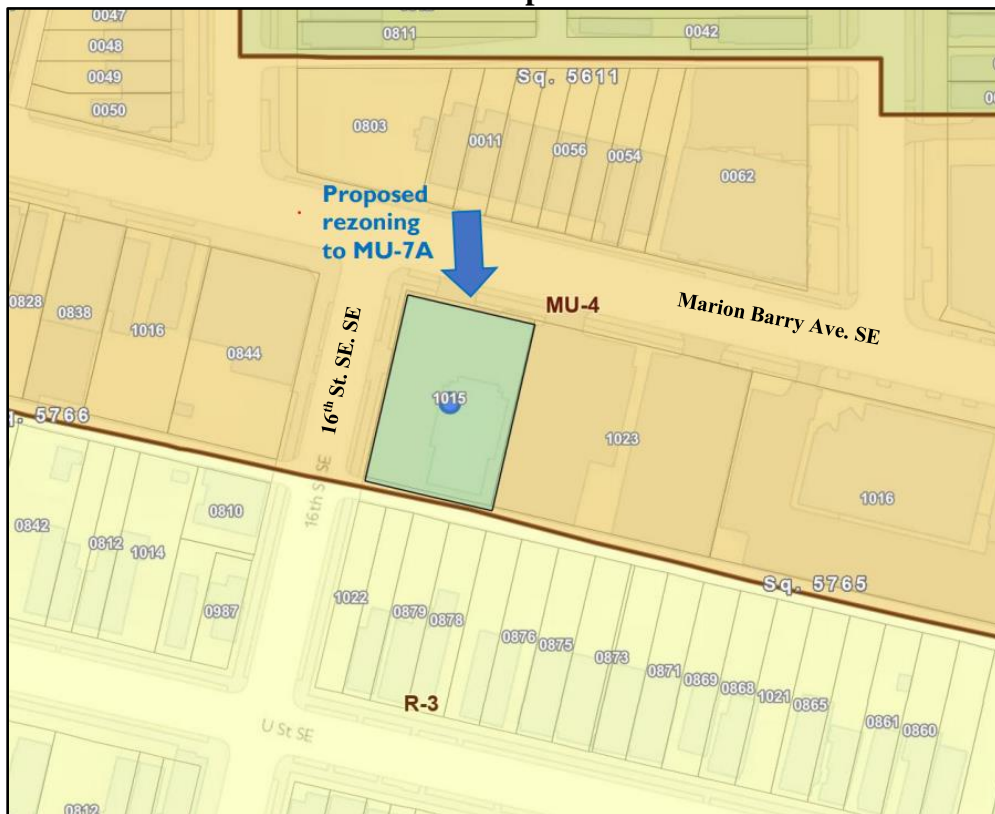


Land Area	Approximately 10,248 square feet
Future Land Use Map Designation:	Moderate Density Commercial
Generalized Policy Map Designation:	Main Street Mixed Use Corridor
Small Area Plan and Other Planning Documents:	Anacostia Investment Plan (2008) Chase Action Agenda (2014)
Historic District:	Anacostia Historic District

III. SITE AND AREA DESCRIPTION

The approximately 10,248 square foot property is located on the eastern portion of the intersection of Marion Barry Avenue, SE and 16th Street SE. The property is currently improved with a vacant, one-story commercial building that was formerly occupied by a laundromat and surrounded by a parking lot. To the north of the site are two-story, row dwellings in the MU-4 zone; to the east are vacant properties in the MU-4 zone to which HPRB has given concept approval for a four-story building, plus penthouse and ground floor retail. To the south is a 16-foot wide public alley and a mixture of two-story, single-family detached, duplexes and row dwellings in the R-3 zone. To the west is a two-story building with ground floor retail and residential use on the second floor. In general, the area is a mix of various residential types and small retail uses, parking lots and vacant buildings.

Site Location and Area of Map Amendment



IV. BACKGROUND

The property is located in the Anacostia Historic District, and the Applicant has received concept design approval from the Historic Preservation Review Board (“HPRB”) on June 27, 2023 (Exhibit 3D, [HPA 23-441 Staff Report](#) and [HP Actions July 27, 2023](#)) for redevelopment of the site with a six-story, plus penthouse, mixed-use building with multifamily residential use occupying the upper stories and retail use located on the ground floor and cellar level. The project, as currently designed and approved by HPRB, would have a height of approximately 65 feet and FAR of approximately 4.48, consistent with the development standards of the requested MU-7A zoning.

Although the Applicant has received concept approval from HPRB for a specific development on the site, this report will not be a review of that proposed building, as this is a review of the proposed map amendment consistency with the Comprehensive Plan. However, there may be instances where references are made to the proposal.

V. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The proposed rezoning of the property is from the MU-4 zone to the MU-7A zone. The intent of the existing MU-4 zone (Subtitle G § 101.9) is as follows:

101.9 The MU-4 zone is intended to:

- (a) *Permit moderate-density mixed-use development;*
- (b) *Provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District of Columbia outside of the central core; and*
- (c) *Be located in low- and moderate-density residential areas with access to main roadways or rapid transit stops, and include office employment centers, shopping centers, and moderate bulk mixed-use centers.*

The intent of the proposed MU-7 is as follows (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 Zoning Regulations describes the MU-7 zones as “medium” density. However, the Comprehensive Plan specifically states *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). The Comprehensive Plan designates the RA-3, MU-8 and MU-10 zones as medium density residential and medium density commercial zone districts. The RA-3 would not be appropriate for the site as it would only allow residential use where the Comprehensive Plan is recommending a mix of uses. As shown on the table below, the MU-8 and the MU-10 zones would allow higher densities and heights on the site over that allowed by the MU-7A zone.*

In this case, the MU-7A zone is appropriate; it’s permitted height and density would allow a mixed-use development that would be respectful and compatible with the surrounding historic district and particularly the lower density row dwellings to the south in the R-3 zone.

The following table compares the development standards of the MU-4 zone and the proposed MU-7A zone.

	Existing Zone: MU-4	Proposed Zone: MU-7A
Permitted Uses:	MU-Use Group E, which permits uses permitted matter of right in any R, RF, or RA zones, and MU Use Group D (U § 512)	MU-Use Group F, which permits uses permitted matter of right in any R, RF, or RA zones, and MU-Use Group E (U § 515)
Floor Area Ratio (FAR):	2.5 max. 3.0 max. with IZ 1.5 max. non-residential use	4.0 max. 4.8 max. with IZ 1.0 max. non-residential use
Height:	50 ft. max.	65 feet max.
Penthouse Height:	12 feet max./1 story 15 ft. max./Second story permitted for penthouse mechanical space	12 ft. max. 18.5 ft. max./Second story permitted for penthouse mechanical space
Transition Height	N/A	N/A
Lot Occupancy:	60% max. 75% with IZ	75% 80% with IZ
Rear Yard	15 ft. min.	A minimum depth of 2.5 in./1 ft. of vertical distance but not less than 12 ft.
Side Yard:	None. If a side yard is provided it shall be at least 2 in. wide/1 ft. of height, but no less than 5 ft.	None. If a side yard is provided it shall be at least 2 in. wide/1 ft. of height, but no less than 5 ft.
Pervious Surface/GAR:	0.30 min. - GAR.	0.25 min. - GAR

VI. IZ PLUS EVALUATION

Subtitle X § 502 presumes that IZ Plus will apply to map amendments except as provided for in § 502.2:

502.1 Except as provided in Subtitle X § 502.2, the requirements of this section shall apply to:

- (a) A map amendment that rezones a property:

 - (1) From a PDR zone to an ARTS, CG, D, MU, R, RA or RF zone;*
 - (2) From any zone other than a PDR zone to a D zone without a prescribed residential FAR; or*
 - (3) From unzoned to an ARTS, CG, D, MU, R, RA or RF zone; or**
- (b) A map amendment not described in paragraph (a) of this subsection 502.1, which rezones a property from any zone to a zone that allows a higher maximum FAR, both exclusive of the twenty percent (20%) IZ bonus density, if applicable.*

502.2 *The requirements of this section shall not apply to a map amendment that:*

- (a) *Is related to a PUD application;*
- (b) *Is to a HE, NHR, SEFC, StE, USN, or WR zone;*
- (c) ***The Zoning Commission determines is not appropriate for IZ Plus due to the mitigating circumstances identified by the Office of Planning in its report recommending that the map amendment not be subject to IZ Plus; or***
- (d) *Was filed as an application that was accepted by the Office of Zoning prior to November 16, 2020.*

IZ Plus requires a higher affordable housing requirement than the standard Inclusionary Zoning requirements in the zoning regulations. The proposed map amendment would rezone the property to MU-7A, which does allow a higher maximum permitted FAR than the existing MU-4 zone. However, ANC-8A and the larger Far Southeast/Southwest Planning Area, where the subject property is located, already have a significantly disproportionate amount of the City's affordable housing (See Section VII of this report).

In this case, OP is recommending that the map amendment not be subject to IZ Plus due to the disproportionate amount of existing affordable housing already in existence. The intent of IZ Plus is to produce more affordable housing, particularly in areas where there are relatively few affordable units. As such, OP does not recommend that IZ Plus be required at this location due to these mitigating circumstances. However, the property would remain subject to the standard IZ requirements.

VII. PLANNING CONTEXT

Brief History of the Far Southeast/Southwest Planning Area

Present-day Anacostia was established as Uniontown in 1854 as a bedroom community for Navy Yard workers and the neighborhood was a whites-only community until abolitionist Fredrick Douglass purchased his home on Cedar Hill in 1877. Many of the original wood frame and brick homes, along with some of the original commercial structures along Good Hope Road SE and Martin Luther King, Jr. Avenue SE, still remain today and are protected through their designation within the Anacostia Historic District.

By the turn of the century, the expanding national capital began to spread east of the Anacostia River with large farming areas and in 1917 the Army developed an airfield on the still rural land near the shoreline - this would later become Joint Base Anacostia-Bolling. A ferry connection to Hains Point established a year later.

Large farms persisted through the 1920s and 30s with winding roads which followed the natural contours of the land and reflect the area's development during a time when great suburban growth was occurring beyond District limits. The grid and diagonal road system that characterizes much of the rest of Washington, DC was not followed, resulting in a more organic pattern of development.

The Second World War was a period of great change in the Far Southeast/Southwest area. The population grew by over 200 percent during the 1940s, as neighborhoods like Bellevue and Washington Highlands were developed. The wartime growth of Bolling Field and the Naval Research Laboratory

fueled demand for housing, with thousands of garden apartments constructed to accommodate the fast growing population.

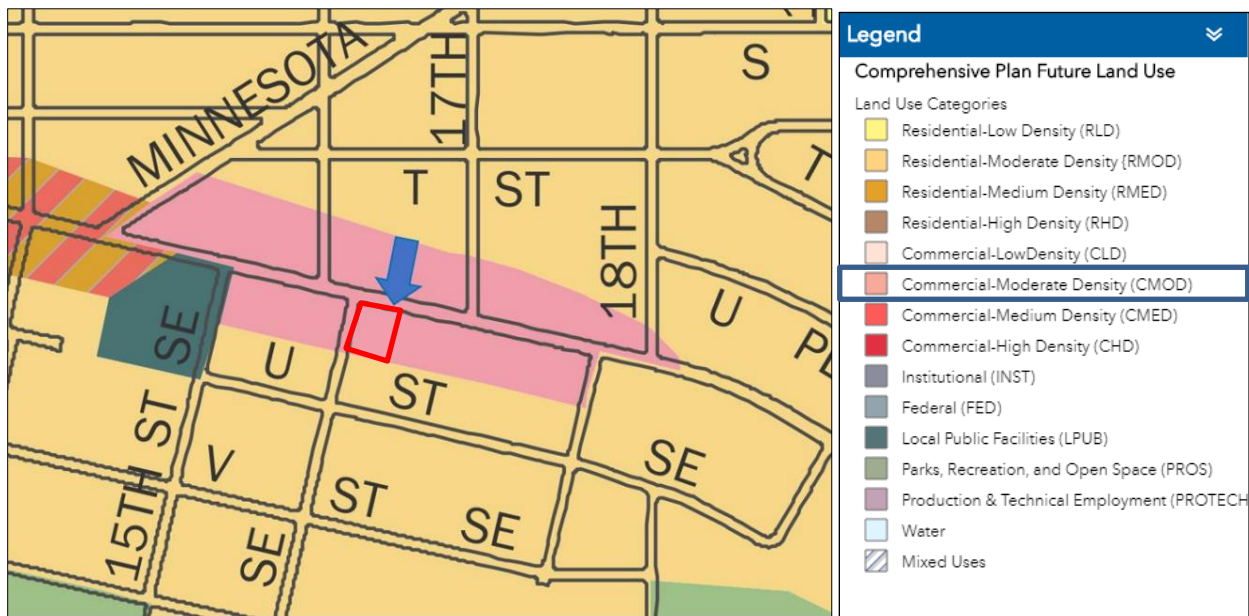
After the Second World War, apartments continued to be constructed. The arriving residents included many households displaced from urban renewal activities west of the Anacostia River. The influx of new residents was coupled with the closure of wartime industrial uses, such as the Navy armaments factory in Congress Heights. The combined effects resulted in a long period of economic and population decline, which started in the late 1950s and continued for four decades. By 2000, nearly one in six housing units in the Planning Area were vacant, and more than one in three residents lived in poverty.¹

A. COMPREHENSIVE PLAN MAPS

The District of Columbia Comprehensive Plan guides the District’s development, both broadly and in detail, through maps and policies that establish priorities, key actions, and assumptions about the future of development, 10A DCMR §§ 103.2 and 103.3. The Guidelines for Using the Generalized Policy Map and the Future Land Use Map in the Framework Element state that the “*Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comprehensive Plan policies.*” Additionally, “*the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the Citywide Elements and the Area Elements.*” As demonstrated below, the proposed development map amendment would not be inconsistent with the map designations or the Citywide and Area Elements.

Generalized Future Land Use Map (FLUM)

The site is designated for moderate density commercial development on the FLUM.



Moderate Density Commercial:

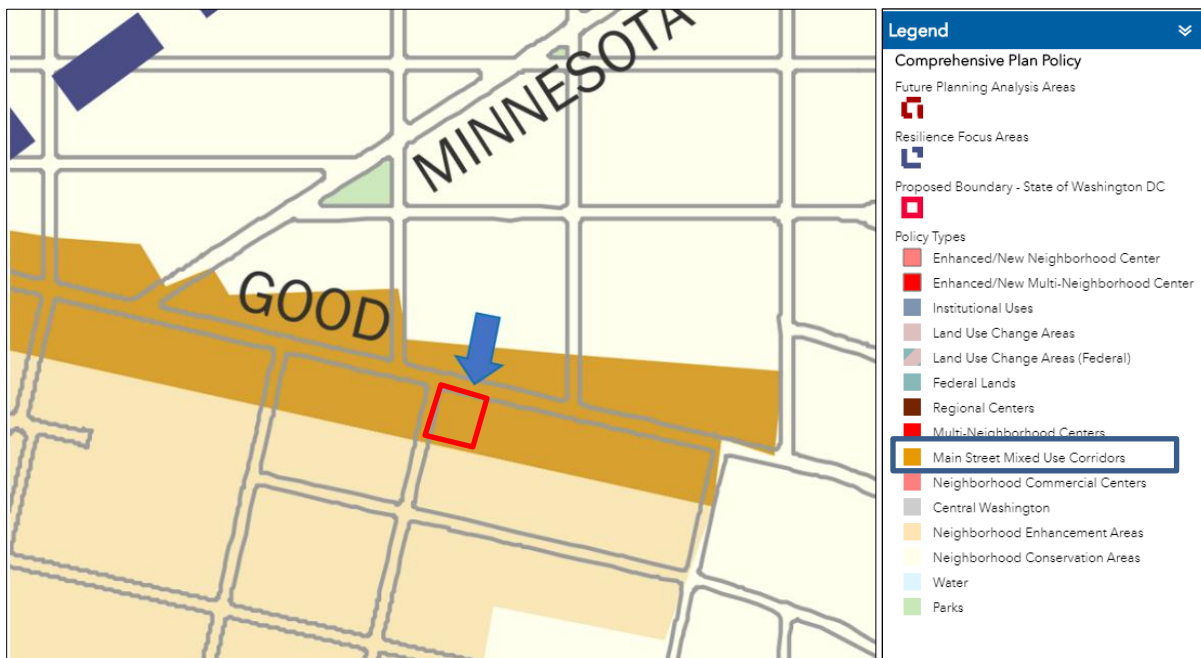
¹ Source – 2021 Comprehensive Plan (1802)

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. 227.1

The proposed MU-7 zone is representative of the moderate density commercial designation and is appropriate for the site. The properties to the east, west and north, along Marion Barry Ave. SE, are also recommended for moderate density commercial while the properties to the south are recommended for moderate density residential. In addition, the surrounding properties are also in the Anacostia Historic District and so subject to HPRB review for height, density, and compatibility with the adjacent uses and developments would be tailored to be compatible and respectful of the lower density dwellings. Therefore, the MU-7A on the property would be compatible with the development pattern envisioned for this portion of Marion Barry Avenue, SE and would not be inconsistent with the FLUM.

Generalized Policy Map

The Generalized Policy Map includes the property within a Main Street Mixed Use Corridor.



Main Street Mixed Use Corridor:

Main Street Mixed Use Corridors: These are traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian oriented

environment with traditional storefronts. Many have upper-story residential, or office uses. Some corridors are underutilized, with capacity for redevelopment. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 225.14

Marion Barry Avenue SE is a pedestrian oriented roadway with a mix of one- and two-story buildings with ground floor retail, service or office uses, and two story row dwellings. At this time, not many of the buildings have upper story residential use and many are currently vacant or underutilized, with the capacity for redevelopment. The development of the subject property with retail and housing opportunities would be in keeping with other recent and planned redevelopments in the area to serve neighborhood needs. Redevelopment of the property would respond to the emerging mixed-use character of development Marion Barry Avenue SE, and the MU-7 zone would allow a development that would be similar in scale and density along the corridor. The site is an approximately 0.9 mile walk from the Anacostia Metro station with multiple bus routes along Marion Barry Avenue. Rezoning the property would therefore not be inconsistent with the Main Street Mixed Use Corridor intent.

B. OTHER RELEVANT PLANNING DOCUMENTS

The [Anacostia Neighborhood Investment Fund Plan](#) was approved by Council on December 2, 2008. The Neighborhood Investment Fund (NIF) was “*an annual non-lapsing, revolving fund to finance economic development and neighborhood revitalization in 12 target neighborhoods.*” It was envisioned by Council “*as contributing to a broader economic development tool kit to achieve a critical mass of investment needed to make a significant and visible impact in its target neighborhoods.*” (p.5).

OP partnered with DMPED, the NIF Program’s implementing agency, to work with community stakeholders to develop an investment plan designed to identify community priorities for NIF investments and to set an investment agenda for NIF resources over a five year period.

The subject site was within, but on the edge of, the boundary of the Anacostia target area. Community meetings were held, and broad goals and strategies were discussed. Investment goals that were the highest priority included:

- Increase support for programs that can provide vocational job training and other education services for area youth.
- Preserve historic housing and develop additional affordable housing units.
- Improve Public Safety by focusing on prevention methods aimed at area youth.

The [CHASE Action Agenda](#) (Congress Heights, Anacostia and Saint Elizabeths) was completed in 2014, and was intended to ensure that changes resulting from anticipated housing developments, major redevelopment projects, and transportation infrastructure investments bring meaningful economic opportunity to Ward 8 and its residents and businesses. For this, OP and DHCD coordinated a series of community meeting with various District agencies. Key themes included:

- All major implementation initiatives must promote job access and workforce development opportunities.
- Enhanced safety in Ward 8 is necessary to improve retail businesses and protect property values.

- Gentrification and concern about potential displacement need to be addressed through multiple strategies to support both renters and homeowners who need affordable housing.
- Early implementation actions should include measures to produce improved retail options through “pop-up” stores, a clean streets initiative, and other quick-start steps.
- Cultural tourism efforts to make Anacostia a destination place should align with historic preservation priorities.
- Investment visibility for new development, streetscape improvements, and public art installations will play a central role in highlighting economic growth and opportunity within CHASE.
- Priorities should include support for existing and development of new education, recreation, and work opportunities for youth. (p. 10)

The meetings resulted in a series of Resource Guides focusing on Housing; Jobs and Workforce Development; Retail and Small Business; and Capacity Building and Accessing Financing, and a series of “action steps” to achieve these goals.

In general, although both of these studies were policy and resource-allocation focused, the proposal would not be inconsistent with the intent of either of these plans.

C. ANALYSIS THROUGH A RACIAL EQUITY LENS USING THE ZONING COMMISSION’S RACIAL EQUITY TOOL

The Comprehensive Plan requires an examination of zoning actions through a racial equity lens. 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. The Comprehensive Plan recognizes that advancing equity requires a multifaceted policy approach and that many areas of policy must be brought to bear on the challenge:

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

The Commission four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. The Applicant’s Racial Equity Analysis is provided at [Exhibit 3C](#) and OP’s analysis is provided below. While it can be difficult to assess the actual impact that would result from any development as part of a proposed zoning map amendment such as this, the opportunities and potential impacts – positive or negative - of new development in relation to District policies that could result from the proposed rezoning can be assessed, based on the assumption of a development conforming to the zoning.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning, where certain priorities stand out. These include the potential for affordable housing, displacement, and access to opportunity. The subject property is currently a vacant and unused site, so direct displacement is not an issue, whether the subject property is put to use for housing, office, commercial uses, or a combination thereof.

RACIAL EQUITY TOOL PART 1 – COMPREHENSIVE PLAN GUIDANCE

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity. Below is an outline of Comprehensive Plan policies relative to this proposal which, when viewed through a racial equity lens, provides the Commission a framework for evaluating the map amendment. Please refer to Attachment I to this report for the full text of each policy statement, or refer to the [Comprehensive Plan](#) available on the Office of Planning website – www.planning.dc.gov.

As noted above, the proposal would be not inconsistent with both Comp Plan Generalized Policy and Future Land Use Maps. The proposed development, on balance, would not be inconsistent with the Citywide Elements of the Comprehensive Plan and would further the policies of the Land Use, Transportation, Housing, Economic Development, Urban Design, and Historic Preservation Elements.

Citywide Elements:

Land Use Element

- *Policy LU-1.4.6: Development Along Corridors*
- *Policy LU-1.5.1: Infill Development*
- *Policy LU-2.1.2: Neighborhood Revitalization*
- *Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods*
- *Policy LU-2.1.10: Multi-Family Neighborhoods*
- *Policy LU-2.2.4: Neighborhood Beautification*

The map amendment for the site is appropriate as it would allow a new development on a property which is currently underutilized with a vacant one story commercial building and surface parking. A mix of multifamily housing and retail uses at the site, consistent with the proposed zone, could create opportunities for neighborhood revitalization and beautification, thereby accommodating population growth in new development consistent with the planning intent, and advancement of affordability and racial equity goals. Further, it would permit ground floor neighborhood serving uses, that would help to widen the types of neighborhood services available to existing and prospective residents and improve the character of the existing neighborhood, and the streetscape of Marion Barry Avenue SE.

Transportation Element

- *Policy T-1.1.7: Equitable Transportation Access*
- *Policy T-1.2.3: Discouraging Auto-Oriented Uses*
- *Policy T-1.3.1: Transit-Accessible Employment*

The proposed amendment would allow for an appropriately scaled development along a transportation corridor which connects to the Anacostia Metrorail station, and which could help reduce the necessity of auto use and ownership in support of a related reduction in household expenses for future residents. Active retail uses along this corridor and being along a transit route could enable a pedestrian-oriented

environment and a transit-oriented development. The proposed map amendment would support redevelopment of the site to meet the expectations of equity in transportation accessibility.

The property is one mile from the Anacostia Metro Station (Green Line) and is connected via several Metro bus routes (92, W6, B2 and V2). MLK Jr. Avenue, SE to the west of the site has immediate connection to the Anacostia Freeway (I-295) and to the new 11th Street Bridge which connect the property to the remainder of the City to the west of the Anacostia River. The recent improvements in transportation systems would give residents easy connections to employment, entertainment, and recreation.

Housing Element

- *Policy H-1.1.1: Private Sector Support*
- *Policy H-1.1.3: Balanced Growth*
- *Policy H-1.1.4: Mixed-Use Development*
- *Policy H-1.1.9: Housing for Families*
- *Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority*
- *Policy H-1.2.2: Production Targets*
- *Policy H-1.2.3: Affordable and Mixed-Income Housing*
- *Policy H-1.2.5: Moderate-Income Housing*
- *Policy H-1.2.9: Advancing Diversity and Equity of Planning Areas*
- *Policy H-1.2.11: Inclusive Mixed-Income Neighborhoods*
- *Policy H-1.3.1: Housing for Larger Households*

The development would be on an underutilized site and would assist in addressing the City's housing needs along a corridor where mixed-use development is envisioned. Although this is a map amendment request, the Applicant has signaled an intent to develop the site with a mix of housing and ground floor retail/service uses. This would make a substantial contribution to the District's housing and affordable housing goals and advance Comp Plan policies related to housing. Redevelopment of the subject property would support the provision of both market rate and affordable housing within the Far Southeast/Southwest Planning Area, as the application of inclusionary zoning would ensure units for persons of moderate incomes. The Far Southeast/Southwest Planning Area already significantly exceeds its 2025 affordable housing production; this proposal could help to address the need for housing for families and for moderate income persons.

The location of the property, along a transit corridor with several bus routes which connects to the Anacostia Metro station, would support the Framework Element's equity requirements for a desirable depth of affordability and access, which reduces future households transportation costs thereby providing easier access to employment and services.

Environmental Protection Element

- *Policy E-1.1.2: Urban Heat Island Mitigation*
- *Policy E-3.2.2 Net-Zero Buildings*
- *Policy E-3.3.2: Construction and Demolition Recycling*

While new construction is not explicitly a part of this application, future development of the property would be reviewed by DOEE to implement District policies implied and encouraged under the

Sustainable DC Plan and code requirements which protects the health and well-being of residents across all incomes and the District as a whole.

Economic Development Element

- *Policy ED-2.2.3: Neighborhood Shopping*
- *Policy ED-2.2.5: Business Mix*
- *Policy ED-2.2.6: Grocery Stores and Supermarkets*
- *Policy ED-3.1.1: Neighborhood Commercial Vitality*

The map amendment would provide the opportunity for new neighborhood retail uses and services along this corridor. The retail / service uses would be proximate to the MLK Jr. Avenue corridor and could serve residents and workers in the area and contribute to the commercial vitality of Marion Barry Avenue.

Urban Design

- *Policy UD-2.2.1: Neighborhood Character and Identity*
- *Policy UD-2.2.2: Areas of Strong Architectural Character*
- *Policy UD-2.2.5: Infill Development*
- *Policy UD-4.2.2: Engaging Ground Floors*

The proposed zone would provide for a new mixed use building on a currently vacant property, to a height and scale and use mix consistent with the Comprehensive Plan and the character of the area. The proposed zone would permit ground floor retail, to activate the street, while allowing housing units above, which will help to further activation of the street. Any development on the site would be required to meet current streetscape and environmental standards for new buildings.

Historic Preservation Element

- *Policy HP-1.6.3: Enhancing the District’s Historic Character*
- *Action HP-2.4.A: Zone Map Amendments in Historic Districts*
- *Policy HP-2.5.3: Compatible Development*
- *Policy HP-2.5.4: Suitability to the Historic Context*

The property is within the Anacostia Historic District. The building on the site is not historic and would be removed to accommodate the redevelopment of the site. The Applicant has submitted a development plan, consistent with the proposed zoning, for the property to HPRB and has been granted concept approval, indicating that the development would be compatible to the surrounding neighborhood in architecture, design, and intensity. The building would have setbacks on the rear to provide transition to the low-density residential uses to the south. Further, the building would be consistent with the moderate density development envisioned along the Marion Barry Avenue mixed use corridor.

Far Southeast/Southwest Area Element:

The property is within the Far Southeast/Southwest Planning Area, which states the following:

“The crime and unemployment rates remain chronically high and are well above the District and regional averages. Residents must go outside their neighborhood to shop, enjoy a restaurant, and even find basic services like groceries. (1800.4)

Today, the priorities laid out in 2006 are still relevant: safer streets, better schools, more jobs, and improved housing choices. The Comprehensive Plan reflects these priorities in its policies and maps. Poverty, unemployment, illiteracy, crime, and other issues must be addressed to improve the quality of life for residents in the Far Southeast/Southwest neighborhoods. While the Planning Area has experienced a significant amount of public and private investment over the last decade, social equity gaps in the District still need to be addressed to ensure that the benefits of the District’s economic and population resurgence are broadly shared. For revitalization to truly succeed, all residents must be given opportunities to advance.” (§ 1800.5)

Far Southeast/Southwest Area Element Policies:

- *Policy FSS-1.1.1: Directing Growth*
- *Policy FSS-1.1.4: Infill Housing Development*
- *Policy FSS-1.1.6: Retail Development*
- *Policy FSS-1.1.19: Minority/Small Disadvantaged Business Development*
- *Policy FSS-R.1.1.16: Resilient Housing*

The MU-7A zone would allow for increased height and additional density at a moderate range over what is currently allowed, and would allow a development with a variety of unit sizes and incomes, along with ground floor retail or services. The location of the property allows for easy access to transportation which is a key element for affordably moving people around to jobs and amenities in an environmentally friendly way.

FSS-2 Policy Focus Areas 1810

The Comprehensive Plan has identified seven areas in the Far Southeast/Southwest Area as “*Policy Focus Areas.*” However, the property is outside of these areas.

COMPREHENSIVE PLAN POLICIES RELATED TO RACIAL EQUITY WILL POTENTIALLY NOT BE ADVANCED BY APPROVAL OF THE ZONING ACTION?

A review of the Comprehensive Plan policies noted the Economic Development Element policy that best addresses the conservation of small businesses:

- ***Policy ED-3.2.6: Commercial Displacement*** *Avoid displacement of small, minority, and local businesses due to rising real estate costs. Develop programs to offset the impacts of rising operating expenses on small businesses in areas of rapidly rising rents and prices. Also consider enhanced technical support that helps long-standing businesses grow their revenues and thrive in the strengthening retail economy. 714.11*

The application indicates that there are no existing businesses on the site, so there would not be direct commercial displacement. The construction process could impact neighboring businesses, although some could also benefit from this activity. While the rezoning could also result in additional new commercial space on the site, it could be at a higher cost to small and minority-owned businesses, while an increased population base could help to support small and minority-owned businesses in the area. On balance, while the rezoning could lead to some impacts on existing businesses, overall, the impact should be mitigated by the increased population base to support local businesses.

In their filing at [Exhibit 3C](#), the applicant “did not identify any instances where the proposal to rezone the Property to the MU-7A zone was categorically inconsistent with applicable Comp Plan policies.”

RACIAL EQUITY TOOL PART 2 – APPLICANT/PETITIONER COMMUNITY OUTREACH AND ENGAGEMENT

The Applicant has provided details of their ongoing outreach efforts at [Exhibit 3](#), page 9, including:

- Hosting in-person community events;
- Hosting in-person, virtual, telephone meetings with nearby residents;
- ANC-8A meetings;
- Meetings with representative of the Anacostia Business Improvement District; and
- Meetings with the representative of Historic Anacostia Preservation Society.

The Applicant states that they will continue to work with the community and the ANC.

RACIAL EQUITY TOOL PART 3 – FAR SOUTHEAST/SOUTHWEST PLANNING AREA DATA

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area. The data source is the 2012-2016 and 2017-2021 American Community Survey 5 Year Estimates by Planning Area available via the OP State Data Center ([ACS DATA](#)). Part 3 also asks if the planning area is on track to meet affordable housing goals.

The OP Data Analysis and Visualization division is currently processing, updating and preparing data to reflect 2022 population and demographic trends; aspects of this work is completed, but not all was not available at the time of this report.

The subject property is in the Far Southeast/Southwest Planning Area (“planning area”) as mapped in Chapter 18 of the Comprehensive Plan. Each table below compares data for the Far Southeast/Southwest Planning Area with District-wide data. Additional demographic data is provided in Attachment II.

Population by Race or Ethnicity

Table 1: Population/Race or Ethnicity Districtwide and in the Far Southeast/Southwest Planning Area (2012-2016 and 2017-2021)

Race or Ethnicity	Districtwide 2012-2016	Planning Area 2012-2016	Planning Area Percent	Districtwide (2017-2021)	Planning Area (2017-2021)	Planning Area Percent
Total Population	659,009	73,882	11.21%	683,154	74,475	10.9%
White alone	266,035	3,934	5.32%	276,373	4,224	5.67%
Black alone	318,598	67,562	91.44%	305,109	65,358	87.7%
American Indian and Alaskan Native alone	2,174	78	0.10%	1,984	134	0.18%
Asian alone	24,036	197	0.27%	27,988	403	0.54 %
Native Hawaiian and Other Pacific Islander alone	271	13	0.0%	359	4	0.0%

Race or Ethnicity	Districtwide 2012-2016	Planning Area 2012-2016	Planning Area Percent	Districtwide (2017-2021)	Planning Area (2017-2021)	Planning Area Percent
Some other race alone	29,650	1,139	1.54%	32,484	1,808	2.42%
Two or more races	18,245	958	1.3%	38,857	2,544	3.41%
Hispanic or Latino	69,106	1,807	2.44%	76,982	2,817	3.78%

Table 1 shows that in the 2012-2016 period, the Far Southeast/Southwest Planning Area had a population of 73,882, or about 11.2% of the District’s total population. This increased only slightly in the 2017-2021 period, but it is estimated to increase to 112,477 by 2045. 1803.1

Between 2012-2016, Black residents made up the largest portion of the population, at 91% of the area’s residents, which is substantively higher than the District-wide total of 48.3%. In the 2017-2021 period, Black residents continued to make up the largest portion of the population but both the total population and the percentage decreased, to 87.7%. Most of the other groups saw a slight increase or retained their percentage of the population. The “Two or More Races” segment of the population although relatively small, had the largest increase, more than doubling in population and rising from 1.3% to 3.4% of the total. The data seems to indicate that the population in the Planning Area is becoming more diverse, potentially due to increased housing opportunities and in particular the draw of affordable housing in this area.

Median Income

Table 2: Median Income

Median Income	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide (2017-2021)	Planning Area (2017-2021)
Median Household Income	\$72,935	30,991	\$93,547	\$37,392
White alone	\$119,564	78,612	\$150,563	\$127,616
Black or African American alone	\$ 40,560	29,425	\$ 51,562	\$35,034
American Indian and Alaskan Native alone	\$ 51,306	31,070	\$ 58,164	\$69,623
Asian alone	\$ 91,453	60,324	\$112,776	\$73,462
Native Hawaiian and Other Pacific Islander alone	NA	87,500	\$132,054	\$287,659
Some other races	\$ 48,047	30,766	\$ 65,202	\$31,801
Two or more races	\$ 83,243	37,532	\$ 96,003	\$62,806
Hispanic or Latino	\$ 60,848	32,266	\$ 89,480	\$79,689

The median income of the Far Southeast/Southwest Planning Area was significantly lower than that of the District in both the 2012-2016 and 2017-2021 time periods (Table 2). While the planning area saw an approximately \$7,000 increase between time periods, this was lower than the approximately \$21,000

increase Districtwide. The Black or African American population had one of the lowest median incomes of all segments of the population in both time periods, (approximately \$29,000 and \$35,000), and the lowest increase, \$6,000. Whites, Asians and Hispanic/Latino, and Pacific Islander populations, although smaller in number, had higher median incomes over the same time period.

The low incomes are also reflected in the poverty rate in the Planning Area which has a poverty rate of 31.4% percent, compared to a Districtwide total of 15.4% percent. (Table 3 below).

General Characteristics

Table 3: General Characteristics of the District and Far Southeast/Southwest Planning Area

Characteristic	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide (2017-2021)	Planning Area (2017-2021)
Unemployment Rate	8.7%	22.8%	7.1%	17.4%
Cost Burdened Households²	38.6%	56.1%	36.1%	53.4%
Poverty Rate	17.9%	38.2%	15.4%	31.4%

In 2012-2016, the unemployment rate in the Planning Area was at 22.8%, which was greater than twice the rate of the District at 8.7% (Table 6). Although the rate of both the District and the Planning Area fell in 2017-2021, the Planning Area’s unemployment rate remained over twice that of the District’s.

The cost burden for housing in the Planning Area was approximately 17-18 percentage points higher than that of the District in both time periods, and only dropped slightly between the two time periods.

The unemployment rate and housing cost burden rates may be reflected in the poverty rate in that in both time periods, the poverty rate of the Planning Area was approximately 15% points higher than that of the District, although the poverty rate decreased between the two time periods by an amount greater than that of the rest of the District as a whole – from about 38% to about 31%.

Median Age and Vulnerable Populations

Table 4: Vulnerable or Special Populations.

Special Populations	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide 2017-2021	Planning Area 2017-2021
Persons 65 or Older	11.4%	7.5%	12.2%	8.8%
Persons Under 18 Years	17.4%	30.7%	18.3%	32.0%
Disability Rate	11.3%	17.9%	11.2%	15.9%

Relative to the District, the Planning Area had a significantly higher percentage of children. Approximately 32 percent of the residents were under the age of 18, compared to a District-wide total of 18.3%. However, 8.8% were over the age of 65, compared to the Districtwide total of 12.2%

The disability rate was also higher than that of the District as a whole, although the percentage decreased by approximately 2% decrease between the two time periods while that of the District as a whole did not change substantively.

² Percentage of households spending 30% or more of their income on housing

Housing Tenure

Table 5A - Owner Occupied Households

Owner Occupancy (disaggregated by race and ethnicity)	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide (2017-2021)	Planning Area (2017-2021)
Total Owner Occupied	40.7%	18.8%	41.5%	22.8%
White alone	47.8%	17.5%	48.0%	34.9%
Black or African American alone	35.9%	19.0%	36.0%	21.6%
American Indian and Alaskan Native alone	32.8%	0.0%	29.7%	75.3%
Asian alone	39.4%	9.0%	41.2%	54.8%
Native Hawaiian and Other Pacific Islander alone	9.1%	0.0%	97.0%	0.0%
Some other races	17.5%	9.5%	24.2%	20.0%
Two or more races	32.7%	22.6%	42.8%	32.0%
Hispanic or Latino	30.9%	18.4%	34.8%	40.1%

Table 5B: Renter Occupied Households

Renter Occupancy (disaggregated by race and ethnicity)	Districtwide 2012-2016	Planning Area 2012-2016	Districtwide (2017-2021)	Planning Area (2017-2021)
Total Renter Occupancy	59.3%	81.2%	58.5%	77.2%
White alone	52.2%	82.5%	52.0%	65.1%
Black or African American alone	64.1%	81%	64.0%	78.4%
American Indian and Alaskan Native Alone	67.2%	100.0%	70.3%	24.7%
Asian alone	60.6%	91%	58.8%	45.2%
Native Hawaiian and Other Pacific Islander alone	90.9%	100%	3.0%	100.0%
Some other races	82.5%	90%	75.8%	80.0%
Two or more races	67.3%	77.4%	57.2%	68.0%
Hispanic or Latino	69.1%	81.6%	65.2%	59.9%

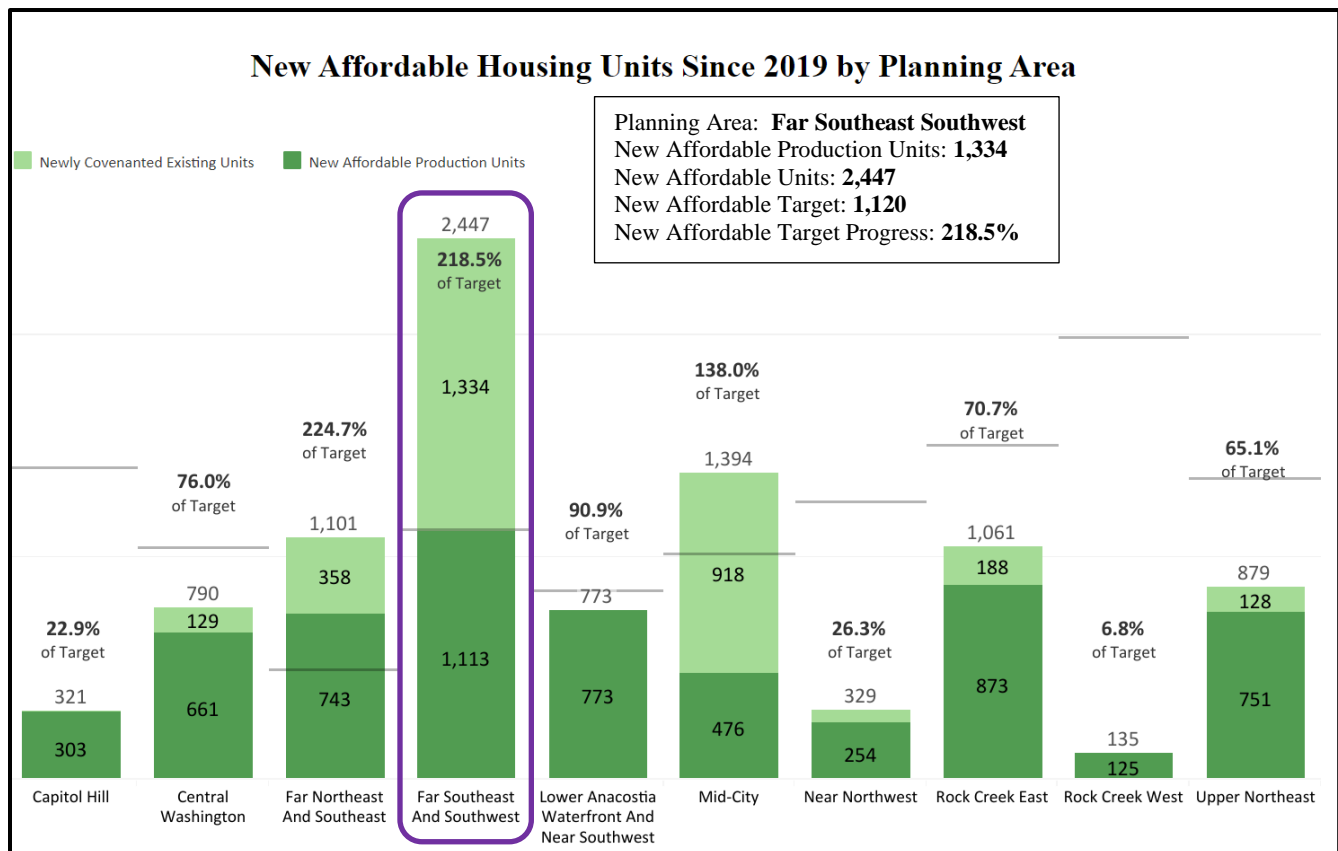
The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family, senior housing, rental and ownership housing, and housing for all income levels. Given the land use characteristics of the District, only a small amount of the total land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

Between 2012-2016 and 2017-2021, the percentage of owner occupancy in the District change only slightly - 40.7% to 41.5% while in the Far Southeast and Southwest Planning Area there was a more significant increase from 18% to 22.8%. Rates of homeownership increased for all racial and ethnic groups, but many, including White, Black, Some Other Race and Two or More Races households remained lower than the District as a whole.

In 2017-2021, American Indian and Alaskan Native and Asian households showed the lowest percentage of renter occupancies at 24.7.7% and 45.2% respectively; Some Other Races (80%) and Black households (78.4%) were the highest. The low ownership rates and higher renter occupancy rates for Blacks, Some Other Races and Two or More Races seems to correlate with income status.

Progress Toward Meeting the Mayor’s 2025 Housing Equity Goals

The Deputy Mayor for Planning and Economic Development provided an update at the end of February 2024 indicating that the Planning Area has exceeded its target by providing 2,447 affordable units, or 218.5% of the target amount ([DMPED 36,000 by 2025 Dashboard](#)). The data shows that the FSE/SW Planning Area has generated the highest amount of affordable housing units of any Planning Area. Therefore, the affordable units generated by this project would continue to exceed the housing goals for the Planning Area and would continue to advance Comp Plan city-wide policies towards the production of affordable housing.



Note: In some Planning Areas, affordable units may exceed total units. This is due to the inclusion of projects that may increase affordability without adding new units to the overall housing supply by adding a covenant to existing housing units (e.g. TOPA, or certain newly covenanted existing projects).

Source: DCRA Certificate of Occupancy data and DMPED Affordable Housing Database (includes DHCD-DFD Database (Housing Production Trust Fund, Low-Income Housing Tax Credit), DHCD Inclusionary Zoning Database, DMPED Project Pipeline Database, Planned Unit Developments, DCHFA projects, and any non-DC Government financed projects that create new, dedicated affordable units).

PART 4 – ZONING COMMISSION EVALUATION FACTORS

When considering the following themes/questions based on Comprehensive Plan policies related to racial equity, what are the anticipated positive and negative impacts and/or outcomes of the zoning action? Note: Additional themes may also apply. See also applicant filing at [Exhibit 3](#).

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The proposed amendment would not result in physical displacement of residents as the site does not currently include residential use. Similarly, no commercial displacement would take place as the building currently on the site is vacant and the parking lot is not in operation.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	OP does not anticipate any indirect residential displacement as the development would open up opportunities for additional market rate and affordable housing in the neighborhood. While there may be some potential for indirect impact on surrounding businesses during the construction process of any new building, new residential and retail use in the building would increase customer base and may encourage existing retailers to improve their businesses to create a viable mixed-use corridor envisioned for this portion of Marion Barry Avenue SE.
Housing	Will the action result in changes to: <ul style="list-style-type: none"> ▪ Market Rate Housing ▪ Affordable Housing ▪ Replacement Housing 	Proposed MU-7A zone would permit construction of new housing in excess of what can be constructed under existing zoning, including new market rate and affordable housing in accordance with IZ requirements.
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> ▪ Public Space Improvements ▪ Urban Design Improvements ▪ Streetscape Improvements 	Any redevelopment of the property would result in public space improvements along Marion Barry Avenue 16 th Street as well as streetscape improvements on the property which could include public realm improvements to accommodate pedestrians, bicyclists and drivers and more pervious spaces on the property.
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none"> ▪ Job Training/Creation ▪ Healthcare ▪ Addition of Retail/Access to New Services 	Any new residents of housing on the site would have easy access to several public facilities and gathering places in the neighborhood. Medical and wellness facilities would include the Ketcham Recreation Center, Fort Stanton Park and Recreation Center, Children’s National Anacostia medical center, and the proposed new hospital at the St. Elizabeths East campus. In Anacostia, there are several public and private opportunities for job training. Any

Factor	Question	OP Response
		commercial space could provide job and small business opportunities on the site.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant provides details of their ongoing outreach efforts as part of Exhibit 3 , page 9. The Applicant commits to continue working with the community if the proposal is set down. At Exhibits 3H1 and 3H2 the Applicant has provided letters with signatures in support of the proposed map amendment.

VIII. Summary of Planning Context Analysis and Recommendation

As demonstrated above, the proposed map amendment would not be inconsistent with the recommendations of the FLUM for moderate density commercial uses while the Generalized Policy Map designates the property as being within a Main Street Mixed Use Corridor. Additionally, the map amendment would not be inconsistent with many of the policies of the Citywide Elements and the recommendations of the Far Southeast/Southwest Policy Area.

Specifically, the map amendment would allow for the development of an under-utilized property to provide housing and affordable housing, at a location which is highly transit accessible. Additionally, ground floor retail or other active uses would help to in revitalizing the area towards creating the Main Street Mixed Use Corridor envisioned for this portion of Marion Barry Avenue.

IX. AGENCY REFERRALS

If this application is set down for a public hearing, the OP will refer the proposal to the following District agencies for review and comment:

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

ATTACHMENT I -COMPREHENSIVE PLAN POLICIES

Comprehensive Plan Citywide Elements

Chapter 3 - Land Use Element

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-2.1.2: Neighborhood Revitalization

Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, as described in Section 213 of the Framework Element, and create opportunities for disadvantaged persons and for deeply affordable housing. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. 310.9

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

Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. 310.10

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District’s medium and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and explore opportunities for compatible commercial development which provides jobs for nearby residents. 310.17

Policy LU-2.2.4: 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

Chapter 4 - Transportation Element

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-1.2.3: Discouraging Auto-Oriented Uses

Discourage certain uses, like drive-through businesses or stores with large surface parking lots and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.6

Policy T-1.3.1: Transit-Accessible Employment

Support more efficient use of the region's transit infrastructure with land use strategies that encourage employment locations near underused transit stations. Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. This would expand the use of major transit investments such as Metrorail. Encourage approaches that improve transit access to jobs for low-income residents. 405.7

Chapter 5 - Housing Element

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-1.1.9: Housing for Families

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

may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. 503.11

Policy H-1.2.1: 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-1.2.3: Affordable and Mixed-Income Housing

Focus investment strategies and affordable housing programs to distribute mixed-income housing more equitably across the entire District by developing goals and tools for affordable housing and establishing a minimum percent affordable by Planning Area to create housing options in high-cost areas, avoid further concentrations of affordable housing, and meet fair housing requirements. 504.10

Policy H-1.2.5: Moderate-Income Housing

In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of those earning moderate incomes with wages insufficient to afford market rate housing in the District. 504.13

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 Neighborhood

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

Policy H-1.3.1: Housing for Larger Households

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

Chapter 6 – Environmental Protection Element

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-3.2.2 Net-Zero Buildings

Provide incentives for new buildings to meet net-zero energy design standards, as called for in Clean Energy DC and Sustainable DC 2.0. Establish a path to the phased adoption of net-zero codes between 2022 and 2026. The District’s building energy codes should be updated again by 2026 to require that all new buildings achieve net-zero energy use or better. Prior to 2026, the District should provide incentives to projects that voluntarily seek to achieve net-zero energy use. 612.4

Policy E-3.3.2: Construction and Demolition Recycling

Support the recycling of construction and demolition debris as a key strategy for reducing the volume of waste requiring landfill disposal. To carry out this policy, encourage the deconstruction of obsolete buildings rather than traditional demolition. Deconstruction dismantles buildings piece by piece and makes the components available for resale and reuse. 613.6

Chapter 7 - Economic Development Element

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-2.2.5: Business Mix

Reinforce existing and encourage new retail districts by attracting a mix of businesses, including local companies, regional chains, and nationally recognized retailers. 708.10

Policy ED-2.2.6: Grocery Stores and Supermarkets

Support and incentivize the development of new grocery stores and supermarkets, and prioritize stores in neighborhoods with existing food deserts, where residents currently travel long distances for food and other shopping services, and neighborhoods most affected by hunger and poverty to improve access to healthy, affordable food. Because such uses inherently require greater depth and lot area than is present in many commercial districts, consider adjustments to current zoning standards to depth and lot area to accommodate these uses, and explore new models like co-ops. 708.11

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

Policy ED-3.2.6: Commercial Displacement

Avoid displacement of small, minority, and local businesses due to rising real estate costs. Develop programs to offset the impacts of rising operating expenses on small businesses in areas of rapidly rising rents and prices. Also consider enhanced technical support that helps long-standing businesses grow their revenues and thrive in the strengthening retail economy. 714.11

Chapter 9 - Urban Design

Policy UD-2.2.1: Neighborhood Character and Identity

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

Policy UD-2.2.2: Areas of Strong Architectural Character

Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development, additions, and renovations within such areas do not need to replicate prevailing architectural styles exactly but should be complementary. 909.6

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-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

Chapter 10 - Historic Preservation Element

Policy HP-1.6.3: Enhancing the District’s Historic Character

Encourage new architectural contributions that complement and enrich the District’s design heritage and historic character. 1008.5

Action HP-2.4.A: Zone Map Amendments in Historic Districts

Identify areas within historic districts where zoning regulations may need adjustment based on the scale and height of contributing buildings, while considering District-wide needs for housing and affordable housing. Following neighborhood planning and public participation, pursue rezoning of such areas with more appropriate designations. 1013.3

Policy HP-2.5.3: Compatible Development

Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, respect the established form of development as evidenced by lot coverage limitations, height limits, open space requirements, and other standards that contribute to the character and attractiveness of those areas. Ensure that new construction, building additions, and exterior changes are in scale with and respect

their historic context through sensitive siting and design, and the appropriate use of materials and architectural detail. 1014.9

Policy HP-2.5.4: Suitability to the Historic Context

Apply design standards in a manner that accounts for different levels of historic significance and types of historic environments. Encourage restoration of historic landmarks while allowing enhancements of equivalent design quality, provided such enhancements do not damage the landmark. Exercise greater restraint in residential historic districts and areas with a clear prevailing development pattern or architectural style. Allow greater flexibility where the inherent character of historic properties can accommodate greater intervention or more dramatic new design, such as non-residential zones and areas without a significant design pattern. 1014.10

Comprehensive Plan Area Element - Far Southeast/Southwest Area Element:

Policy FSS-1.1.1: Directing Growth

. . . Additional opportunities for future housing development and employment growth in Far Southeast/Southwest should be directed to the area around the Congress Heights and Anacostia Metro station, on the St. Elizabeths Hospital Campus, along the Great Streets corridors of Martin Luther King, Jr. Avenue SE and South Capitol Street SE, and on the DC Circulator routes to provide improved transit and automobile access to these areas and improve their visual and urban design qualities. The DC Circulator is a key element for affordably moving people around to jobs and amenities in an environmentally friendly way. 1808.2

Policy FSS-1.1.4: Infill Housing Development

Support infill housing development on vacant sites within Far Southeast/Southwest, especially in Historic Anacostia, and in the Hillside, Fort Stanton, Bellevue, Congress Heights, and Washington Highlands neighborhoods. Infill with affordable housing options can help meet the demand of low income families currently living in the Planning Area, reduce the rates of families living without housing, and decrease the affordable housing waitlist. Infill with housing for persons of moderate income can help provide homes for persons and families who might otherwise be displaced from Washington, DC due to high housing costs. 1808.5

Policy FSS-1.1.6: Retail Development

Support additional retail development within Far Southeast/Southwest, especially in Historic Anacostia and in the neighborhood centers at Malcolm X Avenue SE /Martin Luther King, Jr. Avenue SE and South Capitol Street SE/Atlantic Avenue SE. Projects that combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations. 1808.7 1808.8

Policy FSS-1.1.19: Minority/Small Disadvantaged Business Development

Provide technical assistance to minority-owned and small businesses in Far Southeast/Southwest to improve the range of goods and services available to the community. Joint venture opportunities, minority business set-asides, business incubator centers, and assistance to community-based development organizations should all be used to jumpstart local business and provide jobs in the community. 1808.11

Policy FSS-R.1.1.16: Resilient Housing

Encourage the use of climate-resilient and energy-efficient design practices for new residential developments, especially in the construction of affordable housing units. These practices include cool and living roofs, solar shading, natural ventilation, and other passive cooling techniques that will reduce the impacts of extreme heat events on the area's most vulnerable residents. They also include the use of green infrastructure methods that can reduce the urban heat island effect and potential flooding risks by preserving or expanding green space, tree cover, and other natural features. 1808.17

ATTACHMENT II – DEMOGRAPHIC DATA

Notes: Housing cost burden by race is not available; Hispanics can be of any race and are included in race categories below;

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE		
Total Population	Total	74,475	74,475
	Under 18 years	125,022	23,834
	Percent under 18 years	18.3	32.0
	65 years and over	83,199	6,561
	Percent 65 years and over	12.2	8.8
	Median age	34.3	31.3
White alone	Total	4,224	4,224
	Under 18 years	32,691	1,188
	Percent under 18 years	11.8	28.1
	65 years and over	30,623	252
	Percent 65 years and over	11.1	6.0
	Median age	34.1	35.9
Black or African American alone	Total	65,358	65,358
	Under 18 years	67,345	20,738
	Percent under 18 years	22.1	31.7
	65 years and over	46,357	6,129
	Percent 65 years and over	15.2	9.4
	Median age	36.5	31.1
American Indian and Alaska Native alone	Total	134	134
	Under 18 years	263	0
	Percent under 18 years	13.3	0.0
	65 years and over	552	20
	Percent 65 years and over	27.8	14.9
	Median age	48.2	48.2
Asian alone	Total	403	403
	Under 18 years	2,461	11
	Percent under 18 years	8.8	2.7
	65 years and over	2,171	35
	Percent 65 years and over	7.8	8.7
	Median age	34.1	36.4

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
Native Hawaiian and Other Pacific Islander alone	Total	4	4
	Under 18 years	0	0
	Percent under 18 years	0.0	0.0
	65 years and over	43	0
	Percent 65 years and over	12.0	0.0
	Median age	35.5	NA
Some Other Race alone	Total	1,808	1,808
	Under 18 years	10,786	787
	Percent under 18 years	33.2	43.5
	65 years and over	1,117	71
	Percent 65 years and over	3.4	3.9
	Median age	29.8	29.3
Two or More Races	Total	2,544	2,544
	Under 18 years	11,476	1,110
	Percent under 18 years	29.5	43.6
	65 years and over	2,336	54
	Percent 65 years and over	6.0	2.1
	Median age	29.9	29.7
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	76,982	2,817
	Under 18 years	21,094	1,252
	Percent under 18 years	27.4	44.4
	65 years and over	4,653	152
	Percent 65 years and over	6.0	5.4
	Median age	31.1	27.2
	EDUCATIONAL ATTAINMENT (Population 25 Years and Over)		
Total	Total	487,726	43,665
	Less than high school diploma	37,934	5,611
	Percent	7.8	12.9
	High school graduate (includes equivalency)	75,562	16,132
	Percent	15.5	36.9
	Some college or associate's degree	74,761	13,415
	Percent	15.3	30.7
	Bachelor's degree or higher	299,469	8,507

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Percent	61.4	19.5
White alone	Total	212,961	2,620
	Less than high school diploma	3,037	100
	Percent	1.4	3.8
	High school graduate (includes equivalency)	5,258	231
	Percent	2.5	8.8
	Some college or associate's degree	11,296	756
	Percent	5.3	28.9
	Bachelor's degree or higher	193,370	1,534
	Percent	90.8	58.5
Black or African American alone	Total	208,500	38,603
	Less than high school diploma	24,923	5,073
	Percent	12.0	13.1
	High school graduate (includes equivalency)	63,139	15,422
	Percent	30.3	40.0
	Some college or associate's degree	55,618	12,034
	Percent	26.7	31.2
	Bachelor's degree or higher	64,820	6,074
	Percent	31.1	15.7
American Indian and Alaska Native alone	Total	1,471	81
	Less than high school diploma	260	0
	Percent	17.7	0.0
	High school graduate (includes equivalency)	215	0
	Percent	14.6	0.0
	Some college or associate's degree	515	20
	Percent	35.0	24.7
	Bachelor's degree or higher	481	61
	Percent	32.7	75.3
Asian alone	Total	21,651	377
	Less than high school diploma	1,203	0
	Percent	5.6	0.0
	High school graduate (includes equivalency)	1,028	62
	Percent	4.7	16.5

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Some college or associate's degree	1,579	137
	Percent	7.3	36.4
	Bachelor's degree or higher	17,841	178
	Percent	82	47
Native Hawaiian and Other Pacific Islander alone	Total	314	1
	Less than high school diploma	0	0
	Percent	0.0	0.0
	High school graduate (includes equivalency)	58	0
	Percent	18.5	0.0
	Some college or associate's degree	49	0
	Percent	15.6	0.0
	Bachelor's degree or higher	207	1
	Percent	65.9	100.0
Some Other Race alone	Total	19,077	838
	Less than high school diploma	6,997	263
	Percent	36.7	31.4
	High school graduate (includes equivalency)	3,697	197
	Percent	19.4	23.5
	Some college or associate's degree	2,321	156
	Percent	12.2	18.7
	Bachelor's degree or higher	6,062	221
	Percent	31.8	26.4
Two or More Races	Total	23,752	1,145
	Less than high school diploma	1,514	175
	Percent	6.4	15.3
	High school graduate (includes equivalency)	2,167	220
	Percent	9.1	19.2
	Some college or associate's degree	3,383	312
	Percent	14.2	27.2
	Bachelor's degree or higher	16,688	439
	Percent	70.3	38.3
Hispanic or Latino	Total	48,638	1,322
	Less than high school diploma	10,420	227

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
(Hispanics can be of any race and are included in race categories above)	Percent High school graduate (includes equivalency)	21.4	17.2
	Percent Some college or associate's degree	6,752	330
	Percent Bachelor's degree or higher	13.9	25.0
		5,798	338
		11.9	25.6
		25,668	426
		52.8	32.2
	DISABILITY STATUS (Civilian noninstitutionalized population)		
Total	Total	673,717	72,076
	Total population with a disability	75,752	11,488
	Percent with a disability	11.2	15.9
	Under 18 years	124,847	23,830
	With a disability	5,522	1,368
	Percent with a disability	4.4	5.7
	18 to 64 years	467,824	42,079
	With a disability	42,917	7,152
	Percent with a disability	9.2	17.0
	65 years and over	81,046	6,168
	With a disability	27,313	2,969
	Percent with a disability	33.7	48.1
White alone	Total	273,195	3,346
	Total population with a disability	15,339	368
	Percent with a disability	5.6	11.0
	Under 18 years	32,585	1,188
	With a disability	628	165
	Percent with a disability	1.9	13.9
	18 to 64 years	210,375	1,962
	With a disability	8,213	138
	Percent with a disability	3.9	7.0
	65 years and over	30,235	196
	With a disability	6,498	66
	Percent with a disability	21.5	33.6

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
Black or African American alone	Total	299,848	64,265
	Total population with a disability	51,925	10,571
	Percent with a disability	17.3	16.4
	Under 18 years	67,297	20,734
	With a disability	3,707	1,146
	Percent with a disability	5.5	5.5
	18 to 64 years	187,906	37,724
	With a disability	29,130	6,582
	Percent with a disability	15.5	17.4
	65 years and over	44,645	5,807
	With a disability	19,088	2,843
	Percent with a disability	42.8	49.0
American Indiana and Alaska Native alone	Total	1,951	129
	Total population with a disability	385	31
	Percent with a disability	19.7	24.0
	Under 18 years	263	0
	With a disability	42	0
	Percent with a disability	16.0	0.0
	18 to 64 years	1,136	109
	With a disability	295	11
	Percent with a disability	26.0	10.1
	65 years and over	552	20
	With a disability	48	20
	Percent with a disability	8.7	100.0
Asian alone	Total	27,676	295
	Total population with a disability	1,567	0
	Percent with a disability	5.7	0.0
	Under 18 years	2,461	11
	With a disability	62	0
	Percent with a disability	2.5	0.0
	18 to 64 years	23,050	249
	With a disability	945	0
	Percent with a disability	4.1	0.0
	65 years and over	2,165	35
	With a disability	560	0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Percent with a disability	25.9	0.0
Native Hawaiian and Other Pacific Islander alone	Total	356	1
	Total population with a disability	11	0
	Percent with a disability	3.1	0.0
	Under 18 years	0	0
	With a disability	0	0
	Percent with a disability	0.0	0.0
	18 to 64 years	313	1
	With a disability	11	0
	Percent with a disability	3.5	0.0
	65 years and over	43	0
	With a disability	0	0
	Percent with a disability	0.0	0.0
Some Other Race alone	Total	32,212	1,697
	Total population with a disability	2,463	228
	Percent with a disability	7.6	13.4
	Under 18 years	10,777	787
	With a disability	675	57
	Percent with a disability	6.3	7.2
	18 to 64 years	20,359	854
	With a disability	1,594	146
	Percent with a disability	7.8	17.1
	65 years and over	1,076	56
	With a disability	194	25
	Percent with a disability	18.0	44.6
Two or More Races	Total	38,479	2,343
	Total population with a disability	4,062	290
	Percent with a disability	10.6	12.4
	Under 18 years	11,464	1,110
	With a disability	408	0
	Percent with a disability	3.6	0.0
	18 to 64 years	24,685	1,180
	With a disability	2,729	275
	Percent with a disability	11.1	23.3
	65 years and over	2,330	54
With a disability	925	15	

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Percent with a disability	39.7	27.9
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	76,233	2,590
	Total population with a disability	5,903	179
	Percent with a disability	7.7	6.9
	Under 18 years	21,066	1,252
	With a disability	1,135	0
	Percent with a disability	5.4	0.0
	18 to 64 years	50,570	1,202
	With a disability	3,351	132
	Percent with a disability	6.6	11.0
	65 years and over	4,597	137
	With a disability	1,417	47
	Percent with a disability	30.8	34.3
	UNEMPLOYMENT RATE (Population 16 years and over)		
Total	Unemployment rate	7.1	17.4
White alone	Unemployment rate	2.6	4.8
Black or African American alone	Unemployment rate	13.8	18.2
American Indian and Alaska Native alone	Unemployment rate	7.2	0.0
Asian alone	Unemployment rate	5.3	7.9
Native Hawaiian and Other Pacific Islander alone	Unemployment rate	6.2	0.0
Some Other Race alone	Unemployment rate	6.6	19.5
Two or More Races	Unemployment rate	5.2	18.0
Hispanic or Latino	Unemployment rate	4.8	10.5
	POVERTY STATUS		
Total population	Population for whom poverty status is determined	72,759	72,759
	Income in the past 12 months below poverty level	22,872	22,872
	Percent in poverty	15.4	31.4
White alone	Population for whom poverty status is determined	3,853	3,853
	Income in the past 12 months below poverty level	322	322

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Percent in poverty	5.4	8.4
Black or African American alone	Population for whom poverty status is determined	64,230	64,230
	Income in the past 12 months below poverty level	21,063	21,063
	Percent in poverty	24.8	32.8
American Indian and Alaska Native alone	Population for whom poverty status is determined	129	129
	Income in the past 12 months below poverty level	20	20
	Percent in poverty	31.5	15.5
Asian alone	Population for whom poverty status is determined	333	333
	Income in the past 12 months below poverty level	15	15
	Percent in poverty	13.5	4.4
Native Hawaiian and Other Pacific Islander alone	Population for whom poverty status is determined	1	1
	Income in the past 12 months below poverty level	0	0
	Percent in poverty	5.4	0.0
Some Other Race alone	Population for whom poverty status is determined	1,747	1,747
	Income in the past 12 months below poverty level	750	750
	Percent in poverty	15.7	42.9
Two or More Races	Population for whom poverty status is determined	2,465	2,465
	Income in the past 12 months below poverty level	703	703
	Percent in poverty	12.1	28.5
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Population for whom poverty status is determined	2,677	2,677
	Income in the past 12 months below poverty level	252	252
	Percent in poverty	11.6	9.4
	MEDIAN HOUSEHOLD INCOME		
Total households	Median household income (dollars)	93,547	37,392
White alone	Median household income (dollars)	150,563	127,616

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
Black or African American alone	Median household income (dollars)	51,562	35,034
American Indian and Alaska Native alone	Median household income (dollars)	58,164	69,623
Asian alone	Median household income (dollars)	112,776	73,462
Native Hawaiian and Other Pacific Islander alone	Median household income (dollars)	132,054	287,659
Some Other Race alone	Median household income (dollars)	65,202	31,801
Two or More Races	Median household income (dollars)	96,003	62,806
Hispanic or Latino	Median household income (dollars)	89,480	79,689
	TENURE		
Total householder	Total	30,718	30,718
	Owner occupied	7,004	7,004
	% owner occupied	41.5%	22.8%
	Renter occupied	23,714	23,714
	% renter occupied	58.5%	77.2%
White alone	Total	1,563	1,563
	Owner occupied	545	545
	% owner occupied	48.0%	34.9%
	Renter occupied	1,018	1,018
	% renter occupied	52.0%	65.1%
Black or African American alone	Total	27,600	27,600
	Owner occupied	5,954	5,954
	% owner occupied	36.0%	21.6%
	Renter occupied	21,646	21,646
	% renter occupied	64.0%	78.4%
American Indian and Alaska Native alone	Total	81	81
	Owner occupied	61	61
	% owner occupied	29.7%	75.3%
	Renter occupied	20	20
	% renter occupied	70.3%	24.7%
Asian alone householder	Total	155	155
	Owner occupied	85	85
	% owner occupied	41.2%	54.8%

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	Area Element
			FAR SOUTHEAST AND SOUTHWEST
	Renter occupied	70	70
	% renter occupied	58.8%	45.2%
Native Hawaiian and Other Pacific Islander alone	Total	1	1
	Owner occupied	0	0
	% owner occupied	97.0%	0.0%
	Renter occupied	1	1
	% renter occupied	3.0%	100.0%
Some Other Race alone	Total	520	520
	Owner occupied	104	104
	% owner occupied	24.2%	20.0%
	Renter occupied	416	416
	% renter occupied	75.8%	80.0%
Two or More Races householder	Total	798	798
	Owner occupied	255	255
	% owner occupied	42.8%	32.0%
	Renter occupied	543	543
	% renter occupied	57.2%	68.0%
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	698	698
	Owner occupied	280	280
	% owner occupied	34.8%	40.1%
	Renter occupied	418	418
	% renter occupied	65.2%	59.9%
	HOUSING COST BURDEN		
Total	Total Households	310,104	30,718
	Cost Burdened Households	108,129	15,476
	Not Computed	10,882	1,724
	Percent of households spending 30% or more of their income on housing	36.1	53.4

Notes: Housing cost burden by race is not available; Hispanics can be of any race and are included in race categories above;

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates