



PUD Standard of Review (11-X DCMR § § 304.3 & 304.4)

The Zoning Commission shall find that the proposed development:

1. Is **not inconsistent with the Comprehensive Plan** and with other adopted public policies and active programs;
2. Does not result in unacceptable impacts but instead **impacts shall be favorable, capable of being mitigated, or acceptable** given the quality of public benefits; and
3. Includes specific **public benefits and project amenities** that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.

Zoning Commission shall judge, balance, and reconcile:

- Relative value of public benefits and project amenities,
- Degree of development incentives requested, and
- Any potential adverse effects of the project.



Not Inconsistent With The Comprehensive Plan

“In its decision-making, the Zoning Commission must make a finding of “**not inconsistent with the Comprehensive Plan.**” To do so, the Zoning Commission must consider the **many competing, and sometimes conflicting, policies of the Comprehensive Plan,** along with the various uses, development standards and requirements of the zone districts. It is the responsibility of the Zoning Commission to **consider and balance those policies relevant and material to the individual case** before it in its decision-making, and clearly explain its decision-making rationale.” 10A DCMR 224.8



Equity And The Comprehensive Plan

Equity is both an outcome and a process.

- **As a process**, we apply a racial equity lens when those most impacted by structural racism are **meaningfully involved** in the creation and implementation of the institutional policies and practices that impact their lives, particularly people of color.
- **As an outcome**, the District achieves racial equity when race no longer determines one's socioeconomic outcomes; **when everyone has what they need to thrive, no matter where they live or their socioeconomic status**; and when racial divides no longer exist between people of color and their white counterparts.

10A DCMR 213.9

The Zoning Commission shall “evaluate all actions through a racial equity lens **as part of its Comprehensive Plan consistency analysis.**”

10A DCMR 2501.8

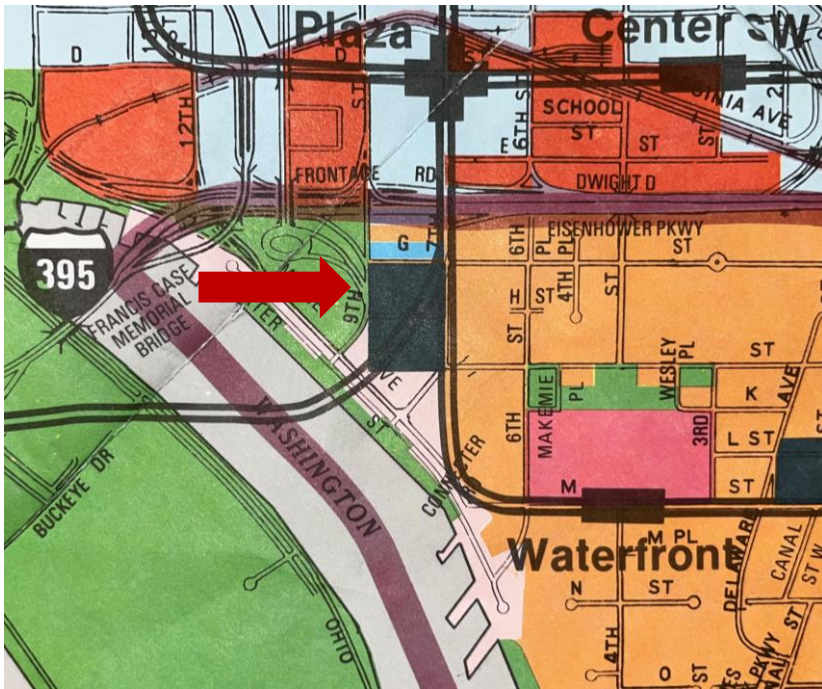
RACIAL EQUITY LENS

- Comprehensive Plan (GPM, FLUM, Citywide / Area Elements)
- SW Neighborhood [Small Area] Plan
- Mayor's Housing Equity Report
- Sustainable DC
- Climate Ready DC – Resilient Design Guidelines



Future Land Use Map

Medium Density Commercial



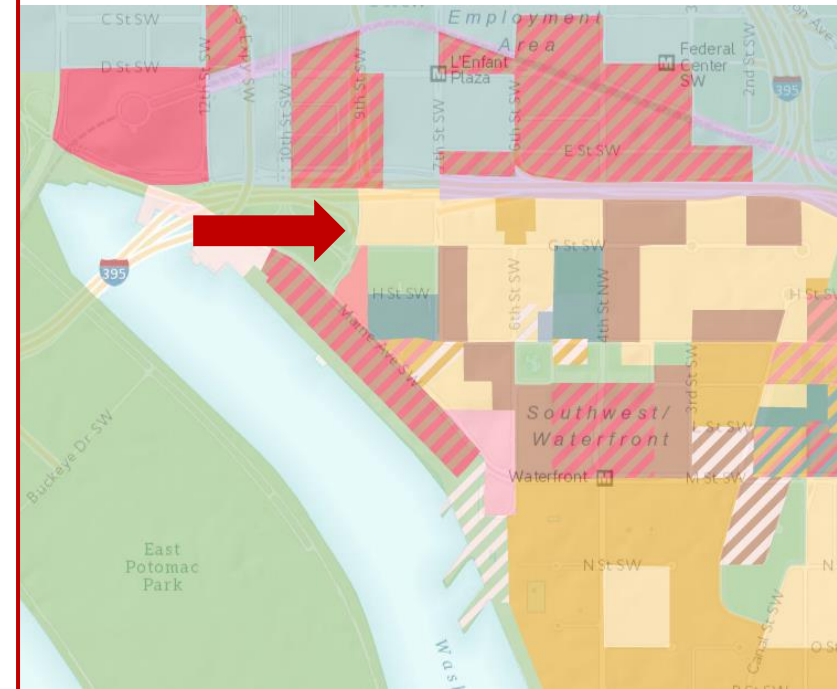
2002

FLUM: Low Density Commercial
Zoning: W-1



2006

FLUM: Medium Density Commercial
Zoning: W-1



2021

FLUM: Medium Density Commercial
Zoning: MU-12

2015

Adoption of SW Neighborhood Plan
Zoning: W-1

2016

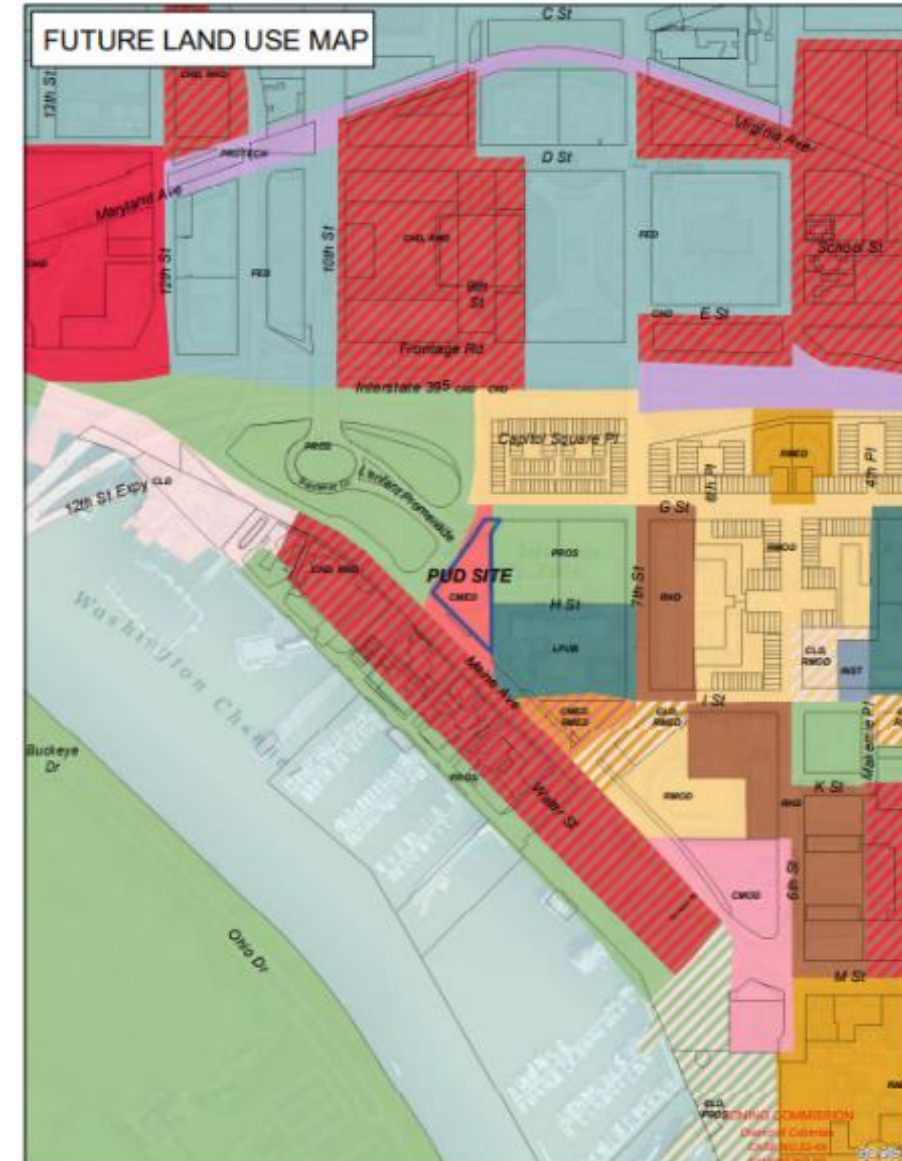
Adoption of ZR16
Zoning: Renamed to MU-12



Future Land Use Map

Medium Density Commercial

- Existing MU-12 zone (formerly W-1) reflects previous FLUM designation before 2006 change.
- “Buildings are larger and/or taller than those in Moderate Density Commercial areas.”
- The MU-8 and MU-10 Zone Districts are consistent with the Medium Density Commercial category, and other zones may also apply. 10A DCMR 227.12
- MU-10 typical [matter-of-right] density 6.0 FAR, with greater density through IZ or approved through a PUD.
- IZ: 7.2 FAR
- PUD: 8.64 FAR





Future Land Use Map

Medium Density Commercial

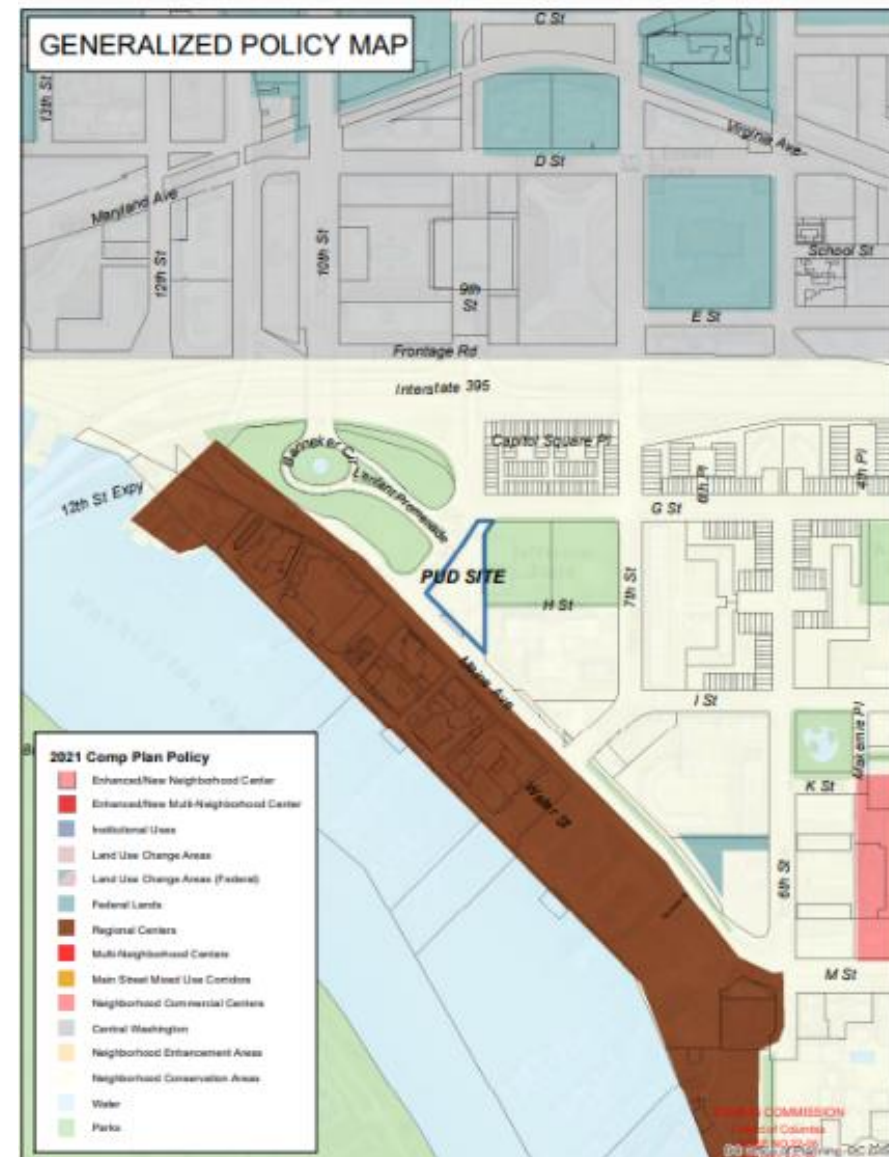
Framework Element Guidance				
Medium Density Commercial				
<ul style="list-style-type: none">• Typical [MOR]: 4.0 FAR – 6.0 FAR (+ w/ IZ & PUD)• MU-10<ul style="list-style-type: none">• MOR: 6.0 FAR (7.2 FAR w/ IZ) / 90 ft. (100 ft. w/ IZ)• PUD: 8.64 FAR / 110 ft.				
	Zone	Land Area (sf)	Max. FAR (PUD)	Max GFA (PUD)
Proposed Zoning Permitted	MU-9A	57,363	9.36	536,918
Proposed Project	MU-9A		7.99	458,644



Generalized Policy Map

Neighborhood Conservation Area

- Guiding philosophy is to conserve and enhance established neighborhoods, **but not preclude development, particularly to address city-wide housing needs.**
- New development should be compatible with existing scale, natural features, and character of each area.
- **Densities are guided by the Future Land Use Map and Comprehensive Plan policies.**
- Approaches to managing **context-sensitive growth** in Neighborhood Conservation Areas may vary based on neighborhood socio-economic and development characteristics.
- “In considering whether a PUD is “not inconsistent” with the Comprehensive Plan, it is appropriate to **consider the context of the entire site.**” 10A DCMR 224.7.





Generalized Policy Map

Neighborhood Conservation Area

Southwest Neighborhood Plan:

- **Its high-rise and low-rise building heights**,...exemplifies another defining urban design feature of Southwest that contributes to the neighborhood's physical character.
- The neighborhood is predominately residential in character with an **eclectic mix of high and low density residential housing typologies**.
- **A variety of high and low building heights is unique to Southwest**, an intentional mix of townhouses and high-rise towers. Most buildings in the area are **under four stories or over eight stories**. This defining feature of Southwest is valued by the community.





Zoning Commission Racial Equity Tool

Part One: Guidance Regarding Racial Equity Submissions

The recent updates to the Comprehensive Plan require that the Zoning Commission evaluate all zoning actions through a racial equity lens. The Comprehensive Plan, Citywide and Area Elements, that explicitly focus on advancing equity are listed below. As applicable, the Zoning Commission suggests a discussion of these elements in submissions to the zoning case record that analyze zoning actions through a racial equity lens.¹

Citywide Elements	Area Elements
Land-Use Transportation Housing Environmental Protection Economic Development Urban Design	Lower Anacostia Waterfront Near Southwest



Consistency with Lower Anacostia Waterfront / Near SW Area Element

Guiding Growth and Neighborhood Conservation

- AW-1.1.5: Flood-Resilient and Climate-Adaptive Development
- AW-1.1.6: Resilient Affordable Housing
- AW-1.1.7: Waterfront Area Commercial Development

Southwest Policy Focus Area

- AW-2.5.2: Southwest Neighborhood Plan
- AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood
- AW-2.5.7: Southwest Sustainability and Resilience
- AW-2.5.8: Southwest Arts and Culture
- AW-2.5.10: Southwest Multimodal Transportation Options
- AW-2.5.11: Affordable and Family-Sized Housing in Southwest





Consistency with Citywide Elements

Land Use

- LU-1.2.3: Appropriate Uses in the CEA
- LU-1.2.4: Urban Mixed-Use Neighborhoods
- LU-1.2.6: CEA Edges
- LU-1.4.4: Affordable Rental and For-Sale Multi-family housing Near Metrorail Stations
- LU-1.4.6: Development Along Corridors
- LU-1.4.C: Metro Station and Inclusionary Zoning
- LU-2.1.1: Variety of Neighborhood Types
- LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods
- LU-2.3.12: Arts and Cultural Uses in Neighborhoods

Transportation

- T-1.1.2: Land Use Impact Assessment
- T-1.1.4: Transit-Oriented Development
- T-1.1.7: Equitable Transportation Access
- T-1.1.8: Minimize Off-Street Parking
- T-1.1.B: Transportation Improvements
- T-1.4.1: Street Design for Placemaking
- T-2.4.1: Pedestrian Network
- T-2.4.2: Pedestrian Safety
- T-3.1.1: TDM Programs
- T-3.2.D: Unbundle Parking Cost

Housing

- H-1.1.1: Private Sector Support
- H-1.1.3: Balanced Growth
- H-1.1.4: Mixed-Use Development
- H-1.1.5: Housing Quality
- H-1.1.9: Housing for Families
- H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority
- H-1.2.7: Density Bonuses for Affordable Housing
- H-1.2.9: Advancing Diversity and Equity of Planning Areas
- H-1.2.11: Inclusive Mixed-Income Neighborhoods
- H-1.2.F: Establish Affordability Goals by Area Element
- H-1.3.1: Housing for Larger Households
- H-2.1.6: Long-term Affordability Restrictions

Environmental Protection

- E-1.1.2: Urban Heat Island Mitigation
- E-2.1.2: Tree Requirements in New Development
- E-2.1.3: Sustainable Landscaping Practices
- E-3.2.3: Renewable Energy
- E-3.2.7: Energy-Efficient Building and Site Planning
- E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff
- E-4.1.3: GI and Engineering
- E-4.2.1: Support for Green Building

Economic Development

- ED-2.2.3: Neighborhood Shopping
- ED-2.2.5: Business Mix

Urban Design

- UD-2.1.1: Streetscapes That Prioritize the Human Experience
- UD-2.2.1: Neighborhood Character and Identity
- UD-2.2.2: Areas of Strong Architectural Character
- UD-2.2.4: Transitions in Building Intensity
- UD-3.2.5: Safe and Active Public Spaces and Streets
- UD-4.2.1: Scale and Massing of Large Buildings
- UD-4.2.2: Engaging Ground Floors
- UD-4.2.4: Creating Engaging Facades



Zoning Commission Racial Equity Tool

Part Two: Zoning Commission Evaluation of the Zoning Action through a Racial Equity Lens

The Zoning Commission will use the following questions as a baseline in evaluating consistency with the Comprehensive Plan through a racial equity lens (other themes may also be appropriate):

Zoning Commission Evaluation

What are the expected goals of the zoning action?

What are the anticipated positive and negative impacts and/or outcomes of the zoning action? May include the following themes and any others that also apply:

Direct Displacement	Will the zoning action result in displacement of tenants or residents?
Housing	Will the action result in changes to: <ul style="list-style-type: none">▪ Market Rate Housing? ▪ Affordable Housing? ▪ Replacement Housing?
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none">▪ Public Space Improvements? ▪ Infrastructure Improvements? ▪ Arts and Culture?▪ Environmental Changes? ▪ Streetscape Improvements?
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none">▪ Job Training/Creation? ▪ Healthcare? ▪ Addition of Retail/Access to New Services?



Equitable Development Indicators

Indicator	Measure	Outcome / Applicable Public Benefit
Displacement		
Physical	<ul style="list-style-type: none"> Displacement due to redevelopment. 	<ul style="list-style-type: none"> No physical displacement of existing residents.
Economic	<ul style="list-style-type: none"> Displacement due to housing cost increases. 	<ul style="list-style-type: none"> 15% of base building residential GFA devoted to households earning no more than 60% MFI (low income). 15% of penthouse residential unit GFA devoted to households earning no more than 50% MFI (very low income).
Cultural	<ul style="list-style-type: none"> Loss of sense of belonging or shared identity in neighborhood. 	<ul style="list-style-type: none"> Public art developed with neighborhood input. Public space improvements (seating and landscaping). Grocery store.
Housing	<ul style="list-style-type: none"> Number of new market rate and dedicated affordable units (per 2019 Housing Equity Report and Land Use Element goals). 	<ul style="list-style-type: none"> Approx. 498 dwelling units (approx. 6.3% of AW overall housing goal per Housing Equity Report). 15% residential GFA devoted to affordable housing at 60% MFI (low income) and 50% MFI (very low income) (approx. 8.8% of AW affordable housing goal per Housing Equity Report).
Housing burden	<ul style="list-style-type: none"> Households that pay more than 30% of income (burdened), or 50% of income (severely burdened) on housing. 	<ul style="list-style-type: none"> Affordable units dedicated to 60% MFI households (50% MFI for any penthouse generated set aside requirement).
Family-sized units	<ul style="list-style-type: none"> Dwelling units with 3 or more bedrooms. 	<ul style="list-style-type: none"> All 3-bedroom units in Project devoted to affordable housing at 60% MFI (8 units total).



Equitable Development Indicators

HOUSING EQUITY REPORT

- **498 new housing units** in the Project represents approx. 6.3% of the overall housing goal for the Planning Area (7,960 units)
- Planning Area already on track to meet affordable housing goal.
- Pipeline affordable housing units (910 units) already projected to exceed the Planning Area's affordable housing goal (850 units), not including the Project and other recently approved projects.
- **Approx. 75 affordable housing units** represents approx. 8.8% of the affordable housing goal in the Planning Area (850 units)

COMPREHENSIVE PLAN

- Minimum **15% affordable units** within each Planning Area by 2050 (H-1.2.9).
- Planning Area 22% affordable units (Housing Element, Fig. 5.11).
- **15%** of Project devoted to affordable housing.

SW NEIGHBORHOOD PLAN

- MC.4: Retain the neighborhood's 19% subsidized units by establishing targets that **exceed IZ thresholds** for future development on publicly owned land and **in future PUDs**.
- MC.6: As part of the PUD process, prioritize affordable units that **exceed IZ requirement or fewer affordable units, but larger in size** to better serve families.

Figure 6. Current Affordable Housing Pipeline & 2025 Production Goals by Planning Area

Planning Area	Affordable Housing Production Goals	Affordable Housing Pipeline	Shortage of Affordable Housing	2025 Total Housing Production Goals*
Rock Creek West	1,990	80	1,910	1,260
Capitol Hill	1,400	280	1,120	3,270
Near Northwest	1,250	270	980	1,850
Mid-City	1,010	620	390	4,210
Rock Creek East	1,500	1,160	340	1,580
Central Washington	1,040	750	290	3,940
Upper Northeast	1,350	1,160	190	6,900
Lower Anacostia Waterfront & Near Southwest	850	910	on track	7,960
Far Southeast & Southwest	1,120	1,450	on track	2,040
Far Northeast & Southeast	490	1,290	on track	2,990
Total	12,000	7,970	5,220	36,000

*The total housing goals consist of net new market rate and affordable housing production. For Rock Creek West, the new affordable housing goals are greater than the total housing goals because the affordable housing goals include not only net new production, but also conversion of existing housing into subsidized housing and voucher recipients living in non-restricted housing. Reaching our goals will require a mix of these strategies, especially in Rock Creek West, where new housing has been extremely limited to date and where land use changes must be made to the Comprehensive Plan to reach these housing goals.

Planning Area	Total Units	Percent of Total Units District Wide	Affordable Units	Percent of Affordable Units District Wide	Percent Affordable of Area Units	Affordable Projects
Capitol Hill	28,163	8%	1,753	3%	6%	47
Central Washington	15,897	5%	2,664	5%	17%	29
Far Northeast and Southeast	37,527	11%	9,576	19%	26%	103
Far Southeast and Southwest	30,738	9%	15,517	31%	50%	138
Lower Anacostia Waterfront and Near Southwest	14,115	4%	3,059	6%	22%	30
Mid-City	50,184	15%	6,820	13%	14%	156
Near Northwest	54,549	16%	4,004	8%	7%	64
Rock Creek East	30,568	9%	2,518	5%	8%	85
Rock Creek West	48,836	14%	471	1%	1%	10
Upper Northeast	32,295	9%	4,489	9%	14%	75
Total	342,872	100%	50,871	100%	15%	737

Source: HousingInsights.org, OP.



Equitable Development Indicators

Indicator	Measure	Outcome / Applicable Public Benefit
Transportation (incl. public space, streetscape, and infrastructure)		
Access to transit	<ul style="list-style-type: none"> • 0.5 miles to Metrorail. • 0.25 miles to priority bus corridors and other modes of public transportation. 	<ul style="list-style-type: none"> • Approx. 0.3 miles to Metrorail. • Approx. 0.15 miles to DC Circulator and priority bus corridors.
Transportation improvements / Pedestrian safety	<ul style="list-style-type: none"> • Gaps in pedestrian network. • Lack of pedestrian facilities (crosswalks, lighting, seating, etc.). • Lack of bicycle facilities. 	<ul style="list-style-type: none"> • Reconstruction of adjacent streetscape. • Reconfiguration of 9th Street. • Public seating and art installation along 9th Street and Maine Avenue.
Employment		
New jobs		<ul style="list-style-type: none"> • Construction jobs. • Retail jobs. • Building maintenance / management jobs.
Access to jobs		<ul style="list-style-type: none"> • Resident proximity to multiple modes of public transit. • Resident proximity to numerous other employment opportunities at nearby retail, service, and neighborhood-serving uses.
Education / Health / Wellness	<ul style="list-style-type: none"> • Access to quality public services. • Access to safe, clean public gathering spaces, open spaces, and recreation. • Food access and security • Healthy natural environment. 	<ul style="list-style-type: none"> • Proximity to: <ul style="list-style-type: none"> • Waterfront, parks, open space, and recreation. • Amidon Elem. School and Jefferson Middle School. • Southwest Library. • Future Southwest Community Center. • Grocery store • Contribution to Jefferson PTO.



Equitable Development Indicators

Indicator	Measure	Outcome / Applicable Public Benefit
Environmental	<ul style="list-style-type: none"> • LEED rating (or similar). • Use of renewable energy sources. • Storm water management. • Placement of unwanted high-impact land uses. • Resilient design strategies. 	<ul style="list-style-type: none"> • LEED Platinum certification. • Green roofs • Improved storm water infrastructure.
Access to Amenities / New Services	<ul style="list-style-type: none"> • Availability of building amenities. 	<ul style="list-style-type: none"> • High-quality resident amenities. • Neighborhood-serving retail and services uses (grocery store and branch bank). • Proximity to: <ul style="list-style-type: none"> • Nearby retail, service, and eating and drinking establishment uses. • Waterfront, parks, open space, recreation. • Amidon elem. School and Jefferson Middle School. • Southwest Library. • Future Southwest Community Center. • Numerous cultural attractions (performing arts, art galleries, museums).



Small Area Plans

A Small Area Plan provides only supplemental guidance to the Zoning Commission, and it does so only to the extent it does not conflict with the Comprehensive Plan.

10A DCMR 224.5

A Small Area Plan provides supplemental guidance to the Comprehensive Plan, unless incorporated into the Comprehensive Plan by a D.C. Council act.

10A DCMR 2503.1





Southwest Neighborhood Plan

Green Oasis

- GO.14: Encourage the installation of electric vehicle-charging stations and set aside electric vehicle-only parking spaces in the garages of future buildings, constructed under PUDs as a community amenity.

Arts & Culture

- The Southwest neighborhood can reinforce its identity as an arts and culture destination by manifesting the arts in the public realm.

Vibrant Connections

- VC.2: Enhance neighborhood edges and gateways by improving crosswalks, signage, lighting and/or streetscapes.
- VC.4: Link bike routes across Southwest by extending dedicated bicycle lanes.
- VC.8: Improve streetscapes and pedestrian infrastructure along Maine Avenue to create a complete street in alignment with plans depicted for The Wharf.

Model Community

- MC.4: Retain the neighborhood's 19% subsidized units by establishing targets that exceed IZ thresholds for future development on publicly owned land and in future PUDs.
- MC.6: As part of the PUD process, prioritize affordable units that exceed IZ requirement or fewer affordable units, but larger in size to better serve families.
- MC.11: Increase number of benches along sidewalks throughout Southwest to better serve residents of all ages and abilities.

Modernist Gem

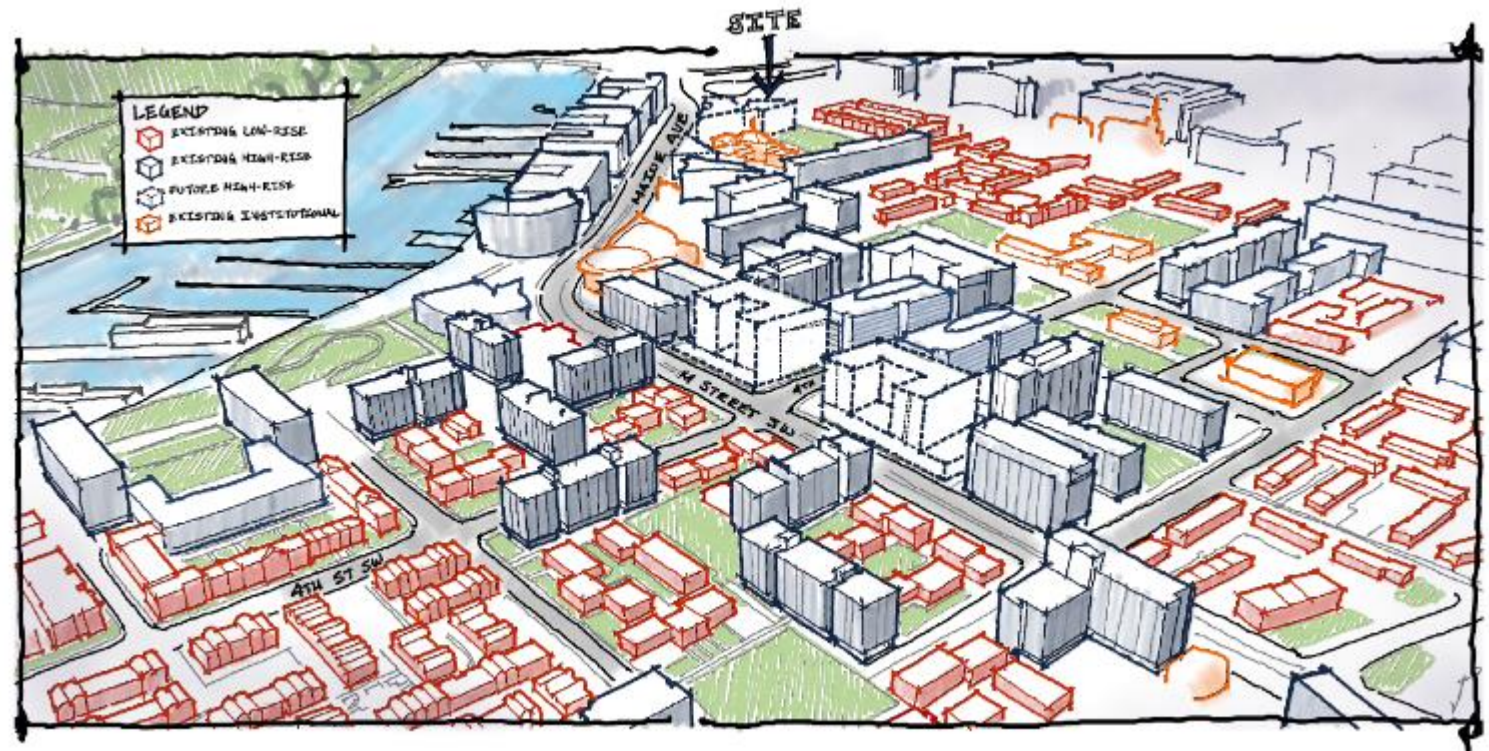
- MG.5: Retail existing streets and open spaces that contribute to the L'Enfant Plan.
- MG.6: Ensure future development and improvements reinforce the L'Enfant Plan as an important historic feature tying Southwest to the greater urban context.
- MG.7: Apply the Design Guidelines contained in the Plan to all new development achieved through the PUD process.



Southwest Neighborhood Plan

Modernist Gem

Principle 1: Encourage a mix of building heights.

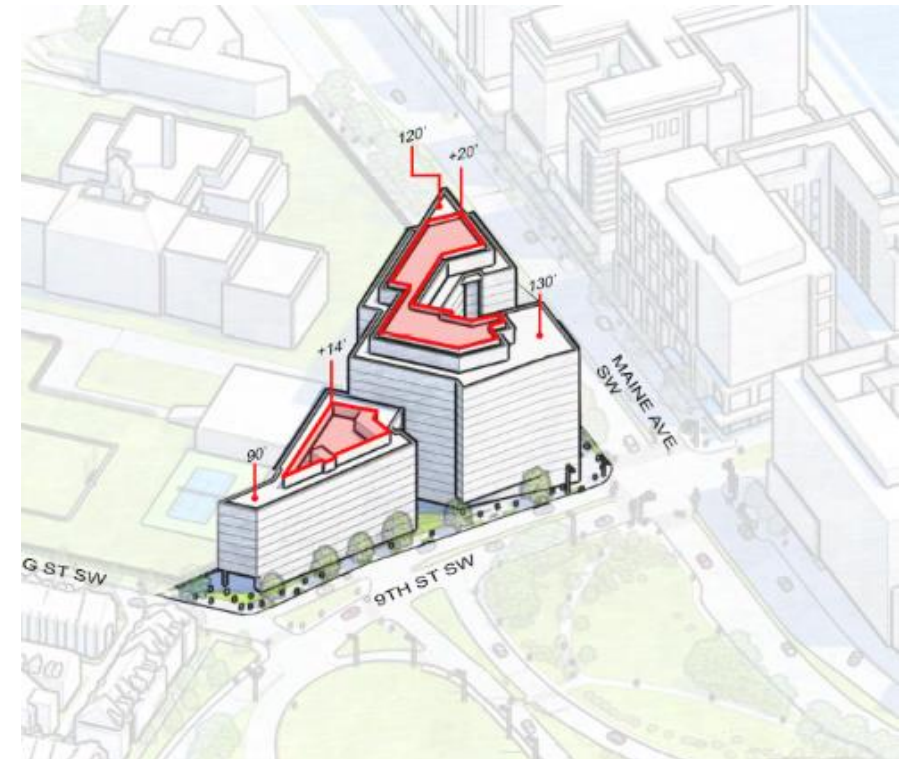




Southwest Neighborhood Plan

Modernist Gem

Principle 1: Encourage a mix of building heights.

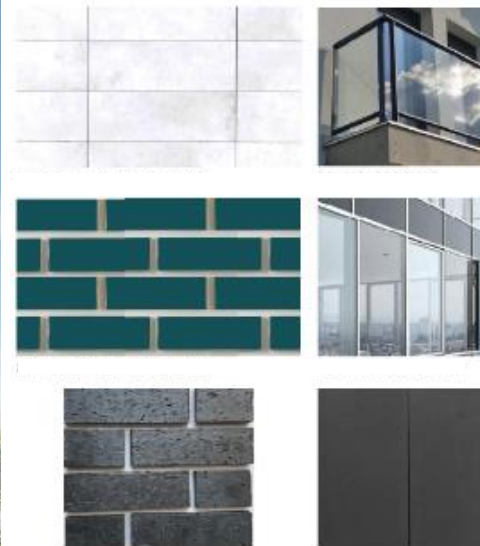




Southwest Neighborhood Plan

Modernist Gem

Principle 2: Achieve design excellence for high quality and timeless development.





Southwest Neighborhood Plan

Modernist Gem

Principle 3: Promote variation in building frontages along streets with continuous massing.

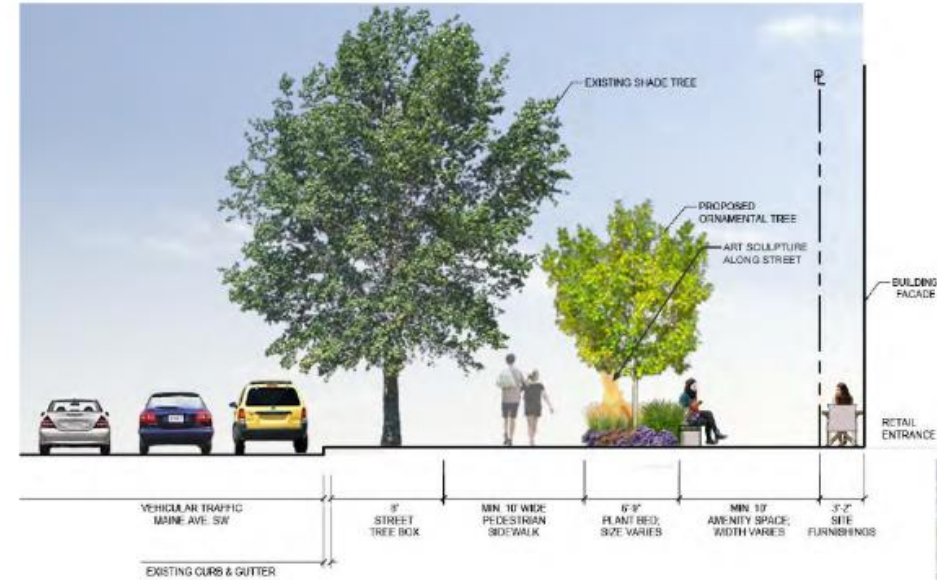




Southwest Neighborhood Plan

Modernist Gem

Principle 4: Enhance green space through landscaped perimeters and internal green or amenity spaces.





Southwest Neighborhood Plan

Modernist Gem

Principle 5: Incorporate sustainable building and site design.



LEED v4 for Homes: Multifamily Mid-Rise
899 Maine Ave
March 7, 2022

12 Path to Platinum



2 0 0 Integrative Process Possible Points: 2

Y	R	N	Cred	Integrative Process	Required
2					

15 0 0 Location and Transportation Possible Points: 15

Y	R	N	Req	Cred	Location and Transportation	Required
0					Floodplain Avoidance	Required
8					Site Selection	8
3					Comp of Development	3
2					Community Resources	2
2					Access to Transit	2

5.5 1.4 0 Sustainable Sites Possible Points: 7

Y	R	N	Req	Cred	Sustainable Sites	Required
0					Construction Activity Pollution Prevention	Required
0					No Invasive Plants	Required
1	1				Heat Island Reduction	2
3					Rainwater Management	3
1.5	0.5				Non-Toxic Pest Control	2

4 2 4 Water Efficiency Possible Points: 12

Y	R	N	Req	Cred	Water Efficiency	Required
0					Water Metering	Required
4	2	4			Total Water Use	12

19.5 8 4 Energy and Atmosphere Possible Points: 37

Y	R	N	Req	Cred	Energy and Atmosphere	Required
0					Minimum Energy Performance	Required
0					Energy Metering	Required
0					Education of the Homeowner, Tenant or Building Manager	Required
18.5	5	4			Annual Energy Use	30
2	3				Efficient Hot Water Distribution	5
1	1				Advanced Utility Tracking	2

3.5 0 5.5 Materials and Resources Possible Points: 9

Y	R	N	Req	Cred	Materials and Resources	Required
0					Certified Tropical Wood	Required
0					Durability Management	Required
0					Durability Management Verification	1
0.5	4.5				Environmentally Preferable Products	5
2	1				Construction Waste Management	3

9.5 0 8.5 Indoor Environmental Quality Possible Points: 18

Y	R	N	Req	Cred	Indoor Environmental Quality	Required
0					Ventilation	Required
0					Combustion Venting	Required
0					Garage Pollutant Protection	Required
0					Radon-Resistant Construction	Required
0					Air Filtration	Required
0					Environmental Tobacco Smoke	Required
0					Compartimentalization	Required
1		2			Enhanced Ventilation	3
0.5	1.5				Contaminant Control	2
1		3			Balancing of Heating and Cooling Distribution Systems	3
1		3			Enhanced Compartimentalization	3
2					Enhanced Combustion Venting	2
1					Enhanced Garage Pollutant Protection	1
3					Low Emitting Products	3
1					No Environmental Tobacco Smoke	1

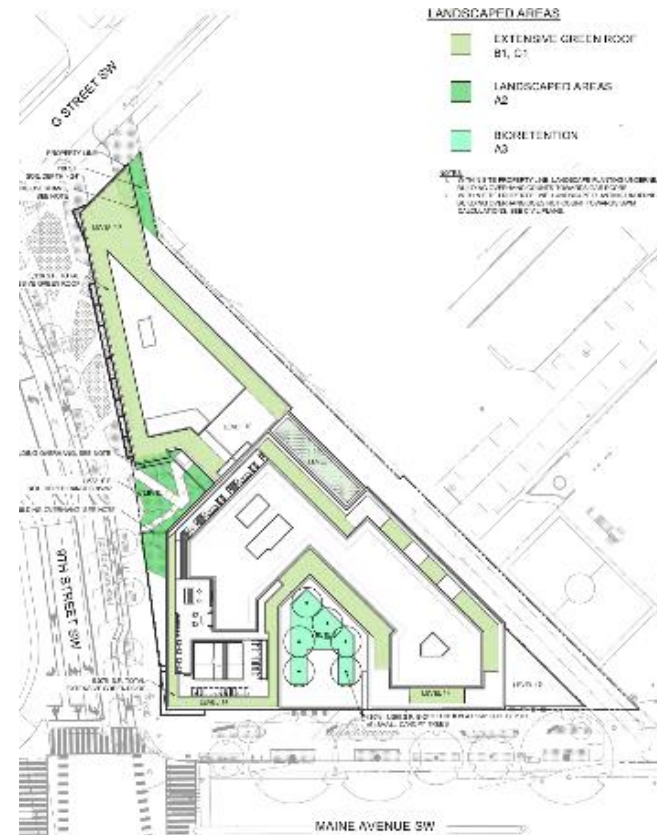
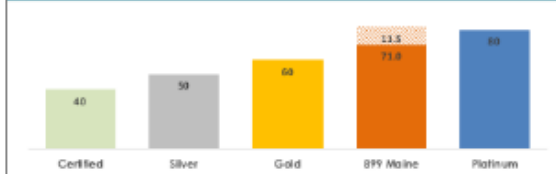
4 0 0 Innovation Possible Points: 4

Y	R	N	Cred	Innovation	Required
4				Innovation	5
1				LEED AP Homes	1

4 0 0 Regional Priority Credits Possible Points: 4

Y	R	N	Cred	Regional Priority Credits	Required
1				Site Selection (3 pt)	1
1				Community Resources (2 pt)	1
1				Access to Transit (2 pt)	1
1				Total Water Use (12), Rainwater M. (3), Const. Waste M. (3)	1

71.0 13 27 Possible Points: 110

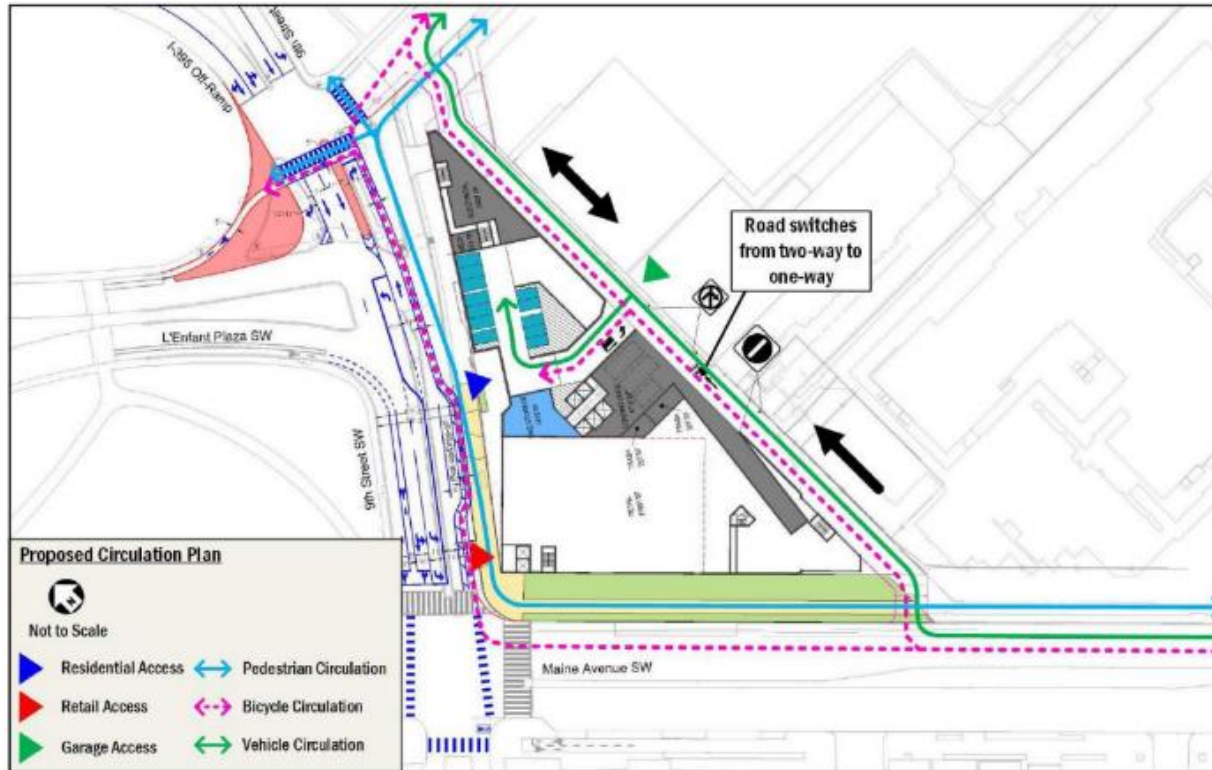




Southwest Neighborhood Plan

Modernist Gem

Principle 6: Ensure parking is not a detractor.

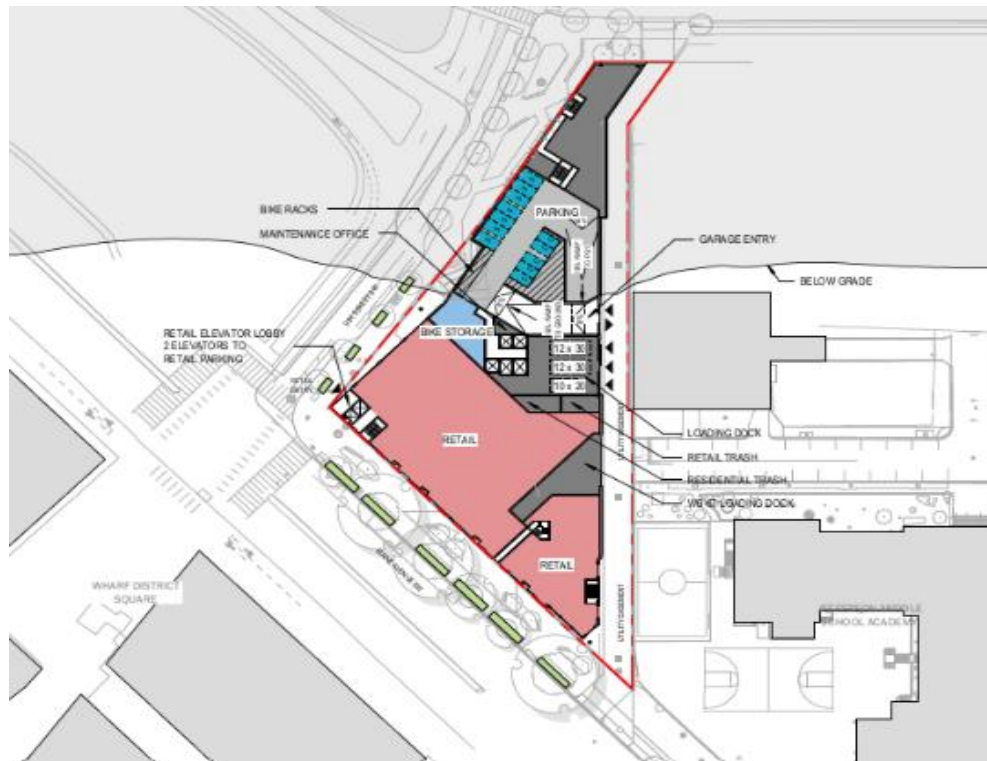




Southwest Neighborhood Plan

Modernist Gem

Principle 7: Maximize transparency and viability of ground floor uses along key commercial corridors.

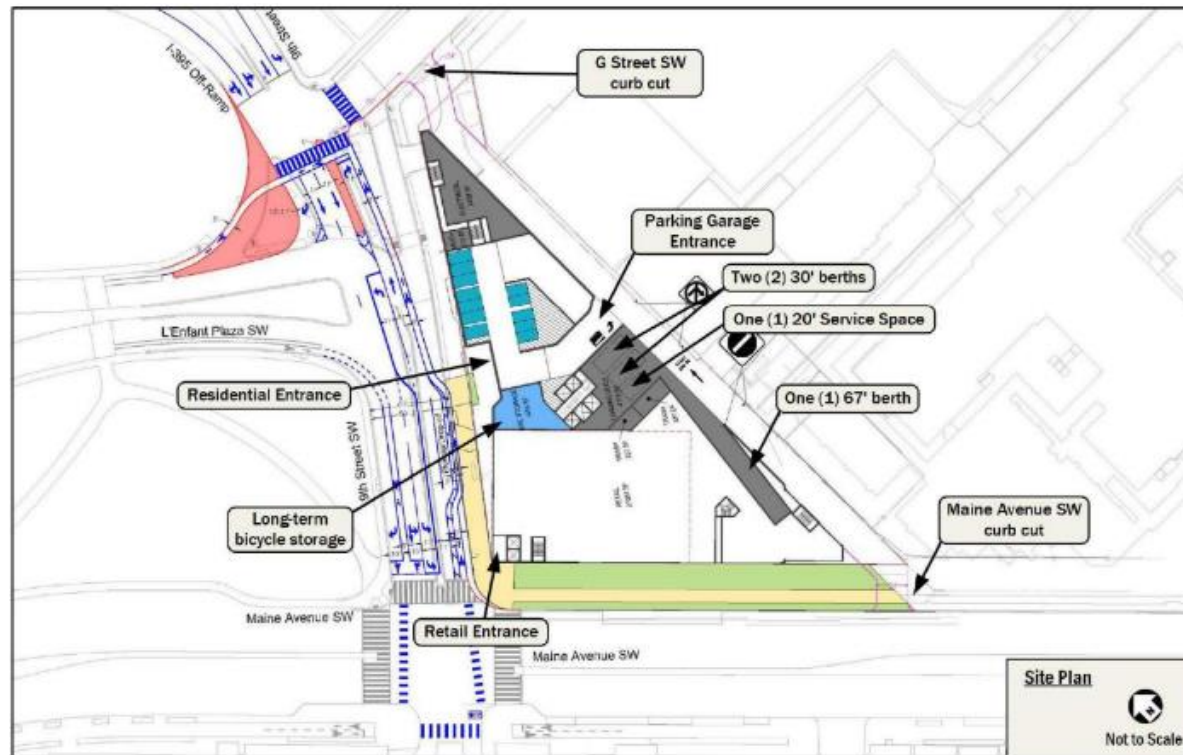




Southwest Neighborhood Plan

Modernist Gem

Principle 8: Encourage connectivity for pedestrians, bicycles, and vehicular access, including transit where feasible.





Potential Comprehensive Plan Inconsistencies

Inconsistency	Outweighing Policies / Considerations
<p>ED-2.1.4: Diversified Office options</p> <p>ED-2.1.5: Infill and Renovation</p> <p>ED-2.1.B: Support Low-Cost Office Space</p>	<ul style="list-style-type: none"> • Housing Equity Report overall and affordable housing goals for the Lower Anacostia Waterfront / Near southwest Planning Area. • Proposed amount of affordable housing. • Sustainability benefits (LEED Platinum). • FLUM designation: Medium Density Commercial • <u>Land Use Element policies:</u> <ul style="list-style-type: none"> • LU-1.2.4: Urban Mixed-Use Neighborhoods • LU-1.4.4: Affordable Rental and For-Sale Multi-Family Housing Near Metrorail Stations • LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods • <u>Housing Element policies:</u> <ul style="list-style-type: none"> • H-1.1.9: Housing for families • H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority • H-1.2.9: Advancing Diversity and Equity of Planning Areas • H-1.3.1: Housing for Larger Households • <u>Environmental Element policies:</u> <ul style="list-style-type: none"> • E-4.2.1: Support for Green Building • <u>Lower Anacostia Waterfront / Near Southwest Area Element policies:</u> <ul style="list-style-type: none"> • AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood • AW-2.5.11: Affordable and Family-Sized Housing in Southwest



PUD Balancing Test

Zoning Commission **shall judge, balance, and reconcile** the relative value of public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects of the project.

The Zoning Commission shall find that the proposed development:

Is **not inconsistent with the Comprehensive Plan** and with other adopted public policies and active programs;

- Does not result in unacceptable project impacts but instead **impacts shall be favorable, capable of being mitigated, or acceptable** given the quality of public benefits; and
- Includes specific **public benefits and project amenities** that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs.



Public Benefits/Project Amenities (11-X DCMR 305.5)

<p style="text-align: center;">Housing (X-305.5(f) & (g))</p>	<ul style="list-style-type: none"> • Approx. 498 units of new housing on an underutilized site near Metrorail and numerous amenities • 15% affordable housing (approx. 75 units) at 60% MFI (50% MFI for any penthouse generated set aside) • Eight (8) 3-bedroom IZ units (all 3-bedroom units in the Project)
<p style="text-align: center;">Transportation Infrastructure (X-305.5(o))</p>	<ul style="list-style-type: none"> • Reconfiguration and redesign of 9th Street (reduction of excess travel lanes, sidewalk widening, bike lane, slip lane removal, new PUDO zone (\$750,000))
<p style="text-align: center;">Environmental / Sustainability (X-305.5(k))</p>	<ul style="list-style-type: none"> • LEED Platinum • EV charging stations and additional charging infrastructure • Approx. 11,800 square feet of green roof and bioretention
<p style="text-align: center;">Superior urban design and architecture, site planning and efficient land utilization (X-305.5(a), (b), & (l))</p>	<ul style="list-style-type: none"> • Context-sensitive design • Multiple building heights • Engaging façade articulation • High ground floor transparency • Variety of high-quality materials (brick, terracotta, porcelain tile)
<p style="text-align: center;">Streetscape Plans, Landscaping, Open Spaces (X-305.5(b) & (l))</p>	<ul style="list-style-type: none"> • Significant public space improvements (landscape, planters, seating) • Sidewalk widening
<p style="text-align: center;">Commemorative Works / Public Art (X-305.5(d))</p>	<ul style="list-style-type: none"> • Contribution to SW BID for public art along Maine Avenue (\$75,000)
<p style="text-align: center;">Uses of Special Value to the Neighborhood (X-305.5(q))</p>	<ul style="list-style-type: none"> • Grocery store (minimum 6,000 GFA) • Branch bank



Development Incentives and Technical Zoning Flexibility

- PUD-related zoning map amendment from MU-12 to MU-9A (11-X DCMR § 303.11)
- Side yard (11-G § DCMR 406.1)

	Density	Height
Framework Element (Medium Density Commercial)	4.0 – 6.0 FAR (MU-10 PUD: 8.64 FAR)	
MU-12	2.5 FAR 3.0 FAR w/ IZ 3.6 FAR w/ PUD	45 ft. 50 ft. w/ IZ 60 ft. w/ PUD
MU-9A	6.5 FAR 7.8 FAR w/ IZ 9.36 FAR w/ PUD	90 ft. 100 w/ IZ 130 w/ PUD
Proposed	7.99 FAR	130 ft.
Gain (compared to existing zoning)	+4.99 FAR (MOR) +4.39 FAR (PUD)	+80 ft. (MOR) +70 ft. (PUD)





Potential Impacts

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p>Land Use</p>	<ul style="list-style-type: none"> • More efficient and economical use of underutilized land near transit and numerous amenities. • Substantial new housing (market-rate and affordable) near Metrorail. • New neighborhood-serving amenities. • Appropriate uses within / at the edge of the CEA. • Favorable recommendation from DCOP. 	<p>Favorable</p>
<p>Transportation</p>	<ul style="list-style-type: none"> • Fully analyzed in Comprehensive Transportation Review. • No detrimental impact on surrounding transportation network. • Potential impacts mitigated through TDM and Loading Management Plan. • Reconfiguration and redesign of 9th Street improves pedestrian, bicycle, and vehicular circulation. • Proposed traffic calming and PUDO improves traffic operations around Project. • No objection from DDOT. 	<p>Favorable or capable of being mitigated</p>
<p>Arts & Culture</p>	<ul style="list-style-type: none"> • Contribution to SW BID for public art along Maine Avenue (\$75,000) • Additional public art along east façade of building (facing Jefferson recreation fields) • Favorable recommendation from DCOP. 	<p>Favorable</p>



Potential Impacts

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
<p>Housing</p>	<ul style="list-style-type: none"> • Approx. 498 new housing units where none currently exist. • Approx. 75 new affordable housing units at 60% MFI (50% MFI for any penthouse generated set aside) where none currently exist. • No demolition of existing housing or physical displacement of existing residents. • No objection from DHCD. 	<p>Favorable</p>
<p>Environmental Protection</p>	<ul style="list-style-type: none"> • LEED Platinum v4 for H-Multifamily Midrise. • Green roofs and bioretention. • Improved storm water management. • Resilient design strategies. • No objection from DOEE. 	<p>Favorable</p>
<p>Economic Development</p>	<ul style="list-style-type: none"> • Redevelopment of underutilized site near transit and numerous amenities. • Approx. 24,000 GFA of neighborhood-serving retail. • New residents to support neighborhood commercial uses. • Favorable recommendation from OP 	<p>Favorable</p>



Potential Impacts

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Parks, Recreation, and Open Space	<ul style="list-style-type: none">• Increased shadows on Jefferson recreation fields.• Increased use of nearby parks and recreation facilities.• Increased shadows and alteration of views from Banneker Overlook.• New seating and landscaping along Maine Avenue.• New landscaping along 9th Street.• No objection from DPR	Favorable or acceptable given quality of public benefits
Urban Design	<ul style="list-style-type: none">• High-quality, Context-sensitive design that concentrates height and density toward The Wharf.• Distinctive architecture at gateway location along Maine Avenue, SW.• Pedestrian-oriented, mixed-use development.• Significant enhancements to streetscape and public realm, including public art.• New, wider sidewalks and improved pedestrian, bicycle, and vehicular circulation.• Increased shadow on Capitol Square townhome development on north side of G Street.• Change in scale between Project site and residential development on north side of G Street.• Favorable recommendation from OP	Favorable or acceptable given quality of public benefits
Historic Preservation	<ul style="list-style-type: none">• No adverse impacts.• No objection from HPO	N/A



Potential Impacts

Topic Area	Evaluation of Potential Impacts	Determination of Potential Impacts
Community Services and Facilities	<ul style="list-style-type: none"> Increased utilization of Jefferson recreation fields and other nearby recreation facilities. Increased utilization of Southwest Library. Increased use of nearby health facilities. New neighborhood-serving amenities (grocery store and branch bank). No objection from FEMS, MPD, DOA, DPR, DCPL, DCPL, DOH 	Favorable or acceptable given quality of public benefits
Educational Facilities	<ul style="list-style-type: none"> Potential increase in students attending neighborhood schools. <ul style="list-style-type: none"> Amidon-Bowen ES: 83% capacity, 6.9% condition index (10 yr.)* Jefferson MS: N/A, N/A condition index (10 yr.)* Eastern HS: 72% capacity, 9.41% condition index (10 yr.)* No objection from DCPS <p>* Source: 2020 Master Facilities Plan Supplement, Office of Deputy Mayor for Education</p>	Favorable
Infrastructure	<ul style="list-style-type: none"> Reconfiguration and redesign of 9th Street. Reconstruction of adjacent streetscape. Increased seating and landscaping in adjacent public space. Replacement / relocation of aging storm sewer along 9th Street. Increased utilization of utility infrastructure. No objection from DPW, DC Water, Washington Gas 	Favorable or capable of being mitigated



PUD Balancing Test

Zoning Commission shall judge, balance, and reconcile the relative value of public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects of the project.

BENEFITS & AMENITIES

- Superior urban design, architecture, landscaping
- Superior site planning and efficient land utilization
- Superior streetscape plans
- Approx. 498 new units of housing
- 15% affordable housing (approx. 75 units)
- Approx. 24,000 GFA of neighborhood-serving uses (grocery store and branch bank)
- LEED Platinum
- Public art
- Reconfiguration and redesign of 9th Street

INCENTIVES AND POTENTIAL ADVERSE EFFECTS

- Map amendment to MU-9A
- Density: +4.99 FAR
- Height: +80 ft.
- Side yard flexibility
- Impacts capable of being mitigated:
 - Transportation and infrastructure
- Impacts that are acceptable given quality of public benefits:
 - Increased shadow
 - Alteration of views



Zoning Act Consistency

Purpose	Assessment
<p>Congestion</p>	<ul style="list-style-type: none"> • Transit accessible location. • Walkable location. • Reconfiguration and redesign of 9th Street (pedestrian, bicycle, and vehicular circulation improvements). • Streetscape improvements to improve pedestrian facilities and overall public realm. • No adverse effect to transportation network. • Transportation impacts mitigated through TDM and Loading Management Plan.
<p>Light and Air</p>	<ul style="list-style-type: none"> • Increased height oriented toward the Wharf. • Substantial separation from Capitol Square townhomes provided by G Street (approx. 100 foot separation).
<p>Health, Welfare, and Safety</p>	<ul style="list-style-type: none"> • Better utilization of site. • Housing near transit and amenities. • Reconfiguration and redesign of 9th Street (pedestrian, bicycle, and vehicular circulation improvements). • Affordable housing. • New neighborhood-serving amenities.
<p>Overcrowding of Land</p>	<ul style="list-style-type: none"> • Density consistent with that expected of medium density commercial development. • Efficient use of land near Metrorail and other transit modes. • Close proximity to commercial uses at The Wharf and Southwest Town Center.
<p>Distribution of Uses</p>	<ul style="list-style-type: none"> • Housing near transit. • Housing along Maine Avenue commercial corridor. • Housing in proximity to uses that will serve daily needs. • Grocery store near critical mass of existing and planned residential.



Conclusion

- **Not inconsistent with the Comprehensive Plan.**
- **Potential inconsistencies** with individual Comprehensive Plan policies **are outweighed** by:
 - Consistency with the FLUM and GPM
 - Consistency with other competing Comprehensive Plan priorities relating to housing and transit-oriented development.
 - Other District planning policies and programs (incl. Housing Equity Report goals).
- **All impacts are favorable, mitigated, or acceptable** given the quality of the proposed public benefits.
- **Substantial public benefits** that are directly informed by the Comprehensive Plan and neighborhood needs identified in the SW Plan and through stakeholder engagement.
- **Development incentives are balanced** by proffered public benefits and project amenities.
- **Consistent with the Zoning Act** and will create conditions that are favorable to public health, safety, welfare, and convenience.



Thank You

899 Maine Ave. ANC Presentation