

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Brandice Elliott, AICP, Development Review Specialist
JLS
Jennifer Steingasser, AICP, Deputy Director, Development Review and Historic Preservation

DATE: May 2, 2022

SUBJECT: Preliminary Report for Zoning Commission Case No. 22-11, Consolidated Planned Unit Development and Related Map Amendment from MU-12 to MU-10 at 807 Maine Avenue, S.W. / Square 439-2, Lot 15

1. RECOMMENDATION

The Office of Planning (OP) recommends the Commission **set down** the application by MCRT Investments LLC (“Applicant”) for a consolidated Planned Unit Development (PUD) with a PUD-related map amendment from MU-12 to MU-10, to construct an 11-story mixed-use building consisting of ground floor retail and 207 residential units at 807 Maine Avenue, S.W. The proposal would be not inconsistent with the Comprehensive Plan and the Southwest Neighborhood Plan.

On balance, the project is generally not inconsistent with the Comprehensive Plan Elements and Map and the Southwest Neighborhood Plan.

2. SUMMARY OF OP COMMENTS

It is typical that some issues require additional resolution or detail at this stage of a PUD application – many applicants benefit from the additional direction provided by the Commission at the setdown meeting before preparing final drawings and proposals. However, it is important that identified issues be sufficiently resolved by the applicant prior the date being set for a public hearing, to ensure that District Agencies, the ANC, and the public have a reasonable opportunity to review a complete and comprehensive submission as final recommendations and comments to the Commission are being formulated.

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 other issues raised by the Commission at setdown, prior to a public hearing.

OP Comment	Planning and / or Zoning Rationale
1. The proposed benefits and amenities of the PUD should be increased.	The proposed PUD would gain 65-feet of height and 145,296 square feet of GFA through the proposed map amendment and PUD. While the affordable housing proffer of 15% is significant, it is not enough on its own to address the flexibility that has been requested for the PUD. The Applicant is encouraged to continue working with the ANC and neighborhood to identify potential needs, and also to review the Southwest Neighborhood Plan for needs that were identified through that public process.
2. The Applicant should address how resilience strategies will be incorporated into the project.	The property is located in a Resilience Focus Area on the General Policy Map. The Applicant should acknowledge the environmental sensitivities of the area and identify how resilience will be increased. The Climate Ready DC Resilient Design Guidelines should be consulted for strategies.
3. The Applicant should maximize private outdoor space where possible and provide balconies or interior balconies for individual units.	Private outdoor space has become a high priority during the pandemic and significantly increases the quality of life for residents.
4. The requested design flexibility requests a 10% +/- difference in the number of dwelling units. This flexibility should not impact the number of or total square feet of IZ units that are provided in the PUD.	Affordable housing is a proffer of the PUD that mitigates the flexibility that has been requested. As such, there should not be flexibility in the proffers.

3. AREA DESCRIPTION

Ward, ANC

Ward 6; ANC 6D01

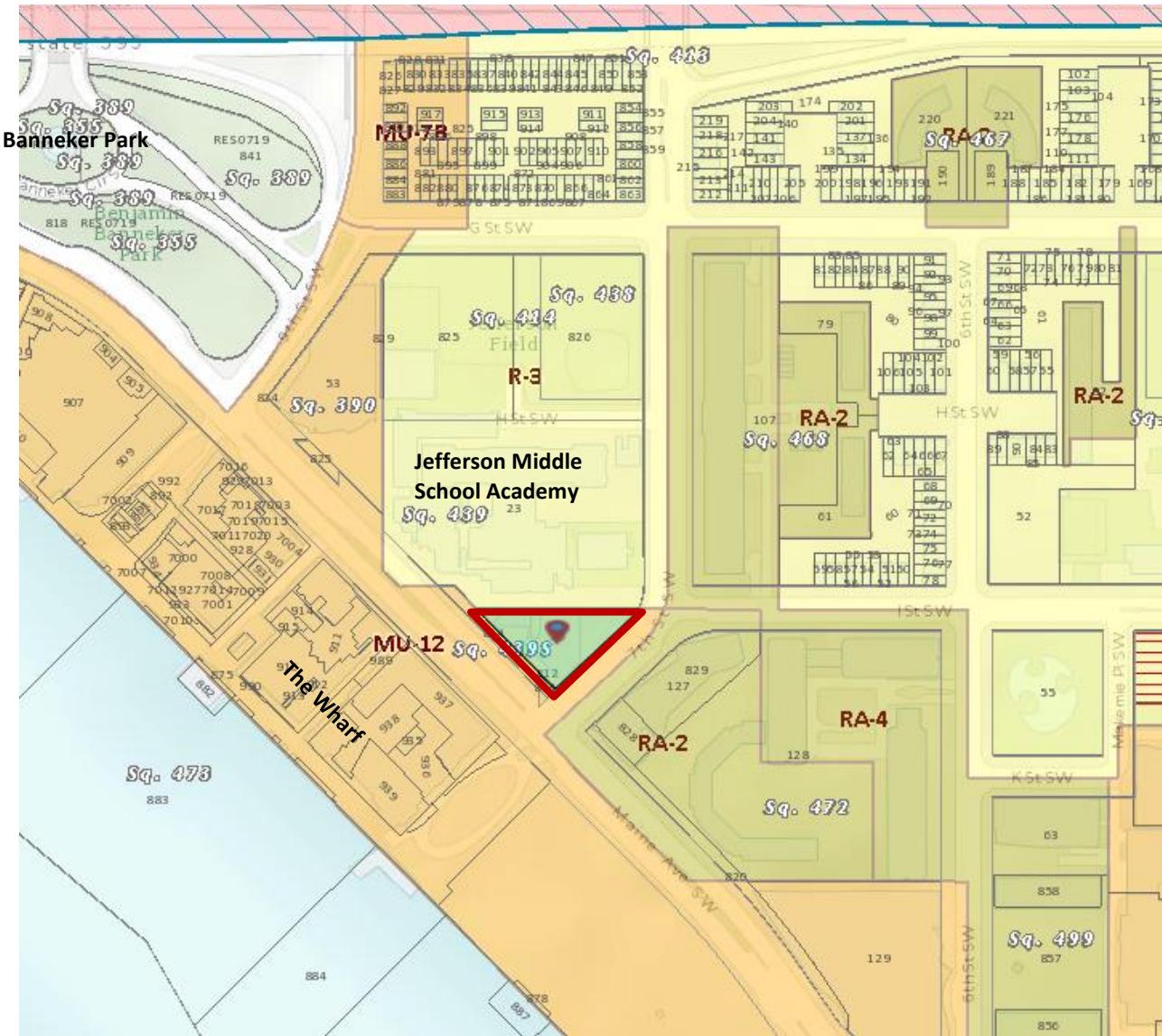
Comprehensive Plan Area

Lower Anacostia Waterfront/Near Southwest

General Context

The subject property is located at the northeast corner of Maine Avenue and 7th Street, within the boundaries of the Southwest Neighborhood Plan. The site is currently developed with a two-to three story building occupied by the Denvel D. Adams National Service and Legislative Headquarters for Disabled American Veterans. Jefferson Middle School Academy is located north of the site, and The Wharf PUD is located to the south (ZC 11-03). Also to the south is the Riverside Baptist Church PUD, which is a seven-story mixed-use development

consisting of retail, institutional, and residential uses (15-05). There are a mix of uses in the vicinity, including residential, retail, and a hotel, and a mix of densities, including medium- and high-density buildings. L'Enfant Metro Station is located one-half mile north from the site, and Waterfront Metro Station is located about 0.4 miles to the southeast of the site. Both stations are approximately a ten-minute walk.



4. SITE DESCRIPTION

Address: 807 Maine Avenue, S.W.

Legal Description: Square 439S, Lot 15

Property Size 23,664 square feet

Current Zoning	MU-12 – Intended to permit moderate-density mixed-use development generally in the vicinity of the waterfront.
Site Characteristics	The triangular lot has 192.85 feet of frontage along 7 th Street, and a curb cut located toward the north, adjacent to Jefferson Middle School Academy, which provides access to below grade parking for the existing development. The property line adjacent to Maine Avenue is 213.39 feet in length, although it does not have direct frontage due to lots 812, 813 and 814 being located to the west of the property line. These lots are not part of the PUD. There are large landscape areas located along Maine Street and 7 th Street.
Existing Use of Property	The site is currently developed with the two- to three-story high Denvel D. Adams National Service and Legislative Headquarters for Disabled American Veterans.

5. PROJECT DESCRIPTION

Applicant	MCRT Investments LLC
Proposed Zoning	Rezone from MU-12 to MU-10
Proposed Use of Property	The Applicant proposes to redevelop the site with an 11-story (110 ft.) mixed-use building consisting of ground floor retail and 207 residential units. A two-level below-grade garage would include 70 parking spaces.

	Proposal	
Building Height (ft.)	110 ft.	
GFA (sq. ft.)	Residential	198,872 sq.ft.
	Retail	5,585 sq.ft.
	Total	204,457 sq.ft.
Residential Units	207 dwelling units	

6. COMPREHENSIVE PLAN

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 Far Northeast and Southeast Area Element.

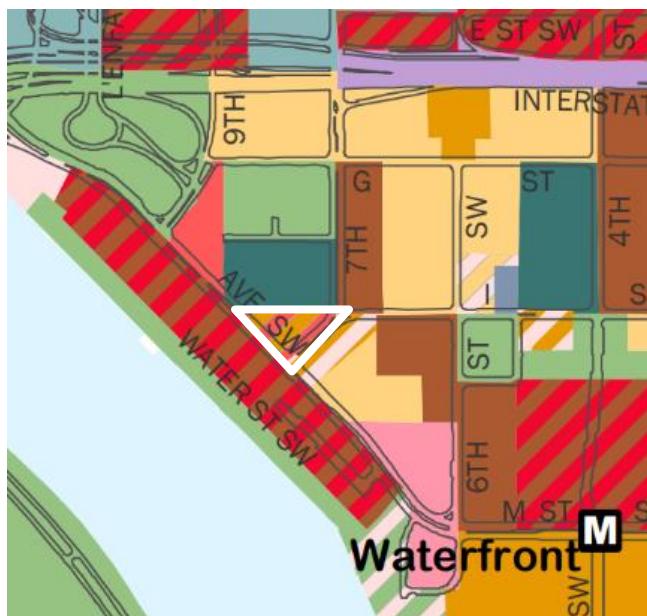
Small Area Plans supplement the Comprehensive Plan by providing detailed direction for areas ranging in size from a few city blocks to entire neighborhoods or corridors. The subject site is located within the boundaries of the Southwest Neighborhood Plan.

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 228), 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 text, and further balanced against policies or objectives contained in relevant Small Area Plans and other citywide or area plans.

As described below, the proposed zoning map amendment would be not inconsistent with the map designations.

Generalized Future Land Use Map (FLUM)



Legend	
Residential-Low Density	
-Moderate Density	
-Medium Density	Medium Density
-High Density	
Commercial-Low Density	
-Moderate Density	
-Medium Density	Medium Density
-High Density	
Institutional	
Federal	
Local Public Facilities	
Parks, Rec, and Open Space	
PDR	
Water	
Mixed Use	
No Data	

The Future Land Use Map (FLUM) indicates that the site is appropriate for Medium Density Residential and Medium Density Commercial. The Framework Element of the Comprehensive Plan describes Medium Density Residential, Medium Density Commercial, and Mixed Use Categories as follows:

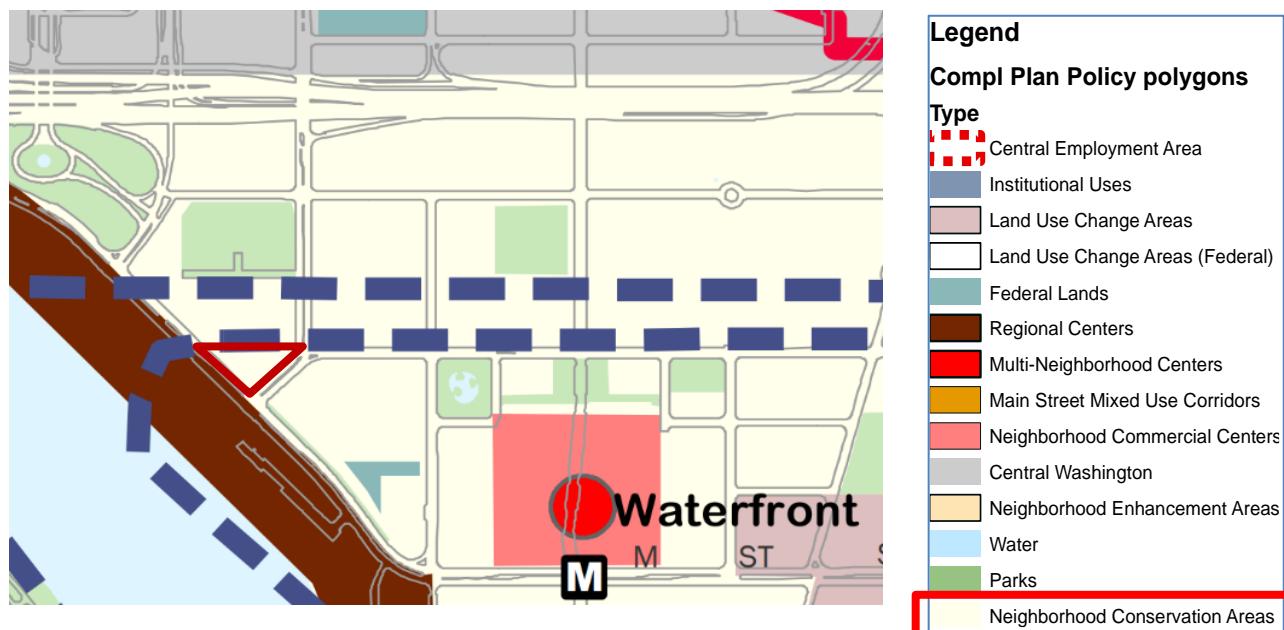
Medium Density Residential: This designation is used to define neighborhoods or areas generally, but not exclusively, suited for mid-rise apartment buildings. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. Pockets of

low and moderate density housing may exist within these areas. Density typically ranges from 1.8 to 4.0 FAR, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-3 Zone District is consistent with the Medium Density Residential category, and other zones may also apply. 227.7

Medium Density Commercial: This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a FAR of 4.0 and 6.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-8 and MU-10 Zone Districts are consistent with the Medium Density category, and other zones may also apply. 227.12

Mixed Use Categories: indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the specific land use categories. 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 map may note the dominant use by showing it at a slightly higher density than the other use in the mix. The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. 227.20

Generalized Policy Map



The Generalized Policy Map designates the site as a Neighborhood Enhancement Area and in a Resilience Focus Area. The Framework Element of the Comprehensive Plan describes Neighborhood Enhancement Areas and Resilience Focus Areas as follows:

Neighborhood Enhancement Areas are neighborhoods with substantial amounts of vacant and underutilized land. They include areas that are primarily residential in character, as well as mixed-use and industrial areas. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible infill development, including new single-family homes, townhomes, other density housing types, mixed-use buildings, and, where appropriate, light industrial facilities. Land uses that reflect the historical mixture and diversity of each community and promote inclusivity should be encouraged. 225.6

The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land-use designation on the Future Land Use Map and with Comprehensive Plan policies. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected or enhanced as development takes place. Publicly 'owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable. 225.7

The main difference between Neighborhood Enhancement Areas and Neighborhood Conservation Areas is the large amount of vacant and underutilized land that exists in the Enhancement Areas. Neighborhood Enhancement Areas often contain many acres of undeveloped lots, whereas Neighborhood Conservation Areas appear to be mostly "built out." Existing housing should be enhanced through rehabilitation assistance. New development in these areas should support neighborhood and city-wide housing needs, reduce crime and blight, and attract complementary new uses and services that better serve the needs of existing and future residents. 225.8

The proposed rezoning from the MU-12 to the MU-10 zone would not be inconsistent with the Comprehensive Plan's maps. The MU-10 zone would permit medium density mixed-use development with a maximum FAR of 6.0 and up to 7.2 for the provision of IZ units. The proposed zone would allow essential neighborhood-serving commercial uses and residential uses, including market rate and affordable dwelling units. The subject property's FLUM designation is equally consistent with the MU-10 zone and the MU-12 zone. The MU-10 zone would allow for additional density and would generate more affordable residential units.

The Neighborhood Conservation Area Policy Map designation allows for compatible redevelopment, including mixed-use buildings that are compatible with the existing scale, natural features, and character of the area, which would be supported by the MU-10 zone.

Resilience Focus Areas are areas where future planning efforts are anticipated to ensure resilience to flooding for new development and infrastructure projects, including capital projects, especially in areas within the 100- and 500- floodplains. In the Resilience Focus Areas, the implementation of neighborhood scale, as well as site-specific solutions, design guidelines and policies for climate adaptive and resilience city are encouraged and expected. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of any future analysis for each area." Strategies provided in the [Climate Ready DC Resilient Design Guidelines](#) should be implemented into the project where possible.

B. COMPREHENSIVE PLAN POLICIES

Comprehensive Plan Analysis Through a Racial Equity Lens

The Comprehensive Plan update requires the Zoning Commission and staff to examine city policies through a racial equity lens. Racial equity is a broad and encompassing goal of the entire District government. As explained in the Framework Element of the Plan,

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.

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. 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.

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. The Comprehensive Plan further recognizes the importance of inclusionary zoning requirements in providing affordable housing opportunities for households of varying income levels.

Analysis

An analysis of the project through a equity lens has been provided at Exhibit 3H of the record. The analysis identifies specific indicators of equity and the outcome of each indicator as it relates to the project.

Housing

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).

The population of the Lower Anacostia Waterfront/Near Southwest Area (“Planning Area”), where the subject property is located, is 33.3 percent Black, compared to 45.4 percent District-wide. The Hispanic/Latin origin population is 7.2 percent, compared to 11.3% District-wide. The median household income is \$88,880 in the Planning Area, while the District-wide median is \$131,164. The median home value in the Planning Area is \$562,780.

According to the State Data Center, the Planning Area consists of 4.2 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 850 units by 2025. At the time the report was written, the Planning Area had 910 units in the affordable housing pipeline and was on track to meet the 2025 total housing production goal of 7,960 housing units.

The current MU-12 zone permits a maximum FAR of 2.5 and 3.0 with IZ. Since up to 1.0 FAR may be allocated to a non-residential use, development of the property would not result in a significant number of residential units. The proposed MU-10 zone with a Planned Unit Development would permit a greater density of 8.64. The MU-10 zone has the potential to create significantly more residential units than the current zone, increasing the total supply of housing units in the Planning Area, which could help alleviate the pressure on housing costs overall.

Example 1 – Utilizes IZ Bonus Density (MU-10)

FAR Built:	7.2 IZ FAR (170,380.8 sq. ft. max.)
Residential FAR Built:	4.2 IZ FAR (99,388 sq. ft.)
Regular IZ Set-Aside Requirement:	50% of bonus density utilized or 14,198.4 sq. ft.
Regular IZ Dwelling Units ¹ :	14 units
Percent Increase in Total FAR Built	188%
IZ Plus Set-Aside Requirement:	70% of bonus density utilized or 19,877 sq. ft.
IZ Plus Dwelling units:	20 units

Example 2 – Does Not Utilize IZ Bonus Density (MU-10)

FAR Built:	6.0 FAR (141,984 sq. ft. max.)
Residential FAR Built:	5.0 FAR (118,320 sq. ft.) (assumes 5 of 6 FAR used for residential use)
Regular IZ Set-Aside Requirement:	8% or 9,466 sq. ft.
Regular IZ Dwelling Units:	9 units

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

Percent Increase in Total FAR Built:	140%
IZ Plus Set-Aside Requirement:	18% or 21,297.6 sq. ft.
IZ Plus Dwelling units:	21 units

Example 3 – PUD

FAR Built:	8.64 (204,456.96)
Residential FAR Built:	8.4 FAR (198,871.96 sq. ft.)
Regular IZ Set-Aside Requirement:	15% or 29,830 sq. ft.
Regular IZ Dwelling Units:	30 units

Based on these examples, the proposed PUD with a related MU-10 map amendment has the potential to provide up to three times more affordable housing than a matter-of-right project.

The Comprehensive Plan defines affordable housing as housing available to households earning 80 percent or less of the median family income (“MFI”) (§ 304.3). As of 2018, the Planning Area included 6.1 percent of the District’s total number of affordable housing units.

The proposed PUD and map amendment would create significant additional affordable housing through the proffer of providing 15 percent IZ within the development. A map amendment with IZ+ from MU-12 to MU-10 would require a set aside of approximately 20% (70% of the bonus density utilized), which would result in approximately 20 dwelling units. The IZ program requires affordable housing units to be available to households earning either no more than 60 percent MFI for rental housing or 80 percent MFI for ownership housing. The potential affordable housing units that could be created under the requested MU-10 zone with a PUD is higher than other rezoning scenarios and would result in deeper affordability as it would be available to households earning no more than 60 percent MFI. Making room for affordable housing has the potential to benefit non-white populations who on average have lower incomes than white residents.

Displacement

The proposed PUD would not result in physical displacement of residents, as the site does not currently include a residential use. Displacement due to housing cost increases should not occur due to the level of affordable housing that would be provided by the project. Finally, cultural displacement should be limited, as the Applicant continues to work with the community and ANC to develop inclusive spaces such as a pocket plaza and public art.

Transportation

The proposed PUD would have access to transit, as it would be located within 0.5 miles from two Metro stations (Waterfront and L’Enfant Metro stations) and would be served by the Circulator and priority bus corridors. There are several Capital Bikeshare stations and bike lanes providing connections throughout the neighborhood, as well as a network of wide sidewalks for pedestrians and other modes of travel. Other improvements to the transportation network may be required for mitigation through the PUD public hearing process.

Employment

The proposed PUD would include retail and residential uses, which would create retail jobs and jobs related to the residential use, such as in maintenance and management. The site is also within close proximity to other employment options, including several federal agencies. Because the site is accessible by various modes of transportation, it should be accessible to residents seeking employment.

Education/Health/Wellness

The proposed project would provide greater access to outdoor space and community facilities through its proximity to the waterfront and other recreational opportunities. The site is proximate to Amidon Elementary School, Jefferson Middle School, the Southwest Library and the future Southwest Community Center. Overall, future residents and employees would have access to a variety of resources in the neighborhood that would increase the quality of life.

Environmental

The proposed project would be an improvement on the existing site, as the building would be certified LEED Gold, would include green roofs, and would have improved stormwater infrastructure. Prior to obtaining a building permit, the project would be required to demonstrate compliance with the Green Building Act. The Applicant continues to explore the inclusion of a solar energy system and is strongly encouraged to include one in the project.

Access to Amenities

The proposed project would include approximately 5,500 square feet of retail providing neighborhood-serving uses, and the residential portion of the development would include amenities for the residents, including outdoor space on the green roof. The site is located in an amenity rich neighborhood that includes schools, a library, the waterfront, performance venues, and various parks and open space.

Citywide Elements

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

Land Use

The proposed PUD would further the land use elements with the development of a medium density mixed-use development consisting of ground floor retail and residential uses. The project would include approximately 200 dwelling units, of which 15 percent would be set aside as affordable units for households earning 60 percent MFI. The site is transit accessible, as it is located about one-half mile from two Metro stations and along a transit corridor. The site is in an amenity-rich area, having access to schools, shopping, employment, recreation facilities, and libraries within the vicinity.

The proposed project would have a height and FAR consistent with surrounding projects, and would further environmental goals by achieving LEED Gold and complying with stormwater requirements. The Applicant has provided a shadow study demonstrating that the project would not have an undue impact on the neighboring Jefferson Middle School. Finally, the PUD would include a pocket plaza that would incorporate public art with community input that will be a defining feature along 7th Street.

Transportation

The subject property is located approximately one-half mile from two Metro stations and is on a transit corridor that provides access to the Circulator and Metrobus. Indoor bicycle parking would be provided, as required by the Zoning Regulations, and pedestrian spaces would consist of wide sidewalks and gathering spaces. The Applicant is encouraged to provide larger spaces in the bicycle room that would allow for the parking of larger bicycles, including e-bikes and cargo bikes. The Applicant intends to preserve the mature trees along Maine Avenue to maintain a shaded pedestrian area, and the remainder of the site would be supplemented with additional landscaping. A TDM program will be developed in coordination with the District Department of Transportation.

Housing

The proposed PUD would provide approximately 200 dwelling units with 15 percent of the residential gross floor area to be set aside for affordable housing available to households earning 60 percent MFI. The proposed development would increase the total supply of housing units in the Planning Area, which would help alleviate the pressure on housing costs. The new housing would be located in a transit-rich area, close to two Metro stations and along a transit corridor. The additional dwelling units further the District's housing goals in the Planning Area as provided in the Housing Equity Report. The new residential units would be located near several amenities, including schools, a library, shopping, and opportunities for recreation.

Environmental Protection

The proposed PUD would be certified LEED Gold, garnering credits for heat island reduction, rainwater management, indoor and outdoor water use, energy use, heating and cooling distribution, access to transit, and construction waste management. Additionally, the project would be required to comply with stormwater requirements. The Applicant has indicated that the existing trees along Maine Avenue would be maintained to the extent possible in order to preserve the shade and street character, although new landscaping would supplement those trees and would be provided along 7th Street. The project would also include a green roof, which would reduce runoff. The Applicant is evaluating the possibility of including solar on the roof and is highly encouraged to do so.

The site is located in a Resilience Focus Area, which is an area that will be the subject of a future study to ensure resilience to flooding for new development and infrastructure projects. In these areas, the implementation of neighborhood-scale, as well as site-specific solutions, design guidelines and policies for a climate-adaptive and resilient city are encouraged and expected. The Applicant is strongly encouraged to review the [Climate Ready DC Resilient Design Guidelines](#) and implement the recommended strategies into the project where possible.

Economic Development

The proposed PUD would replace an existing office building with a mixed-use building having neighborhood-serving retail and residential. The site would benefit the local economy due its proximity to Metro stations, the waterfront, and several other amenities.

Urban Design

The PUD would be compatible in terms of height, FAR, and design, with existing surrounding developments and would enhance the corner of Maine Avenue and 7th Street with its modern aesthetic. The pocket plaza would provide an informal meeting space for a diverse array of users and will include a cultural amenity with input from the community.

Arts and Culture

The proposed PUD would include a pocket plaza that would be enhanced with public art that is intended to reflect the diversity and identity of the neighborhood.

Area Element

The subject property is in the Lower Anacostia Waterfront Near Southwest Area Element. A compilation of relevant policies can be found in Appendix I.

The proposed PUD would allow for the development of a mixed-use building consisting of ground floor, neighborhood-serving retail and residential dwelling units. Retail services are desirable near the waterfront and along key corridors in order to support residents and visitors to the area. The approximately 200 new dwelling units, provided at market rate and below market rate, are also focused along a key corridor and Metro accessible, encouraging a mix of residents and facilitating a more diverse and equitable development.

C. SMALL AREA PLAN (SAP)

The proposed PUD is located in the Southwest Neighborhood Plan, adopted by Council on July 14, 2015. The Plan is organized around seven core concepts:

1. Model Community
2. Green Oasis
3. Thriving Town Center
4. Modernist Gem
5. Arts and Cultural Destination
6. Optimized District Parcels
7. Vibrant Connections

The SAP provides Design Guidelines, which would be incorporated into the proposed PUD design.

1. *Achieve design excellence for high quality and timeless development.* The proposed PUD would be an attractive building exhibiting unique architecture.
2. *Promote variation in building frontages along streets with continuous massing.* The proposed building design includes articulation on the facades that would provide an interesting pedestrian experience.

3. *Enhance green space through landscaped perimeters and internal green or amenity spaces.* The proposal includes a large green roof that would be amenity space for residents of the building. Additional landscaping would be either maintained or added to the frontages of Maine Avenue and 7th Street.
4. *Incorporate sustainable building and site design.* The Applicant has proposed to certify the building LEED Gold. Additional strategies to promote resilience should also be considered.
5. *Ensure parking is not a detractor.* Parking would be located below grade.
6. *Maximize transparency and viability of ground floor uses along key commercial corridors.* The PUD would include ground floor retail that are intended to be neighborhood-serving and will activate the street.

The Plan makes several recommendations that would be furthered by the proposed map amendment, including:

1. *As part of a community benefits package through the PUD process for new construction, prioritize affordable units above the Inclusionary Zoning requirement or fewer affordable units, but large in size (e.g., three bedrooms) to better serve families.*
2. *Increase the number of benches along sidewalks through the Southwest neighborhood to better serve residents of all ages and abilities.*
3. *Increase the tree canopy in the Southwest Planning Area from 25 percent to 37 percent with the addition of trees in all new developments, streetscape improvements and potentially at existing parks...*
4. *Encourage the installation of electric vehicle charging stations and set aside electric vehicle-only parking spaces in the garages of future buildings constructed under Planned Unit Developments (PUDs) as a community amenity.*

The Applicant is encouraged to reference the Southwest Neighborhood Plan to identify additional recommendations that can be incorporated into the project, including as benefits and amenities.

D. SUMMARY OF PLANNING CONTEXT ANALYSIS

The Comprehensive Plan contains several policies about medium-density residential uses and zoning. LU-2.1.10 describes the need to “Maintain the multi-family residential character of the District’s medium- and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and explore opportunities for compatible commercial development which provides jobs for nearby residents.”

The proposed PUD would be consistent with the scale of buildings in the neighborhood, including those on the south side of Maine Avenue that are part of the Wharf development. The ground floor commercial use is intended to be neighborhood-serving retail that is appropriate for residents, and the site is near areas of employment to include establishments at the Wharf and nearby Federal Government offices. The site is located in a transit- and amenity-rich area, making the location desirable.

LU-2.1.13 suggests that “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.” The proposed PUD would activate the ground floor with neighborhood-serving retail uses and would provide a pocket plaza as a gathering space. Housing and affordable housing would also be provided, with 15 percent of the ground floor area set aside for affordable housing.

The proposed PUD would change the zoning to a higher moderate-density mixed-use zone, and on balance, would not be inconsistent with the Comprehensive Plan. The policies cited in Appendix I and as discussed in the Citywide and Area Elements sections, work together to support increasing density to permit more mixed-use and housing, including affordable housing, in proximity to transit on an infill lot.

Finally, it is important to note the Mayor’s vision for the creation of 36,000 new housing units by 2025, including 12,000 affordable units. The PUD would help the District towards attaining its affordable housing pipeline goals as identified in the Housing Equity Report and could help the Planning Area achieve a minimum of six percent of affordable units by 2025.

7. ZONING ANALYSIS

The site is currently zoned MU-12; the applicant is requesting a PUD-related zoning map amendment to the MU-10 zone, which is not inconsistent with the Comprehensive Plan. Below is a table comparing the existing (MoR) and proposed PUD zone to the proposal:

	Existing Zone MU-12 MoR	Proposed Zone MU-10 PUD:	Proposal	Flexibility
Lot Area	23,664 sq. ft.	23,664 sq. ft.	23,664 sq. ft.	None
Height (ft.) §§ 403, 503	45 ft.	110 ft.	110 ft.	None
Penthouse §§ 403, 503	12 ft. 15 ft. mech. space	20 ft.	20 ft.	None
Penthouse Habitable Space	--	--	7,976 sq. ft.	None
Penthouse IZ	--	15% GFA @ 50% MFI	1,196 sq. ft.	None
FAR §§ 402, 502	2.5 3.0 (IZ)	8.64	8.64	None
Residential:	35,496 sq. ft. max.	134,941 sq. ft. max.	198,852 sq. ft.	None
Non-Res'l:	23,664 sq. ft. max.	69,515 sq. ft. max.	5,604 sq. ft.	None
Total	59,160 sq. ft. max.	204,456 sq. ft. max	204,456 sq. ft.	None

	Existing Zone MU-12 MoR	Proposed Zone MU-10 PUD:	Proposal	Flexibility
Inclusionary Zoning	10% GFA 3,549 sq. ft.	8% GFA 10,795 sq. ft.	15% GFA 28,828 sq. ft.	None
Dwelling Units	--	--	207 units	None
Lot Occupancy §§ 404, 504	80% max. (residential)	80% max.	88.70%	Flexibility requested
Rear Yard §§ 405, 505	12 ft. min.	12 ft. min.	7 ft. (22.92 ft. req.)	Flexibility requested
Side Yard §§ 406, 506	8 ft. min. if provided	5 ft. min. if provided	5 ft. (north) 6 ft. (Maine Ave.) 2.23 ft. (Maine Ave.) 4.32 ft. (Maine Ave.)	Flexibility requested
Green Area Ratio §§ 407, 507	0.3 min.	0.2 min.	0.2	None
Parking C § 701	Retail: 1.33/1,000 sq. ft. >3,000 sq. ft. Residential: 1/3 units >4 units	Retail: 1.33/1,000 sq. ft. >3,000 sq. ft. Residential: 1/3 units >4 units	Retail: 4 spaces Residential: 69 spaces (50% Transit reduction) Total: 37 spaces	None
Bicycle Parking C § 802	Retail LT: 1/10,000 sq. ft. Retail ST: 1/3,500 sq. ft. Residential LT: 1/3 dwelling units Residential ST: 1/20 dwelling units	Retail LT: 1/10,000 sq. ft. Retail ST: 1/3,500 sq. ft. Residential LT: 1/3 dwelling units Residential ST: 1/20 dwelling units	Retail LT: 1 space Retail ST: 6 spaces Residential LT: 69 spaces Residential ST: 11 spaces Total: 87 spaces	None
Loading C § 901	Retail: 1@30 ft. 1@100 sq. ft. Residential: 1@30 ft. 1@20 ft. 1@100 sq. ft.	Retail: 1@30 ft. 1@100 sq. ft. Residential: 1@30 ft. 1@20 ft. 1@100 sq. ft.	1@30 ft. 1@20 ft. 1@100 sq. ft.	None
Solar Panels	--	--	None provided	None
Green Roof	--	--	8,092 sq. ft.	None

8. REQUESTED ZONING FLEXIBILITY

The Applicant requests the following **zoning flexibility** through this PUD:

1. PUD-related map amendment from MU-12 to MU-10, resulting in:
 - a. An additional **65 ft.** of height
 - b. An additional **145,296 sq. ft.** of GFA
2. Lot Occupancy: 80% maximum permitted; 88.7% proposed;
3. Side Yard: 18.33 ft. required; 2.23 ft. and 4.32 ft. proposed;
4. Rear Yard: 22.92 ft. required; 7 ft. proposed.

The Applicant requests the following **design flexibility** through this PUD:

1. Number of Dwelling Units. To provide a range in the approved number of residential dwelling units of plus or minus ten percent (10%);
2. Interior Components. To vary the location and design of all interior components, including amenities, partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, elevators, escalators, and toilet rooms, provided that the variations do not change the exterior configuration of the building;
3. Garage Configuration. To make refinements to the garage configuration, including layout, number of parking spaces, and/or other elements, so long as the number of parking spaces does not decrease below the minimum level required by the Zoning Regulations;
4. Exterior Materials. To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges proposed by the Plans;
5. Exterior Details. To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior design shown on the Plans. Examples of exterior details would include, but are not limited to, doorways, canopies, railing, and skylights;
6. Signage. To vary the font, message, logo, and color of the proposed signage, provided that the maximum overall dimensions and signage materials do not change from those shown on the Plans;
7. Affordable Units. To vary the number and mix of inclusionary units if the total number of dwelling units changes within the range of flexibility requested, provided that the location and proportionate mix of the inclusionary units will substantially conform to the layout shown on the Plans;
8. Streetscape Design. To vary the location, attributes, and general design of the approved streetscape to comply with the requirements of, and the approval by, the DDOT Public Space Division; and
9. Sustainable Features. To vary the sustainable elements of the Project, provided the total number of LEED points achieved by the PUD does not decrease below the minimum number specified by the order, and further provided that the Project meets the minimum 0.2 GAR requirement required under 11-G DCMR § 407.3.

OP will provide detailed analysis of both the requested zoning and design flexibility prior to a public hearing.

9. 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 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 the following (refer to Exhibit 3 Pages 12-14) for the proposed PUD:

(a) Superior urban design and architecture

The proposed PUD would be compatible with adjacent development as it relates to height and aesthetic. The Applicant has indicated that high-quality building materials would be used, complementing the architectural features of the project and resulting in an attractive building at a prime location. Overall, the project would enhance the corner of Maine Avenue and 7th Street and would complement The Wharf development.

(b) Superior landscaping, or creation or preservation of open spaces

The proposed PUD would create a pocket plaza along 7th Street, providing a gathering place for residents and visitors. The mature trees along Maine Avenue would be preserved to the extent possible and would be supplemented with additional plantings.

(c) Site planning and efficient and economical land utilization

The project would consist of a mixed-use building having ground floor retail and residential uses, which would replace an existing, underutilized office building. The residential use would further the District’s

goals of creating additional housing and affordable housing, and the ground floor retail would provide neighborhood-serving establishments as requested by the ANC.

(d) Commemorative works or public art

The Applicant will engage with the ANC to select an artist for artwork to be installed in the pocket plaza. Additional information regarding the commissioned artwork should be provided prior to the public hearing.

(e) Housing

The proposed PUD would provide approximately 200 dwelling units, including affordable units. The amount of housing would exceed the amount that could be constructed as a matter-of-right under the existing MU-12 zoning.

(f) Affordable housing

The PUD would provide 15% affordable housing, which is a substantial increase over what would be provided in a matter-of-right project. Thirty units would be set aside for households earning 60% MFI, including nine studios, 15 one-bedrooms, and six two-bedrooms. The penthouse would generate an additional 1,196 square feet of affordable housing set aside for households earning 50% MFI.

(g) Environmental and sustainable benefits

The PUD would be certified LEED Gold v4, and would include energy and water efficiency measures, the use of environmentally preferable products, and the implementation of indoor air quality controls and enhancements. The Applicant is strongly encouraged to consider additional strategies to address resiliency of the project and to include a solar energy system.

(h) Streetscape plans

The Applicant proposes to include a pedestrian-friendly streetscape that would enhance the project's corner location. A pocket plaza would also be provided along 7th Street, which would foster community interaction and energize the street. Additional information regarding the plaza, including the commemorative artwork, seating arrangement, and materials should be provided prior to the public hearing.

(i) Uses of special value to the neighborhood or the District of Columbia as a whole; and

The Applicant has indicated that they are working with the ANC to identify additional uses of special value to the neighborhood. The Southwest Neighborhood Plan identifies improvements that could be considered by the Applicant, and additional strategies related to resilience and the environment are encouraged.

In general, OP finds that the initial submissions and discussions with OP sufficient to set the PUD down for a public hearing.

The applicant should continue to work closely with OP, other agencies, the ANC and other community groups to develop a full proffer that is commensurate with the flexibility requested, for submission prior to a public hearing on this case. OP will provide detailed analysis of the final benefits and amenities proffer prior to a public hearing.

10. 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)
- DC Water
- WMATA

11. ATTACHMENTS

1. Appendix I – Comprehensive Plan Citywide and Area Elements

JLS/be

Appendix I

Comprehensive Plan Citywide and Area Elements

The following is a compilation of the relevant Citywide and Area Elements for the proposed map amendment.

Chapter 3 Land Use

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

Policy LU-1.2.4: Urban Mixed-Use Neighborhoods

Encourage new mixed-use neighborhoods combining high-density residential, office, retail, cultural, and open space uses in the following areas:

- Mount Vernon Triangle;
- NoMa;
- Downtown East and Pennsylvania Avenue;
- Buzzard Point/National Park/Audi Field;
- Near Southeast/Navy Yard;
- Capitol Crossing (neighborhood between Capitol Hill and Gallery Place);
- Union Station air rights; and
- Near Southwest/Wharf/L'Enfant Plaza Metro Area.

The location of these areas is shown in the Central Washington, and Lower Anacostia Waterfront/Near Southwest Area Elements. Land use regulations and design standards for these areas should require that they are developed as attractive pedestrian-oriented neighborhoods, with high quality architecture and public spaces. Housing, especially affordable and deeply affordable housing, is particularly encouraged and must be a vital component of the future land use mix. As areas continue to redevelop, community engagement and actions shall be undertaken to retain existing residents, particularly communities of color and vulnerable populations, and enable them to share in the benefits of area redevelopment while addressing adverse short- and long-term impacts. 305.11

Policy LU-1.2.6: CEA Edges

Support the retention of residential neighborhoods adjacent to the CEA. Appropriate building setbacks, lot coverage standards, and transitions in land use intensity and building height shall be required along the edges of the CEA to protect the integrity and scale of adjacent neighborhoods and to establish a compatible relationship between new structures and the existing neighborhood fabric. 305.13

Policy LU-1.2.8: New Waterfront Development

New and renovating waterfront development shall actively address flood risk and incorporate adaptive siting and design measures. 305.16

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 emphasizing 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-1.4.6: Development Along Corridors

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

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. 311.5

Policy LU-2.4.6: Scale and Design of New Commercial Uses

Develop new uses within commercial districts at a height, mass, scale, and design that is appropriate for a growing, densifying Washington, DC, and that is compatible with surrounding areas. 313.14

Policy LU-2.4.10: Use of Public Space within Commercial Centers

Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Continue to the identification and transition of excess public right-of-way into temporary or permanent plazas that contribute to social interaction within commercial centers. Where feasible, the development of outdoor sidewalk cafes, flower stands, and similar uses that animate the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged. 313.18

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-1.1.7: Equitable Transportation Access

Transportation within the District shall be accessible and serve all users. Residents, workers, and visitors should have access to safe, affordable and reliable transportation options regardless of age, race, income, geography or physical ability. Transportation should not be a barrier to economic, educational, or health opportunity for District residents. Transportation planning and development should be framed by a racial equity lens, to identify and address historic and current barriers and additional transportation burdens experienced by communities of color. 403.13

Policy T-1.4.1: Street Design for Placemaking

Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. 406.2

Policy T-1.4.2: Cultural Use of Public Space

Support social, cultural, and commercial activities in public spaces through permitting and other government functions. Reduce permitting and other barriers to cultural use of streets and the adjoining public right-of-way. 406.3

Policy T-2.4.1: Pedestrian Network

Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC. 411.5

Policy T-5.2.2: Charging Infrastructure

Encourage early deployment of EV charging stations at no charge in appropriate, publicly accessible locations across the District to serve existing neighborhoods. Consider the integration of EV charging stations in new and existing residential and commercial developments. Consideration should also be given to locations where EV charging stations can be retrofitted into parking garages. As EVs become more popular, there will be increased demand for on-street charging stations, which will need to be balanced with other curbside needs and uses. 430.4

Chapter 5 Housing

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

Policy H-1.1.1: Private Sector Support

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

Policy H-1.1.3: Balanced Growth

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

Policy H-1.1.4: Mixed-Use Development

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

Policy H-1.1.5: Housing Quality

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

Policy H-1.1.8: Production of Housing in High-Cost Areas

Encourage development of both market rate and affordable housing in high-cost areas of the District, making these areas more inclusive. Develop new, innovative tools and techniques that support affordable

housing in these areas. Doing so increases costs per unit but provides greater benefits in terms of access to opportunity and outcomes. 503.10

Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority

The production and preservation of affordable housing for low- and moderate income households is a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout all District neighborhoods. 504.8

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-1.2.9: Advancing Diversity and Equity of Planning Areas

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

Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods

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

Chapter 6 Environmental Protection Element

The Environmental Protection Element addresses the protection, conservation, and management of Washington, DC's land, air, water, energy, and biological resources.

Policy E-1.1.2: Urban Heat Island Mitigation

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

Policy E-2.1.2: Tree Requirements in New Development

Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6

Policy E-3.2.7: Energy-Efficient Building and Site Planning

Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9

Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff

Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 615.4

Chapter 7 Economic Development Element

The Economic Development Element addresses the future of Washington, DC'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. 708.8

Policy ED-3.1.1: Neighborhood Commercial Vitality

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

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-2.1.2: Neighborhood Streetscapes

Neighborhood streetscapes should be designed to visually reflect the character and level of intensity of the adjacent land uses. For instance, narrow sidewalks may be appropriate for narrow streets with lowscale buildings, while sidewalks with more trees and vegetation may be appropriate for large-scale development. Pedestrian-oriented lighting should be designed to enhance walkability for all users, as well as visually reflect the character of neighborhood. 908.4

Policy UD-2.1.4: Connections Between Public Spaces and Streets

Public spaces, such as parks and plazas, should have entry points that create clear and porous visual and physical connections to the adjacent public realm. Where possible, coordinate streetscape designs to create a continuous experience between parks and streets. Limit the installation of tall fences or grade changes that create boundaries between parks and public rights-of-way. Public gathering spaces should be incorporated directly into the streetscape through pedestrian amenities, such as benches, public art, spacing of shade trees, and gardens. 908.6

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-2.4.1: Inclusive and Diverse Neighborhood Spaces

Provide for neighborhood spaces that support a diverse array of users, particularly spaces that can be designed and inhabited by people who have typically been marginalized. Inclusive neighborhood spaces should be designed to enable social interaction among neighbors and to allow for community and cultural expression as the community's needs evolve. These spaces should be inclusive for racial and ethnic minorities, LGBTQ+ populations, women, persons with disabilities, older adults, youth, immigrants/refugees, and pregnant women. 911.2

Policy UD 3.2.2: Social and Community Meeting Spaces

New planned unit developments (PUDs) and other large-scale developments should provide for a mix of social and third spaces—for example, schools, retail stores, cultural and community spaces, and recreational facilities. 914.4

Policy UD-3.3.1: Neighborhood Meeting Places

Provide places for neighborhood public life through the creation of public plazas at existing Metro stations or urban squares in new development. Encourage the activation of such spaces through the design of adjacent structures, including the location of shop entrances, window displays, awnings, and outdoor dining areas. 915.3

Policy UD-4.2.2: Engaging Ground Floors

Promote a high standard of storefront design and architectural detail in mixed-use buildings to enhance the pedestrian experience of the street. Promote a high degree of visual interest through syncopated storefronts that vary every 20 to 30 feet, provide direct lines of sight to interior social spaces, provide socially oriented uses along the public street, and use tactile, durable materials at the ground level. 918.4

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 (see Figure 9.19 for recommended façade design strategies). 918.6

Chapter 14 Arts and Culture

The Arts and Culture Element provides policies and actions dedicated to the preservation and promotion of the arts and culture in Washington, DC.

Policy AC-2.1.1: Emphasizing Public Spaces with Art

Use public art to strengthen and reflect the District's diversity, including its identity as a local cultural and arts center. Public art should accent locations such as Metro stations, sidewalks, streets, parks, and building lobbies. It should be used in coordination with landscaping, lighting, paving, and signage to create gateways for neighborhoods and communities. 1406.5

Policy AC-2.2.3: Using Art to Convey Identity

Use art as a way to help neighborhoods express unique and diverse identities, promoting each community's individual character and sense of place. 1407.4

Policy AC-2.2.8: Murals as Platforms for Community Building

Recognize murals as platforms for expressions of community heritage and aspiration that provide inspiration for community dialogues. 1407.9

Chapter 19 Lower Anacostia Waterfront/Near Southwest Area Element

Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods

Revitalize and preserve established neighborhoods in the Waterfront Planning Area while promoting infill development to provide new housing opportunities, including accessory dwelling units, to meet a range of affordability levels and housing needs. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. 1907.2

Policy AW-1.1.7: Waterfront Area Commercial Development

Encourage commercial development in the waterfront area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia waterfront, as well as space for government and private sector activities, such as offices and hotels. A mix of high-density commercial and residential development should be focused along key corridors, particularly along Maine Avenue and M Street SE and SW, along South Capitol Street, and near the Waterfront and Navy Yard Metro stations. Maritime activities, such as cruise ship operations, should be maintained and supported as the waterfront redevelops. 1907.8

Policy AW-1.1.8: Waterfront Development Amenities

Leverage new development in the Waterfront Planning Area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 1907.9

Policy AW-2.1.1: Mixed Use Development

Support the redevelopment of the Southwest Waterfront with medium- to high-density housing, commercial and cultural uses, and improved open space and parking. The development should be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline. 1910.8

Policy AW-2.1.2: New Public Spaces and Open Space

Create new public spaces and plazas at the Southwest waterfront, including an expanded public promenade at the water's edge. Public piers should extend from each of the major terminating streets, providing views and public access to the water. 1910.9

Policy AW-2.1.4: Maine Avenue SW

Continue to transform Maine Avenue SW into a landscaped urban street that has direct access to waterfront uses, provides a pedestrian-friendly street environment, and accommodates multiple modes of travel (including bicycles). Future developments on the north side of Maine Avenue should be designed to support a pedestrian-friendly environment. 1910.11

Policy AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood

Ensure that Southwest remains an exemplary model of equity and inclusion for all races, ages, abilities, and income levels and enhances all residents' well-being. Support and encourage affordable and equitable access to housing with a range of housing types to support families, older adults, single persons, persons with disabilities, and artists. Encourage more inclusive options for transit and more accessible public realm design. 1914.7

Policy AW-2.5.11: Affordable and Family-Sized Housing in Southwest

Promote a mix of affordable and market rate residential units that better serve community needs in Southwest. Prioritize the creation of a greater number of affordable units than the Inclusionary Zoning requirement or more family-sized units as part of a community benefits agreement for any PUDs and by targets on District-controlled sites that exceed overarching affordable housing requirements. 1914.14