

**MEMORANDUM**

**TO:** District of Columbia Zoning Commission

**FROM:** *JL for* Stephen Cochran, Development Review Specialist  
Jennifer Steingasser, AICP  
Deputy Director, Development Review & Historic Preservation

**DATE:** August 29, 2022

**SUBJECT:** ZC Case 22-12 – Setdown Report for an application to rezone the lots from MU-3A (low-density mixed-use zone) to MU-7A (medium-density mixed-use zone).

**I. RECOMMENDATION**

The Office of Planning recommends the Zoning Commission (“Commission”) **set down** this application to rezone Lots 810, 811, 812, and 813 in Square 2819, located at 4411, 4413, and 4415 14<sup>th</sup> Street, N.W., and 4424 Arkansas Avenue, N.W. from MU-3A to MU-7A. The proposal **would not be inconsistent with the Comprehensive Plan and would be appropriate for IZ Plus.**

The application has been amended to include three adjoining lots that were not included in the original submission.

**II. APPLICATION-IN-BRIEF**

<b>Applicant:</b>	Holland & Knight LLP for Mid-Atlantic Neighborhood Development Corporation
<b>Proposed Map Amendment:</b>	From MU-3A to MU-7A
<b>Address:</b>	4411, 4413, and 4415 14 <sup>th</sup> Street, N.W. and 4424 Arkansas Avenue, N.W.
<b>Ward and ANC:</b>	Ward 4, ANC 4C
<b>Legal Description:</b>	Square 2819, Lots 810, 811, 812, and 813
<b>Property size:</b>	19,623 square feet (0.45 acres) in total
<b>Future Land Use Map Designation:</b>	Medium Density Residential, Moderate Density Commercial
<b>Generalized Policy Map Designation:</b>	Neighborhood Conservation Area
<b>Historic District:</b>	None

### III. SITE AND AREA DESCRIPTION

The properties are located east of 14<sup>th</sup> Street, west of Arkansas Avenue, north of Webster Street, and south of Allison Street. The Square has a residential development at its northern and southern ends and non-residential development between.

The four lots proposed for the map amendment have approximately 220-feet of frontage along Arkansas Avenue and approximately 150-feet of frontage along 14<sup>th</sup> Street. The headquarters for the Alpha Kappa Alpha sorority is on the largest property, lot 13. The other three properties are relatively small commercial properties. To the north of the subject properties, is a four-story apartment house, and the WMATA bus garage on the other side of Allison Street. To the south, is a driveway, curb cut, and mixed-use development. To the west, across 14<sup>th</sup> Street, are residential row buildings. To the east, across Arkansas Avenue, is the Upshur Pool and Dog Park.

The property is currently developed with a one-story brick building known as the “Xi Omega Center,” a one-story grocery store, a one-story building that appears to be vacant, a one- to two-story building with a tenant known as “District Cleaners Equipment,” and associated parking lots.

The subject lot is approximately one mile from the Georgia Avenue-Petworth Metro station. Georgia Avenue is a Priority Bus Corridor, providing access to bus routes 70 and 79.

Although the development proposal is not reviewed with a map amendment, the Applicant has indicated that future development would include affordable senior housing and space for community service.

The map below shows the location of the properties outlined in red in the existing MU-3A zone.



#### IV. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The application proposes to rezone 19,623 square feet of land area from MU-3A to MU-7A. The general purpose and intent of the existing MU-3A zone and the proposed MU-7A zone is described below:

Existing MU-3 zones (Subtitle G § 400.2):

- (a) Permit low-density mixed-use development; and
- (b) Provide convenient retail and personal service establishments for the day-to-day needs of a local neighborhood, as well as residential and limited community facilities with a minimum impact upon surrounding residential development.

Proposed MU-7 zones (Subtitle G § 400.6):

- (a) Permit medium-density mixed-use development; and
- (b) Be located on arterial streets, in uptown and regional centers, and at rapid transit stops.

The following table compares the existing MU-3A zone to the proposed MU-7A zone:

	Existing Zone: MU-3A	Proposed Zone: MU-7A
<b>Permitted Uses:</b>	Subtitle U § 510	Subtitle U § 515
<b>Height:</b>	40 ft. max./ 3 stories	65 ft. max.
<b>FAR:</b>	1.0 max. 1.2 (IZ)	4.0 max. 4.8 (IZ)
<b>Penthouse Height:</b>	12 ft. max. 15 ft. for mechanical space	12 ft. max. 18 ft. 6 in. for mechanical space
<b>Lot Occupancy:</b>	60% max.	75% max. 80% (IZ)
<b>Rear Yard:</b>	20 feet min.	12 feet min.
<b>Side Yard:</b>	5 feet min., if provided	5 feet min., if provided
<b>Vehicle Parking:</b>	<u>Residential:</u> 1 per 3 dwelling units in excess of 4 units <u>Retail:</u> 1.33 per 1,000 sq. ft. in excess of 3,000 sq. ft. <u>Office:</u> 0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft.	
<b>Bike Parking:</b>	<u>Multiple Dwelling Unit Residential:</u> Long Term, 1 space per 3 dwelling units; Short Term, 1 space per 20 dwelling units <u>Retail:</u> Long Term, 1 space per 10,000 sq. ft.; Short Term, 1 space per 3,500 sq. ft. <u>Office:</u> Long Term, 1 space per 2,500 sq. ft.; Short Term, 1 space per 40,000 sq. ft.	
<b>Loading:</b>	<u>Residential:</u> ≥ 50 dwelling units, 1 loading berth, 1 delivery space <u>Retail:</u> 1-3 loading berths (depending on sq. ft.), 1 delivery space <u>Office:</u> 1-3 loading berths (depending on sq. ft.), 1 delivery space	
<b>GAR:</b>	0.3 min.	0.25 min.

#### V. IZ PLUS

IZ Plus is recommended in this case and the set-aside requirement would be appropriate pursuant to Subtitle X § 502 because:

1. The map amendment would rezone the property to MU-7A, which allows a higher maximum permitted FAR than the existing MU-3A zone; and
2. The 2019 Housing Equity Report<sup>1</sup> prepared by the Office of Planning and the Department of Housing and Community Development reports that:
  - a. The Rock Creek East Area, within which the subject property is located, had 5.1 percent of the District’s total number of affordable housing units as of 2018; and
  - b. The affordable housing goal for the Rock Creek West Area is a total of 1,580 affordable units by 2025.

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

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

Rezoning applications only consider consistency with the Comprehensive Plan and not a specific development proposal. OP has provided two examples below to demonstrate possible IZ Plus set-aside requirements pursuant to Subtitle C § 1003.3 if a new residential development was built under the MU-7A zone at the subject property. The examples are based on a mixed-use development that is stick-built (non-Type I construction) on the subject property (19,623 square feet) and assumes ground floor non-residential use with a Floor Area Ratio (FAR) of 1.0.

Example 1 – Utilizes IZ Bonus Density

FAR Built:	4.8 IZ FAR (94,190 sq. ft. max.)
Residential FAR Built:	3.8 IZ FAR (74,567 sq. ft. max.)
Regular IZ Set-Aside Requirement:	15.8% or 11,774 sq. ft.
Regular IZ Dwelling Units <sup>2</sup> :	12 units
Percent Increase in Total FAR Built	380%
IZ Plus Set-Aside Requirement:	20% or 14,913 sq. ft.
IZ Plus Dwelling units:	15 units

Example 2 – Does Not Utilize IZ Bonus Density

FAR Built:	4.0 FAR (78,492 sq. ft. max.)
Residential FAR Built:	3.0 FAR (58,869 sq. ft. max.)
Regular IZ Set-Aside Requirement:	10% or 5,887 sq. ft.
Regular IZ Dwelling Units:	6 units
Percent Increase in Total FAR Built:	300%
IZ Plus Set-Aside Requirement:	20% or 11,774 sq. ft.
IZ Plus Dwelling units:	12 units

The amount of residential floor area built in any future development under the MU-7A zone would determine the actual IZ Plus set-aside requirement. However, given the increase in maximum FAR

<sup>1</sup> [Housing-Equity-Report](#)

<sup>2</sup> OP typically uses a density factor 1,000 sq. ft. to estimate number of dwelling units.

permitted by the zone change, it is likely that the set-side requirement would be (or close to) 20 percent.

## VI. COMPREHENSIVE 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)**

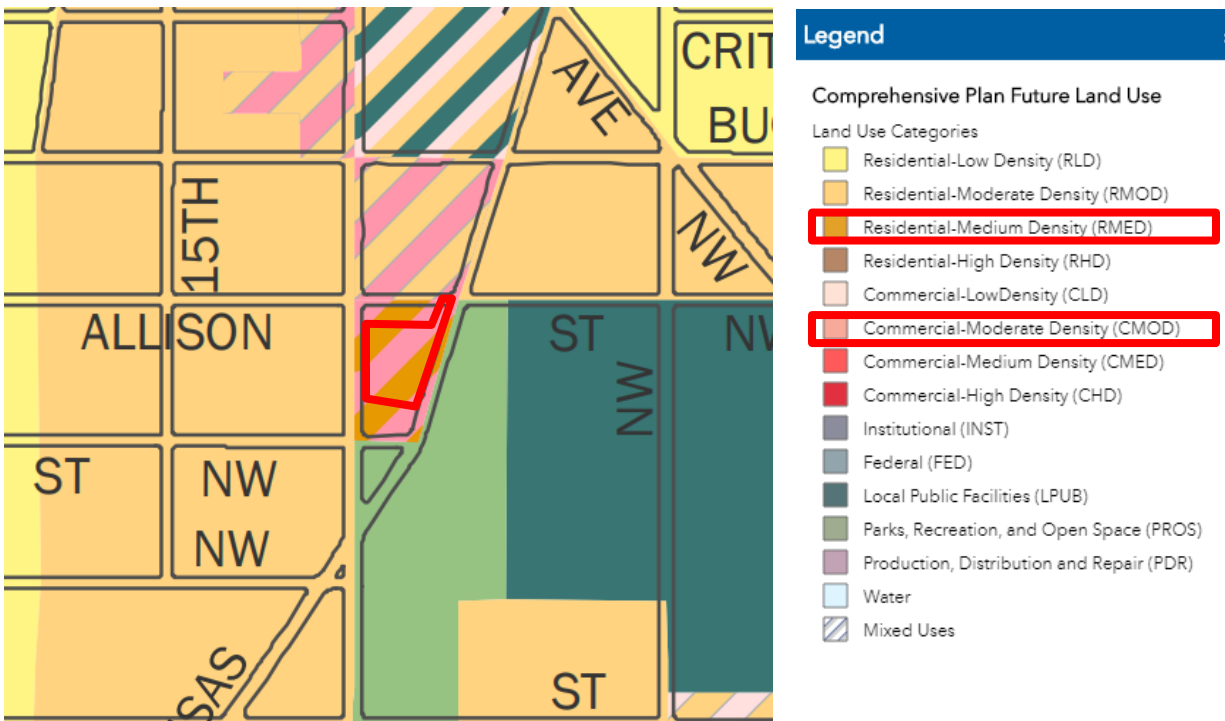
The Future Land Use Map (FLUM) indicates that the site is appropriate for Medium Density Residential and Moderate Density Commercial. The Framework Element of the Comprehensive Plan describes the Medium Density Residential and Moderate Density Commercial categories as follows:

***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

***Moderate Density Commercial*** This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in Low Density Commercial areas. Density typically ranges between a FAR of 2.5 and 4.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. **The MU-5 and MU-7 Zone Districts are representative of zone districts consistent with the Moderate Density Commercial category, and other zones may also apply.** 227.11 (Emphasis added.)

***Mixed Use Categories*** The Future Land Use Map indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. 227.20

The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. ... The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. 227.21



The proposed rezoning from the MU-3A to the MU-7A zone would not be inconsistent with the FLUM. The proposed MU-7A zone would permit moderate density mixed-use development with a maximum FAR of 4.0 and up to 4.2 for the provision of IZ units. This is consistent with the description of the FLUM designations, which specifically note MU-7 as an example of a Moderate Density Commercial zone.

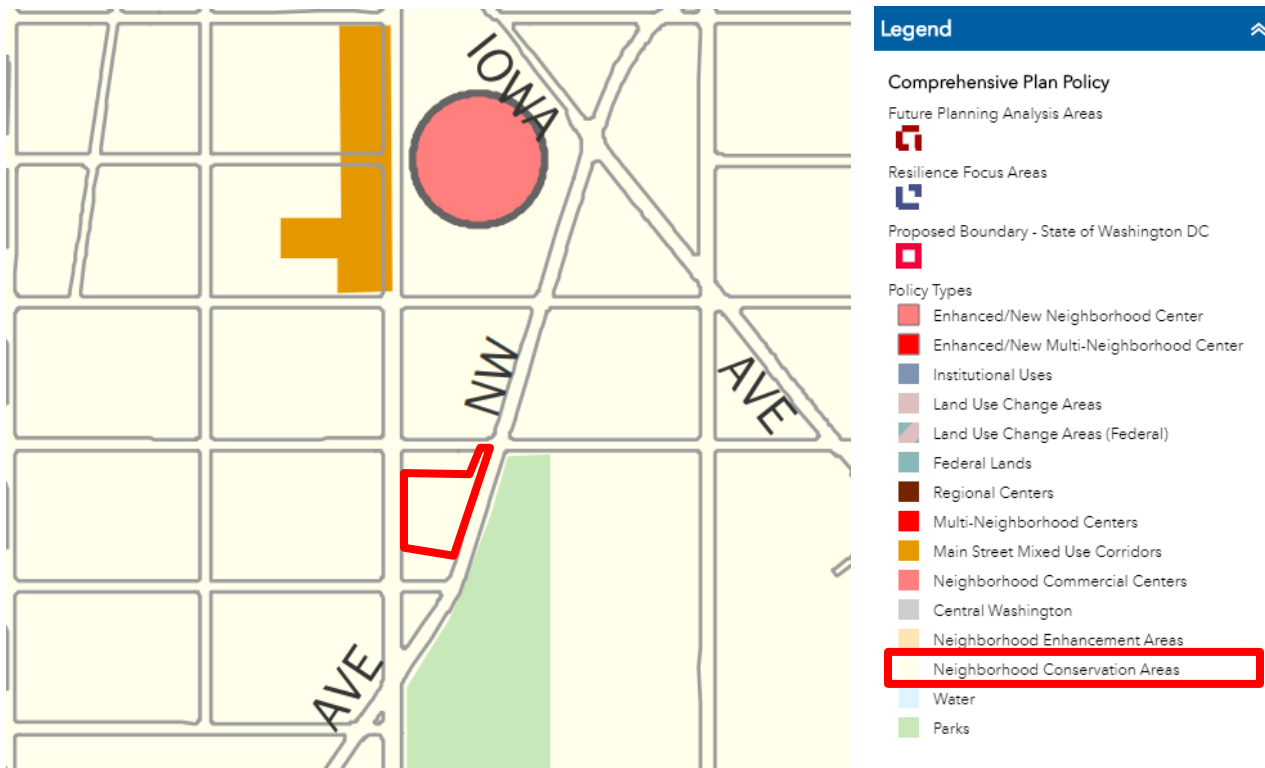
**Generalized Policy Map**

The Generalized Policy Map indicates that the site is designated as a Neighborhood Conservation Area. The Framework Element of the Comprehensive Plan describes Neighborhood Conservation Areas as follows:

*Neighborhood Conservation areas have little vacant or underutilized land. They are generally residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will typically be modest in scale and will consist primarily of infill housing, public facilities, and institutional uses. Major changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated, and these can support conservation of neighborhood character where guided by Comprehensive Plan policies and the Future Land Use Map. Neighborhood Conservation Areas that are designated “PDR” on the Future Land Use Map are expected to be retained with the mix of industrial, office, and retail uses they have historically provided. 225.4*

*The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs. Limited development and redevelopment opportunities do exist within these areas. The diversity of land uses and building types in these areas should be maintained and new development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area. Densities in Neighborhood Conservation Areas 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 areas with access to opportunities, services, and amenities, more levels of housing affordability should be accommodated. Areas facing housing insecurity (see Section 206.4) and displacement should emphasize preserving affordable housing and enhancing neighborhood services, amenities, and access to opportunities. 225.5*



The Neighborhood Conservation Policy Map designation aims to conserve and enhance established neighborhoods, but does not preclude development, particularly to address housing needs. This designation allows for compatible infill development, which would be supported by the MU-7A zone.

The Generalized Policy Map indicates that property to the north, which is currently developed with the WMATA Bus Barn Parking Structure, is designated as an Enhanced/New Neighborhood Center in anticipation of future development that would meet the day-to-day needs of residents and workers in the area. The subject properties are not included in this designation but would be compatible with future development by enhancing the 14<sup>th</sup> Street corridor.

As such, the proposed rezoning from the MU-3A to the MU-7A zone would not be inconsistent with the Comprehensive Plan maps. The proposed zone would allow neighborhood-serving retail and residential uses, including market rate and affordable dwelling units. The MU-7A zone would allow for additional density and would generate more affordable residential units.

## **B. COMPREHENSIVE PLAN POLICIES**

### **Equity:**

#### Background

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*”<sup>2501.8</sup>. Achieving equity and more specifically racial equity, requires a broad range of policies and tools, some of which fall under the zoning authorities granted to the Zoning Commission and some of which do not.

The direction to consider equity “as part of its Comprehensive Plan consistency analysis” indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission’s consideration of whether a proposed zoning action is “not inconsistent” with the Comprehensive Plan, rather than a separate determination about a zoning action’s equitable impact. And as is the case whenever the Commission considers Comprehensive Plan consistency, the scope of the review and Comprehensive Plan policies that apply will depend on the nature of the proposed zoning action.

A map amendment establishes what can be allowed and potentially developed on a property, but it cannot guarantee which of the permitted uses may occupy the property or how many units will ultimately be built or at what price point. Nor can it guarantee socio-economic outcomes like health care or work force development for the occupants. In the case of a map amendment, the Commission does not know whether and when the subject site will be redeveloped, or whether the site would still be redeveloped if proposed rezoning were to be denied. Thus, a racial equity evaluation will only be able to analyze the potential development, uses, and impacts under the proposed zone compared to the existing zone.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where certain priorities stand out. These include affordable housing, displacement, and access to opportunity, such as through the establishment of community organizations that work with communities in need. The subject property is currently a vacant and unused site, displacement is not an issue, whether the subject property is put to use for housing, office, commercial uses, or a combination thereof.

#### Analysis

Referring to the Commission’s Racial Equity Tool, the requested zoning action would result in the opportunity for additional housing along a commercial corridor in a Neighborhood Conservation Area where the philosophy is to “*conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs*”. The requested MU-7A zone coupled with IZ Plus, is consistent with the density as guided by the Future Land Use Map and Comprehensive Plan policies that call for more levels of housing affordability to be accommodated in Neighborhood Conservation areas with access to opportunities, services, and amenities.

#### Demographics

The Rock Creek East Planning Area (“Planning Area”), where the subject property is located, has a Black population of 53.4 percent of total residents, compared to 45.4 percent District-wide (2020 Census). The Hispanic/Latin origin population is 22.9 percent, compared to 11.3 percent District-wide (2020 Census). In the 2020 Census, the median household income was \$96,638 in the Planning Area, while the District-wide median was \$131,164. The Planning Area has a median home value of \$603,462 and a poverty rate of 9.4 percent (2020 Census). According to the State Data Center, the Rock Creek West Planning Area has about 10.6 percent of the total housing units in the District.



This data suggests that this Planning Area is slightly more affordable than the District-wide median, which has resulted in greater diversity, although it still falls short of meeting the affordable housing goal as stated in the Housing Equity Report (see below). Additional housing would increase supply and potentially bring down prices, making housing more attainable for more residents in the Planning Area.

### Housing Equity Report

The 2019 Housing Equity Report identified the Planning Area as having an affordable housing production goal of 1,500 units by 2025, the second highest of all Planning Areas. At the time the report was written, the Planning Area had 1,160 units in the affordable housing pipeline and was not on track to meet the 2025 total housing production goal. Residential units created through the proposed map amendment would help the District meet these goals.

### Residential Land Use by Type

Residential uses represent the largest single land use in the Planning Area, accounting for about 34 percent of the total. About 58 percent of the housing units in the Planning Area are single-family homes, compared to 37 percent District-wide. Only 21.6 percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to 35.4 percent for the District as a whole. (Comp Plan § 2204.2) The proposed map amendment would allow for additional multi-family housing in what is predominantly a one-family per dwelling area.

### MU-3A and MU-7A

The current MU-3A zone permits a maximum FAR of 1.0, and 1.2 with IZ – this is no longer consistent with the Comprehensive Plan, or with housing goals. The proposed MU-7A zone would permit a density of 4.0, and 4.8 with IZ, consistent with the Comp Plan. The MU-7A zone has the potential to create 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.

This map amendment also has the potential to create additional affordable housing through an IZ Plus set-aside requirement. It is likely that the MU-7A zone could require a 20 percent set-aside requirement resulting in approximately 12 to 15 new affordable housing units, consistent with the IZ program requirements. Additional affordable housing has the potential to benefit non-white populations who on average have lower incomes than white residents.

### Displacement

The proposed rezoning would not result in physical displacement of residents. The site is currently developed with four buildings consisting of neighborhood-serving retail uses, so there are no residential units on the rezoning site. Rezoning the lot would allow for the construction of additional housing units, which is consistent with the District's goals.

### Transportation

The subject site has access to transit, as it would be served by Priority Corridor Network Metrobus Routes along Georgia Avenue and is located within approximately one-mile of the Georgia Avenue-Petworth Metro station. Bikeshare stations provide additional connections throughout the neighborhood, as well as a network of sidewalks for pedestrians and other modes of travel. Improvements to the transportation network and public space may be required for mitigation once the property is developed.

### Employment

The proposed rezoning could result in new jobs related to the residential use, such as construction, maintenance and management. Jobs related to the ground floor uses, such as retail, could also be created, and new residents on the site would support local businesses. The Comprehensive Plan projects that the number of jobs in the Planning Area is expected to increase by 9,553 jobs in 2045, with notable growth at the former Walter Reed Army Medical Center site, the Washington Hospital Complex, the Armed Forces Retirement Home redevelopment site, and other established business districts in the Planning Area (§ 2206.2). As such, new residents of the future development would benefit from its proximity to transportation and potential future employment opportunities.

### Education

The subject property would be in-bounds for Powell Elementary School, MacFarland and Deal Middle Schools, and Roosevelt High School. Other institutional uses, including private schools and charter schools are in the area. Future residents of the development would benefit from the several educational facilities located nearby.

### Recreation

The subject lot is located near several recreational facilities, including Upshur Park, Upshur Dog Park, Upshur Community Garden, Hamilton Recreation Center, and Rock Creek Park. Future residents would have access to a variety of recreation areas in the neighborhood.

### Environmental

Any development on the property would be required to demonstrate compliance with the Green Building Act and to upgrade stormwater to current requirements. Providing new residences with good access to mass transit and in an existing urban location may also have broader benefits by reducing pressures for (re)development of undeveloped or remote portions of the region.

### Access to Amenities

The future residents of the development would have access to neighborhood-serving retail in the area. Future residents would also have access to public amenities, including the Petworth Neighborhood Library, schools, parks, and open space.

### **Citywide Elements**

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

### Land Use

The proposed map amendment would permit medium density mixed use development on several underutilized lots, which could include retail, office, service businesses, and apartment houses. These uses would be permitted in the current MU-3A zone, but at a lower density and height than anticipated by the Comp Plan, and permitted in the proposed MU-7A zone. Overall, the MU-7A zone would accommodate mixed-use development and allow for more housing to be built, both affordable and market-rate, that would be located on an infill site with good access to mass transit. Additionally, the proposed map amendment would support revitalization along 14<sup>th</sup> Street while conserving the existing adjacent residential uses.

## Transportation

The subject property is located approximately one mile from the Georgia Avenue-Petworth Metro station, and is located on a Priority bus corridor, so has good access to mass transit. The map amendment would support the District’s goals of providing more housing, including affordable housing, in proximity to safe, affordable, and reliable transportation regardless of a person’s age, race, income, geography, or physical activity.

## Housing

The proposed map amendment would increase the potential for new market-rate and affordable housing options on a major corridor. As discussed above, the proposed map amendment has the potential to increase the total supply of housing units in the Planning Area, which would help alleviate the pressure on housing costs.

The map amendment would require IZ Plus for any future residential development, which could help the District towards its goals of ensuring that one-third of the new housing built from 2018 to 2030 be affordable to persons earning 80 percent or less of the MFI. The application of an IZ Plus set-aside requirement would also support mixed-income housing by encouraging affordable housing near a Metro station. The IZ Plus regulations also provide an incentive for property owners to provide larger family-sized units that are three-bedrooms or larger and an incentive for property owners to provide units for households earning 50 percent MFI or less.

## **Area Element**

The subject property is in the Rock Creek East Area Element. A compilation of relevant policies can be found in Appendix I.

The proposed map amendment would direct growth to a key node along 14<sup>th</sup> Street for redevelopment that could include additional retail and housing. Neighborhood-serving retail is strongly encouraged in areas designated for commercial or mixed-uses, including the subject sites. Infill development providing housing and affordable housing should respect the scale and density of adjacent properties.

## **C. SMALL AREA PLAN**

### **Central 14<sup>th</sup> Street: Vision Plan and Revitalization Strategy**

The proposed map amendment is located in the Central 14<sup>th</sup> Street: Vision Plan and Revitalization Strategy (Plan), adopted by Council on July 12, 2012.

The Plan makes the following recommendation for the subject properties, located in “node two”:

- Pursue land use change and infill development that is designed with contextual sensitivity and attract a medium scale grocery anchor to support existing businesses and spur increased foot traffic.

The proposed map amendment is consistent with this recommendation, as the increased density provides additional options for retail tenants, and more residential units would increase foot traffic and support for neighborhood-serving uses.

The Plan provides the following design guidance for node two, which should be considered in future development:

- To decrease the appearance of mega blocks, storefront improvement should be consistent with the corridor’s existing, neighborhood-serving retail character.
- To create a more pedestrian-friendly area, continuous street frontage should be established where possible.
- Parking should be oriented towards the rear of the building, either underground or wrapped garages.
- Street amenities such as Washington globe lights and street banners could help maintain the corridors existing character.

#### **D. SUMMARY OF PLANNING CONTEXT ANALYSIS**

The Comprehensive Plans contains several differing policies about low-density residential uses and zoning. LU-2.1.5 describes the need to support and maintain “the District’s established low-density neighborhoods and related low-density zoning” while Policy LU-2.1.8 describes the need to “explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types.” This policy predicates any rezoning proposal on detailed neighborhood planning.

Though LU-2.1.5 supports the retention of low-density zoning, LU-2.1.8 acknowledges that there is also a need to increase density in low-density neighborhoods to help effectuate many other policies of the Comprehensive Plan, including the development of more market-rate and affordable housing. The proposed change in zoning is supported by LU-2.1.8 because the subject property’s FLUM designation was specifically changed to support moderate-density commercial and medium-density residential development, consistent with the proposed zone.

The proposed map amendment would, on balance, be not 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, the map amendment 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 9 percent of affordable units by 2025.

## **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-1.4.3: 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-1.5.1: Infill Development***

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

##### ***Policy LU-2.1.1: Variety of Neighborhood Types***

*Maintain a variety of neighborhoods, ranging from low-density to high-density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity. 310.7*

##### ***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***

*Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated*

*growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. 310.10*

***Policy LU-2.1.8: Explore Approaches to Additional Density in Low- and Moderate-Density Neighborhoods***

*Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate-density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing. Build upon the guidance of the April 2020 Single Family Housing Report to diversify the cost of housing available in high-opportunity, high-cost low- and moderate-density neighborhoods, especially near transit. However, neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition.*

***Policy LU-2.3.4: Transitional and Buffer Zone Districts***

*Maintain mixed-use zone districts, which serve as transitional or buffer areas between residential and commercial districts and that also may contain institutional, nonprofit, embassy/chancery, and office-type uses. Through application of zoning regulations, consider appropriate height, design, density and operational standards to provide appropriate transitions between districts and enhance neighborhood character in each district. 312.6*

## **Chapter 4 Transportation**

***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-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*

## **Chapter 5 Housing**

***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-1.2.1: 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-1.2.9: 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*

**Chapter 22 Rock Creek East Area Element**

***Policy RCE-1.1.1: Strengthening Lower Density Neighborhoods***

*Maintain and strengthen the neighborhoods of the Rock Creek East Planning Area while providing new housing opportunities for a range of incomes and household sizes. Any new development in the Planning Area should be attractively designed and should contribute to the community's physical characteristics. 2208.2*

***Policy RCE-1.1.2: Design Compatibility***

*Ensure that renovations, additions, and new construction in the area's low density neighborhoods respect the scale and densities of adjacent properties, provide new housing opportunities, and preserve parklike qualities, such as dense tree cover and open space. 2208.3*

**Policy RCE-1.1.3: Directing Growth**

*Concentrate economic development activity, employment growth, and new housing, including affordable housing, in Rock Creek East around the Georgia Avenue-Petworth and Takoma Metro station areas, along the Georgia Avenue NW corridor, along Kennedy Street NW, at key nodes along 14th Street NW, at the former WRAMC site, and at the AFRH site. Provide improved pedestrian, transit, and bicycle access to these areas, and improve their visual and urban design qualities to create a unique destination for the local community to enjoy. 2208.4*

**Policy RCE-1.1.4: Neighborhood Shopping Areas**

*Maintain and encourage the development of multi-use neighborhood shopping and services in those areas designated for commercial or mixed uses. 2208.5*

**Policy RCE-1.1.6: Development of New Housing**

*Encourage the retention of existing public housing units within the Rock Creek East Planning Area, along with other measures to increase housing choices and improve housing affordability for area residents. This should include the production of new housing for a mix of incomes and household sizes along Georgia Avenue NW, and the encouragement of mixed-income housing in the industrially zoned area west of Georgia Avenue between Upshur and Shepherd Streets NW, and on District-owned land along Spring Road near the Georgia Avenue-Petworth Metro station. A particular emphasis should be placed on providing affordable housing for older adults and families. 2208.7*

**Policy RCE-1.1.14: Livability in Rock Creek East**

*Continue to evaluate transportation safety and comfort for all users of the street network and identify concrete actions to increase safe and accessible mobility options. 2208.15*

**Policy RCE-2.7.1: Central 14th Street NW Nodal Development**

*Support the nodal redevelopment opportunities of 14th Street NW:*

- Southernmost Node One (Spring to Shepherd Streets NW) can leverage the development activity and streetscape identity of neighboring Columbia Heights.*
- Intermediary Node Two (Webster to Decatur Streets NW) can become a neighborhood-serving retail area with potential for additional uses in conjunction with the reconstruction of the existing bus barn.*
- Northernmost Node Three (Jefferson to Longfellow Streets NW) can be repositioned to attract creative arts uses with an enhanced public space. 2217.3*

**Policy RCE-2.7.2: Public Realm**

*Improve the aesthetics of the Central 14th Street corridor, as well as pedestrian safety and connectivity. 2217.4*

**Action RCE-2.7.A: Land Use Change**

*Encourage moderate-density, mixed-use commercial uses for properties, where appropriate, along 14th Street NW and Arkansas Avenue NW between Webster and Decatur Streets NW to support mixed-use redevelopment of commercial properties. 2217.7*