and tools, some of which fall under the zoning authorities granted to the Zoning Commission and some of which do not. Zoning Commission actions are land use focused, but the broader equity goal includes public policies, budget investments, civic improvements and social services which are beyond the scope of the Zoning Commission.

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, rather than a separate determination about a zoning action’s equitable impact. As is the case whenever the Commission considers Comprehensive Plan consistency, the scope of the review and Comprehensive Plan policies that apply will depend on the nature of the proposed zoning action.

The scope of evaluation of “all actions through a racial equity lens” will vary depending on the type of zoning action before the Commission and what aspects of the outcome the Zoning Commission can control. A PUD approves a specific building to be constructed on a specific piece of property, including the specifics of that building. The order issued at the conclusion of the PUD process establishes the number of affordable units and a breakdown of those units by bedroom count and the number of units to be designated within a range of affordability, or MFI. It cannot guarantee whether the site would still be redeveloped if proposed PUD were to be denied, and does not know the precise number of inclusionary units that might be provided in the case of an eventual matter-of-right development. Thus, a racial equity evaluation will only be able to analyze the potential development, uses, and impacts under the proposed zone compared to the existing zone.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where certain priorities stand out. These include affordable housing, displacement, and access to opportunity. One of the key ways the Comprehensive Plan seeks to address equity is by supporting additional housing development. 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.

Analysis

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). The scarcity of land increases the cost of building 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).

Within the Central Washington Planning Area (“Planning Area”), where the subject property is located, Black residents account for 27 percent of the planning area, compared to 45.4 percent District-wide (2020 Census). The Hispanic population is 9.3 percent (2020 Census). In the 2020 Census, the median household income was \$98,082 in the Planning Area, while the District-wide median was \$131,164. With a median home value of \$545,160, and a median rent of \$2,077, much of the housing within the planning area would likely be out of reach to a portion of the population.

According to the State Data Center, the Central Washington Planning Area consists of 3.9 percent of the total housing units in the District. The 2019 Housing Equity Report identified the Planning Area as having an affordable housing production goal of 1,040 new units by 2025. At the time the report was written, the Planning Area had 750 units in the affordable housing pipeline, with an estimated shortage of 290 units by 2025. Approval of the proposed building would reduce that gap by 115 units or 40 percent, significantly and positively impacting the number of affordable units available in the planning area.

The existing underlying PDR-1 zoning on the subject property does not permit new residential development. New residential development is restricted to an apartment unit for the use of a caretaker, watchman or janitor employed on the premises, or to an apartment unit integrated with and accessory to an artist studio only. The proposed PUD-related map amendment to the MU-30 zone would permit the creation of residential units within a multi-family building, including family-sized units, something not permitted under the current zone, thereby increasing the total supply of housing units in the Planning Area, which could help alleviate the pressure on housing costs overall.

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 2020, the Planning Area included 0.4 percent of the District’s total number of affordable housing units and had a poverty rate of 12.9 percent.

A key piece of this PUD is the potential to create a one-hundred percent affordable building, the primary piece of the proposed benefits and amenities package, which cannot be accomplished through the underlying PDR-1 zoning. The potential affordable housing units that could be created under the proposed PUD would not otherwise be possible. Making room for affordable housing has the potential to benefit non-white populations who on average have lower incomes than white residents.

A. Land Use

The proposed building would add high density housing to the community, in addition to a limited amount of new, modern retail space, within an otherwise vacant site identified as such on the FLUM. Although the subject property occupies the entire square, the square itself is unusually small at less than 2,800 square feet and unable to contribute any PDR uses to the site

B. Transportation

The site is located approximately 0.1 miles from the NoMa-Gallaudet U Metrorail station on the Red Line, providing access throughout the District, Maryland and Virginia, and approximately 0.8 miles from Union Station, offering more comprehensive and extensive transportation services, including Amtrak, commuter rail and inter-city bus service. In combination, future residents of the new building would have the ability to take advantage of the provision of goods, services and employment not only within the surrounding neighborhood, but throughout the Washington-Baltimore Metropolitan Area.

C. Housing

The proposed development would provide 115 affordable housing units for an underserved population, in a building designed for Enterprise Green Communities certification and for a mix of family sizes. Fifty percent of the units would be offered at or below fifty percent MFI, with the remainder of the building offered at thirty percent MFI. Twenty-four of the units, or twenty percent, would be family-sized, with three bedrooms, and another thirty or twenty-five percent, would be two-bedroom units. The second floor of the building would provide amenities designed to accommodate and serve the anticipated population, with a toddler room, a gym and a lab/library for the residents, without the need to have to procure these services elsewhere on the open market.

D. Environmental Protection

The building would be designed for Enterprise Green Communities certification, including 7,369 square feet of intensive green roof and 68 eighteen square-foot rooftop solar panels. Thirteen new street trees would be planted along all three street frontages of the site, plus 58 shrubs along the portion of the ground floor dedicated to residential portion of the building, enhancing its appearance.

E. Economic Development

The building would have one ground-level retail space, approximately 3,000 square feet in area. Although not large, the proposal would impact the surrounding neighborhood through the provision of 115 new dwelling units, whose occupants would contribute to the local economy.

F. Urban Design

The façade of the building would take advantage of the triangular shape of the lot, including the sharp corner at Florida Avenue and N Street, resulting a distinctive “flatiron” design. Almost 45% of the units would have balconies, and all units would have Juliet balconies, promoting a residential appearance to the building. The main residential entrance, facing N Street and away from the traffic on Florida Avenue, would be softened through the planting of trees and shrubs within a 16.25-foot wide pervious planting bed. All vehicular curb cuts would be removed from the site.

Citywide Elements of the Comprehensive Plan

The proposed development is not inconsistent with the following policies of the Citywide Elements of the Comprehensive Plan:

Chapter 3 Land Use

The Land Use Chapter provides the general policy guidance on land use issues across the District.

Policy LU-1.2.3: Appropriate Uses in the CEA

Ensure that land within the CEA is used in a manner which reflects the area's national importance, its historic and cultural significance, and its role as the center of the metropolitan region. Federal siting guidelines and District zoning regulations should promote the use of this area with high-value land uses that enhance its image as the seat of the national government and the center of Washington, DC and that make the most efficient possible use of its transportation facilities. An improved balance in the mix of uses will help to achieve Washington, DC's aspiration for an even larger living downtown. 305.8

Policy LU-1.4.1: Station Areas as Neighborhood Centers

Encourage the development of Metro stations as anchors for residential, economic, and civic development and to accommodate population growth with new nodes of residential development, especially affordable housing, in all areas of the District in order to create great new walkable places and enhance access and opportunities for all District residents. The establishment and growth of mixed-use centers at Metrorail stations should be supported as a way to provide access to housing opportunities at all income levels and emphasize affordable housing, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities that the stations provide. Station area development should have population and employment densities guided, but not dictated, by desired levels of transit service. This policy should be balanced with other land use policies, which include conserving neighborhoods. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. 307.9

Policy LU-1.4.2: Development Around Metrorail Stations

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

Policy LU-1.4.3: Housing Around Metrorail Stations

Build housing adjacent to Metrorail stations that serves a mix of incomes and household types, including families, older adults, and persons with disabilities, and prioritize affordable and deeply affordable housing production. Leverage the lowered transportation costs offered by proximity to transit to increase affordability for moderate and low-income households. 307.11

Policy LU-1.4.4: Affordable Rental and For-Sale Multi-family Housing Near Metrorail Stations

Explore and implement as appropriate mechanisms, which could include community land trusts, public housing, and shared appreciation models, to encourage permanent affordable rental and for-sale multi-family housing, adjacent to Metrorail stations, given the need for accessible affordable housing and the opportunity for car-free and car-light living in such locations. 307.12

Policy LU-1.4.5: Design to Encourage Transit Use

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

307.14 Policy LU-1.4.6: Development Along Corridors

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

Policy LU-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-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-2.1.11: Residential Parking Requirements

Parking requirements for residential buildings should respond to the varying levels of demand associated with different unit types, unit sizes, unit locations (including proximity to transit), and emerging transportation trends and new technology (such as the sharing economy and autonomous vehicles (AVs)). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking

may be considered where transportation-demand management measures are implemented and a reduction in demand can be demonstrated. 310.18

Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors

Planned unit developments (PUDs) in neighborhood commercial areas shall provide high-quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space. 310.20

“Policy LU 3.2.3: Retain and Support PDR Uses in Areas Designated for Mixed PDR Uses

To promote long term retention of PDR uses, development on areas striped to include PDR on the Future Land Use Map must include industrial space intended for use during the life of the project, and on sites containing existing industrial space the amount of industrial space on-site should be substantially preserved. The mix of uses and site design of these areas must support the long-term retention of PDR uses, and minimize potential conflicts with PDR uses. PDR uses that are less intense and/or have less impacts may be more appropriate for areas striped to include PDR. The Florida Avenue Market Study area shall be subject to the industrial use concepts set forth in that Small Area Plan but is not subject to this policy. Use the Ward 5 Industrial Land Transformation Study recommendations to guide current and future uses and redevelopment in that area. 316.4

The proposed building would occupy almost the entire site, a vacant triangularly shaped lot along a street designated for mixed-use, including high density residential by the FLUM. It would add 3,037 square feet of new retail space within a corridor without a significant amount retail. The site currently has no PDR uses and due to its size and inability to provide for any on-site parking or loading, is inappropriate for such uses. However, its location within close proximity to other larger parcels of land that can and do provide space for PDR uses, the subject property is in a position to contribute to and support those uses as either patrons, customers or employees of those businesses located within the surrounding area that are also designated for PDR uses.

Design of the building would take advantage of the corner of N Street and Florida Avenue, to add a distinctive feature to a building that would take advantage of the corner, an opportunity to create a distinctive vantage point. The building would also add 115 affordable dwelling units, some deeply affordable at 30 percent MFI, although none would be offered sale. Located within a walkable neighborhood in close proximity to a Metrorail station and bus service along Florida Avenue, the proposal would revitalize an otherwise vacant site currently in use as a surface parking lot.

Chapter 4 Transportation

The Transportation Element provides policies and actions to maintain and improve the District’s transportation system and enhance the travel choices of current and future residents, visitors and workers.

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

The application proposes to provide no on-site parking, minimizing the amount of off-street to the extent possible and positively affecting the transportation network.

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 our population.

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-1.1.5: 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-1.1.6: Housing in Central Washington

Absorb a substantial component of the demand for new high-density housing in the Central Washington Planning Area and along the Anacostia River. Through regulation and incentives, encourage affordable housing production. Absorbing the demand for higher-density housing within these areas is an effective way to meet housing demands, maximize infrastructure and proximity to jobs, create mixed-use areas, and minimize the cost pressure on existing residential neighborhoods throughout the District. Market rate and affordable mixed-income, higher-density downtown housing also provides the opportunity to create vibrant street life and to support the restaurants, retail, entertainment, and other amenities in the heart of Washington, DC. 503.8

503.11 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

504.9 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-1.2.7: Density Bonuses for Affordable Housing

Provide zoning incentives, such as through the PUD process, to developers proposing to build affordable housing substantially beyond any underlying requirement. Exceeding targets for affordable housing can refer to exceeding the quantity or depth of affordability otherwise required. The affordable housing proffered shall be considered a high priority public benefit for the purposes of granting density bonuses, especially when the proposal expands the inclusiveness of high-cost areas by adding affordable housing. When density bonuses are granted, flexibility in development standards should be considered to minimize impacts on contributing features and the design character of the neighborhood. 504.15

Policy H-1.3.2: Tenure Diversity

Encourage the production of both renter- and owner-occupied housing, including housing that is affordable at low-income levels, throughout the District. 505.9

Policy H-1.4.5: Scattered Site Acquisition

Encourage the acquisition of individual properties on scattered sites for use as affordable housing to deconcentrate poverty, provide more opportunities to low income persons to attend long-standing

high-performing schools in their neighborhoods, and promote and support the integration of low-income households into the community at large. 506.10

508.9 Policy H-1.6.5: Net-Zero, Energy Efficient Housing

Encourage new housing units in the District to be net-zero energy and water efficient. 508.9

The proposed building, a single site, would provide additional new housing opportunities for the District's lower income families. All of the units would be made available to income levels at or below 50 percent MFI. There would be 30 two-bedroom units and 24 three-bedroom units, comprising 47 percent of the units, both of which would be suitable for families depending on size, in addition to the provision of a 1,377 square foot toddler room/indoor playground on the second floor for use by the residents. Although the building would be designed for Enterprise Green Communities certification, it would not be a net-zero structure.

Chapter 6 Environmental Protection

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

Policy E-2.1.3: Sustainable Landscaping Practices

Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government, private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the rights-of-way in schools, parks, and housing authority lands. 605.7

The building is proposed to achieve Enterprise Green Communities Plus certification, including 7,369 square feet of intensive green roof and 68 eighteen square-foot rooftop solar panels. Thirteen street trees are proposed to be planted along all three street frontages of the site, along with 58 shrubs along the portion of the ground floor dedicated to residential portion of the building. All landscaping would be planted within public space adjacent to the site, with none proposed for schools, parks or housing authority lands.

Chapter 7 Economic Development

The Economic Development Element addresses the future of the District's economy and the creation of economic opportunity for current and future District residents.

Policy ED-2.2.3: Neighborhood Shopping

Create and support additional shopping opportunities in Washington, DC's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately scaled retail infill development on vacant and underused sites. Promote the creation and growth of existing locally owned, nonchain establishments because of their role in creating unique shopping experiences, as well as in generating stronger local supply chains that facilitate community wealth building. 708.

Policy ED-3.1.1: Neighborhood Commercial Vitality

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

The proposed building would contain one 3,037 square foot retail space. As one relatively small retail space within the building, it would have a minimal effect on shopping opportunities. The project would, though, strengthen the customer base through increased residential density.

Chapter 9 Urban Design

The Urban Design Element addresses the District's physical design and visual qualities.

Policy UD-2.1.1: Streetscapes That Prioritize the Human Experience

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

Policy UD-2.2.1: Neighborhood Character and Identity

Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of high quality and high-performance architectural designs and materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility. 909.5

Policy UD-2.2.5: Infill Development

New construction, infill development, redevelopment, and renovations to existing buildings should respond to and complement the defining visual and spatial qualities of the surrounding

neighborhood, particularly regarding building roof lines, setbacks, and landscaping. Avoid overpowering contrasts of scale and height as infill development occurs. 909.10

Policy UD-2.4.3: Children Everywhere

Incorporate family and toddler/youth-oriented uses and accommodations into existing and new mixed-use projects, commercial projects, and public facilities. These may include special-purpose facilities, family bathrooms, and play-friendly waiting rooms. 911.4

Policy UD-4.2.1: Scale and Massing of Large Buildings

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

Policy UD-4.2.4: Creating Engaging Facades

Design new buildings to respond to the surrounding neighborhood fabric by modulating façade rhythms and using complementary materials, textures, and color, as well as well-designed lighting. Varying design tactics may be used to engage a building with its surroundings. In contexts with smaller lot sizes and multiple closely spaced building entrances, breaking up a building façade in the vertical direction is encouraged, along with strongly defined and differentiated bases, centers, and tops of buildings. In areas lacking a strong building-form pattern, the use of complementary or reinterpreted materials and colors could strengthen architectural identity. 918.6

Policy UD-4.2.5: Interesting Roof Lines

Design architecturally interesting roof lines to help articulate the massing of buildings and add visual appeal. Along commercial streets, tower elements at corners can help define intersections; in more residential neighborhoods, towers and penthouses can help scale and mass buildings to respond to surrounding building scale and mass. 918.8

The proposed structure, a large building, includes varied façade widths, especially the corner of N Street and Florida Avenue, which would include a portion that would cantilever out over a portion of the sidewalk at the intersection, and accentuating the triangular shape of the building. The façade would be broken up both horizontally and vertically, including the use of various materials such as red and grey brick, grey panels, a stone base and painted concrete columns. In addition to an indoor bicycle storage room for residents, there would also be an outdoor bicycle facility on the N Street side of the building. An indoor child's play area would be located on the second floor for residents of the building only.

Area Elements of the Comprehensive Plan

The proposed development is located within the Central Washington Area Element of the Comprehensive Plan, and specifically within the NoMa and Northwest One Policy Focus Area. The proposal would particularly further the following Area Element statements and policy objectives:

Policy CW-1.1.3: Incentives for Non-Office Uses

Take action to attract non-office uses within the area to create a vibrant collection of central neighborhoods. Continue using zoning and other regulatory mechanisms to incentivize mixed-use development, including housing, ground floor retail, educational uses, and arts facilities in locations consistent with the Comprehensive Plan. 1608.4

Policy CW-1.1.4: New Housing Development in Central Washington

Continue to encourage the development of new high-density housing in Central Washington, particularly in NoMa and east Mount Vernon Square, including Mount Vernon Triangle, Northwest One, and the L'Enfant Plaza/ Near Southwest areas. Ground floor retail space and similar uses should be strongly encouraged within these areas to create street life and provide neighborhood services for residents. A strong downtown residential community can create pedestrian traffic, meet local housing needs, support local businesses in the evenings and on weekends, and increase neighborhood safety and security. 1608.5

Policy CW-1.1.5: Central Washington Housing Diversity

It is important to keep Central Washington a mixed-income community and avoid the displacement of lower-income residents. Preserve Central Washington's existing low- to moderate-income housing, including public housing, housing (both contracts and vouchers), and other subsidized units. The District has taken a proactive approach to preserving affordable units at the Museum Square, Golden Rule, and other Central Washington Area redevelopment sites. The District should continue to expand the number of affordable units through land disposition with affordability requirements and through the use of zoning and other regulatory incentives. 1608.6

Policy CW-1.1.9: Neighborhood-Serving Retail in Central Washington

Encourage Central Washington's retail uses to serve not only the regional market, but also the local neighborhood market created by residential development within the area. This should include basic consumer goods like drug stores, hardware stores, and grocery stores, to supplement the major anchors and specialty shops. 1608.10

Policy CW-1.1.16: Making Central Washington's Streets More Pedestrian Friendly

Enhance Central Washington's pedestrian network and improve pedestrian safety. This should be achieved through such measures as: • Improving certain streets for pedestrian use; • Providing safe and accessible pedestrian waiting space on the widest thoroughfares; • Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions; • Restricting curb cuts and parking garage access along major streets; • Providing safe and accessible pedestrian detours at construction sites; • Encouraging sidewalk widening within private development; and • Enforcing traffic and parking laws, such as no parking zones. 1608.17

Through the use of the PUD process the applicant proposes to construct a mixed-use retail and residential building. It would expand the availability of affordable housing and potentially provide for neighborhood serving retail. All sidewalks surrounding the site would be brought up to current DDOT standards, including the widening of the Florida Avenue sidewalk by two feet for pedestrian

use. No parking garage access is proposed, all existing curb cuts would be closed and there would be no low-income residents would be displaced.

C. OTHER PLANNING DOCUMENTS

The “NoMa Vision Plan and Development Strategy”, dated October 2006, contains six recommendations for the redevelopment of this new neighborhood in which the subject property is located. The proposed building would contribute toward the achievement of three of those recommendations, as described below.

Recommendation Number 1: Land Use Mix

The plan recommends a mix of commercial and residential uses, with the area east of the railroad tracks to be developed primarily residentially. Although the applicant proposes a mixed use building, it would primarily be a residential building with 115 units and 3,037 square feet of retail space on the ground floor only.

Recommendation Number 4: Identity and Building Design

The plan recommends “*design to a new standard of architecture and urban design to create a lasting, competitive identity, including ground floors and sidewalk level pedestrian experience.*” As a small triangularly shaped property, the applicant took advantage of the shape and size of the lot to design a uniquely shaped building, especially the corner of Florida Avenue and N Street. All existing curb cuts are to be removed, new street trees planted and the Florida Avenue sidewalk widened, enhancing the pedestrian experience.

Recommendation Number 6: Environment and Sustainability

Designed to achieve Enterprise Green Communities certification, the building is proposed to have a green roof, solar panels, a pervious garden area on the N Street side of the building and thirteen new street trees. The proposal would have a more positive effect on the environment than what exists today.

D. SUMMARY OF PLANNING CONTEXT ANALYSIS

Overall, the proposal would develop an under-utilized site within the Central Washington Area with a high-density mixed use building. All units would be available at fifty percent (50%) MFI or less, including the provision of two and three-bedroom units. Additional services or facilities, such as a toddler play room for the benefit of the tenants and a gym, would be provided without additional fees to the residents of this all-affordable building. Although it would not include any PDR uses, it would provide for a predominantly residential building east of the Penn Line Railroad tracks with the potential to support, either through the provision of employees or consumers, PDR uses within the surrounding neighborhood.

VII. ZONING ANALYSIS

The site is currently zoned PDR-1 and the applicant is requesting a PUD-related zoning map amendment to the MU-30 zone, which is not inconsistent with the Comprehensive Plan. Below is a table comparing the existing (MoR) and proposed PUD zone to the proposal. New residential development is not permitted within the PDR zones.

	Existing Zone PDR-1 (MoR)	Proposed Zone MU-30 (PUD)	Proposal	Flexibility
Lot Area	8,720 sq. ft.	8,720 sq. ft.	8,720 sq. ft.	REQUIRED
Height	50-foot max.	130-foot max.	120 feet	None Required
Penthouse FAR C § 1503	N/A	0.40 max.	0.40	None Required
Penthouse Height	12-foot max.	20-foot max.	17 feet, 8 inches	None Required
Penthouse Setback C § 1502	N/A	12 feet or 1:1	1:1	None Required
FAR	6.5	12.0 max.	11.61	None Required
Lot Occupancy G § 401.4	N/A	100% max.	97.97%	None Required
Rear Yard	Min. 2.5 inches/ foot of bldg. ht. or 25- foot min.	25-foot min.	45 feet from centerline of 3 rd Street	None Required
Parking: Residential C § 701.5	N/A	19 space min.	None	REQUIRED
Parking: Commercial C § 701.5	0.5 per 1,000 sq. ft. or none	0.5 per 1,000 sq. ft. or none	None	None Required
Long-Term Bicycle Parking: Residential C § 802	N/A	1 per 3 units or 38 spaces min.	56 spaces	None Required
Long-Term Bicycle Parking: Commercial C § 802	1 per 10,000 sq. ft. or none	1 per 10,000 sq. ft. or none	None	None Required
Short-Term Bicycle Parking: Residential C § 802	N/A	1 space per 20 units, or 6 spaces	16 spaces	None Required
Short-Term Bicycle Parking: Commercial C § 802	1 space per 3,500 sq. ft. or none	1 space per 3,500 sq. ft. or none	None	None Required
Loading: Delivery Space C § 901	1 space at 10' x 20' min.	1 space at 10' x 20' min.	None	REQUIRED

	Existing Zone PDR-1 (MoR)	Proposed Zone MU-30 (PUD)	Proposal	Flexibility
Loading: Loading Space C § 901	1 space at 12' x 36' min.	1 space at 12' x 36' min.	None	REQUIRED
Green Area Ratio	0.3 min.	0.3 min.	0.3	None Required

VIII. REQUESTED ZONING FLEXIBILITY

The applicant requests the following flexibility through this PUD:

1. PUD-related map amendment from PDR-1 to MU-30.
2. Minimum Land Area for a PUD (X: § 301.1): 15,000 square feet of land area is required for a PUD in the MU-30 zone. The subject property consists of 8,720 square feet, or 58 percent of the minimum required. The Commission is empowered to waive up to 50 percent of the minimum area requirement, provided that it finds the project to be of exceptional merit and in the best interest of the city or country.
3. Off-Street Parking (C § 701.5): The proposed development would require 19 off-street parking spaces. None are proposed.
4. Loading (C § 901): The proposed development would require one loading berth and one service-delivery space. None are proposed.
5. Design Flexibility: The application contains a list of nine design-related items from which the applicant requests flexibility.

OP will provide detailed analyses of the requested flexibility prior to the public hearing, including the nine design flexibility items, should the Commission set the application down.

IX. PUD EVALUATION STANDARDS

The Zoning Regulations define a Planned Unit Development (PUD) as “A plan for the development of residential, institutional, and commercial developments, industrial parks, urban renewal projects, or a combination of these, on land of a minimum area in one (1) or more zones irrespective of restrictions imposed by the general provisions of the Zoning Regulations, as more specifically set forth in Subtitle X, Chapter 3.” (Subtitle B-28). The purpose and general standards for a Planned Unit Development are established in Subtitle X 300:

300.1 The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that the PUD:

- (a) Results in a project superior to what would result from the matter-of-right standards;*
- (b) Offers a commendable number or quality of meaningful public benefits; and*

(c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.

300.2 While providing for greater flexibility in planning and design than may be possible under conventional zoning procedures, the PUD process shall not be used to circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.

Public Benefits and Amenities:

Chapter X Section 305.2 states that “*Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.*”

Subtitle X § 305.5 provides a summary of categories for potential PUD benefits and amenities. While the final benefits amenities proffer is typically refined and resolved later in the PUD process, at this point, the applicant has proffered a one-hundred percent (100%) affordable building and other public benefits and amenities (refer to Exhibit 3 pages 21 – 24) for the proposed PUD:

(a) Superior urban design and architecture

The applicant submits that the proposed building would create a placemaking flatiron-designed building, incorporating glass and brick on the ground level, and incorporating a three-foot metal embellishment emphasizing the corner of the triangularly-shaped building.

(b) Site planning and efficient and economical land utilization

The applicant proposes to redevelop a surface parking lot with a high-density mixed-use building with no parking or loading facilities within a transit-rich area.

(c) Housing

The proposed building would add 115 new residential apartment units, twenty percent of which would be three-bedroom or family-sized units, and twenty-five percent would have two-bedrooms.

(d) Affordable housing

All 115 of the dwelling units in the building would be affordable. Fifty percent would be affordable at fifty percent MFI, and the other fifty percent at thirty percent MFI.

(e) Streetscape plans

The applicant proposes to expand the existing width of the Florida Avenue sidewalk by two feet, setting the first two floors of the building back to allow for the widening. Floor-to-ceiling

windows, a bay projection on the N Street side of the building, and new landscaping would improve the pedestrian experience.

(f) Other public benefits and project amenities

The proposed building would include many benefits and amenities for its tenants, including a toddler play area (1,377 square feet), a gym (926 square feet) and a computer lab/library (1,213 square feet).

In general, OP finds the benefits and amenities package as proposed by the applicant to be sufficient for the Commission to set down the application, especially the one-hundred affordable component of the proposal. The applicant should continue to work closely with OP, other agencies, the ANC and community groups to finalize the proffer commensurate with the flexibility requested for submission prior to a public hearing. OP will provide a detailed analysis of the final benefits and amenities proffer prior to a public hearing should the application be set down.

X. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will refer it to the following District agencies for review and comment:

- Department of Energy and the Environment (DOEE)
- Department of Housing & Community Development (DHCD)
- District Department of Transportation (DDOT)
- Department of Parks and Recreation (DPR)
- DC Public Schools (DCPS)
- Department of Public Works (DPW)
- Department of Aging (DOA)
- Department of Employment Services (DOES)
- Fire and Emergency Medical Services Department (FEMS)
- Metropolitan Police Department (MPD)
- District of Columbia Water and Sewer Authority (DC Water)
- Washington Metropolitan Area Transit Authority (WMATA)

XI. ATTACHMENTS

- I. Comprehensive Plan - The Family of Plans

- II. Comprehensive Plan - The Three “Tiers” of Planning
- III. Comprehensive Plan - Guidelines for Using the Maps

JLS/sjm

Attachment I

Comprehensive Plan Chapter 2 – Framework Element

Guidelines for Using the Generalized Policy Map and the Future Land Use Map 226

The Generalized Policy Map and Future Land Use Map are intended to provide generalized guides for development and conservation decisions. Several important parameters, defined below, apply to their use and interpretation.

- a. *The Future Land Use Map is not a zoning map. Whereas zoning maps are parcel-specific, and establish detailed requirements for setbacks, height, use, parking, and other attributes, the Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards. By definition, the Map is to be interpreted broadly.*
- b. *The Future Land Use Map is a generalized depiction of intended uses in the horizon year of the Comprehensive Plan, roughly 20 years in the future. It is not an “existing land use map,” although in many cases future uses in an area may be the same as those that exist today.*
- c. *The densities within any given area on the Future Land Use Map reflect all contiguous properties on a block—there may be individual buildings that are higher or lower than these ranges within each area. Similarly, the land use category definitions describe the general character of development in each area, citing typical building heights (in stories) as appropriate. It should be noted that the granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited here.*
- d. *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 well as approved Small Area Plans.*
- e. *The designation of an area with a particular land use category does not necessarily mean that the most intense zoning district described in the land use definitions is automatically permitted. A range of densities and intensities applies within each category, and the use of different zone districts within each category should reinforce this range. There are more than twice as many zone districts (about 30, plus more than a dozen overlay zones) as there are Comprehensive Plan land use categories. For example, there are at least three zone districts corresponding to “Low Density Residential” and three zone districts corresponding to “Moderate Density Residential.” Multiple zones should continue to be used to distinguish the different types of low- or moderate-density residential development which may occur within each area.*
- f. *Some zone districts may be compatible with more than one Comprehensive Plan Future Land Use Map designation. As an example, the existing C-2-A zone is consistent with both the Low Density Commercial and the Moderate Density Commercial designation, depending on the prevailing character of the area and the adjacent uses. A correspondence table indicating which zones are “clearly consistent”, “potentially consistent” and “inconsistent” with the Comprehensive Plan categories should be prepared to assist in Comprehensive Plan implementation and future zoning actions (see Action LU-4.3.B).*
- g. *The intent of the Future Land Use Map is to show use rather than ownership. However, in a number of cases, ownership is displayed to note the District’s limited jurisdiction. Specifically, non-park federal facilities are shown as “Federal” even though the actual uses include housing*

and industry (e.g., Bolling Air Force Base), offices (e.g., the Federal Triangle), hospitals (e.g., Walter Reed), and other activities. Similarly, the “Local Public” designation includes high-impact uses such as solid waste transfer stations and stadiums, as well as low-impact uses such as schools. Other maps in the Comprehensive Plan are used to show the specific types of public uses present in each area.

- h. The Map does not show density or intensity on institutional and local public sites. If a change in use occurs on these sites in the future (for example, a school becomes surplus or is redeveloped), the new designations should be comparable in density or intensity to those in the vicinity, unless otherwise stated in the Comprehensive Plan Area Elements or an approved Campus Plan.*
- i. Streets and public rights-of-way are not an explicit land use category on the Future Land Use Map. Within any given area, the streets that pass through are assigned the same designation as the adjacent uses.*
- j. Urban renewal plans remain in effect for parts of the District of Columbia, including Shaw, Downtown, and Fort Lincoln. These plans remain in effect and their controlling provisions must be considered as land use and zoning decisions are made.*
- k. Finally, the Future Land Use Map and the Generalized Policy Map can be amended. They are not intended to freeze future development patterns for the next 20 years. The Comprehensive Plan is intended to be a dynamic document that is periodically updated in response to the changing needs of the city. Requests to amend the maps can be made by residents, property owners, developers, and the District itself. In all cases, such changes require formal public hearings before the DC Council, and ample opportunities for formal public input. The process for Comprehensive Plan amendments is described in the Implementation Element. 226.1*