

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Karen Thomas, Development Review Specialist
JL Joel Lawson, Associate Director, Development Review
 Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation

DATE: December 4, 2023

SUBJECT: ZC Case 23-XX – Setdown Report for a Proposed Zoning Text and Zoning Map Amendment to Create a New Navy Yard East (NYE) Zone

I. RECOMMENDATION

The Office of Planning (OP) recommends that the Zoning Commission set down for a public hearing, text amendments to the Zoning Regulations to create a new Navy Yard East (NYE) zone and an amendment to the Zoning Map to map the proposed new NYE zone.

OP requests the flexibility to work with the Office of Zoning Legal Division on the draft language for the public hearing notice.

This report also serves as the prehearing report required by Subtitle Z § 501.

If the zoning and map amendment applications are set down for a public hearing, OP will continue to work with other District agencies, and the Navy and their partners to refine the zoning text as needed, and to address any comments from the Commission.

II. BACKGROUND

The Navy is coordinating a land exchange to obtain approximately 6 acres of land outside the Tingey Gate (known as “the E Parcel” of the Southeast Federal Center (SEFC)) with the purpose of improving the overall security posture of the Washington Navy Yard (WNY). Parcel E Parcel is currently owned by the General Services Administration (GSA) and GSA has an agreement with a private developer to develop the property, and it can be developed in accordance with the Southeast Federal Center (SEFC) zoning. As a result of the exchange, GSA would instead transfer the E Parcel property to the Navy, which plans to construct a new National Museum of the U.S. Navy on that site. The museum is currently located on the secured portion of the Navy Yard site. Moving the



museum to Parcel E would allow for the enhanced security for the Navy Yard and allow for much easier public access to the museum so it could serve more effectively as a public amenity and a draw to this portion of the city. The Navy estimates that attendance at the new museum site could exceed 1.1 million visitors annually.

To complete the exchange, a private developer would receive the approximately 15-acre property in the southeast corner of the Washington Navy Yard (the “Navy Yard East” site) that is the subject of this text and map amendment. The site is generally the area south of O Street, SW, west of 11th Street, SW, east of Sicard Street, SE, and north of the Anacostia River. The proposed future development would be mixed-use in nature and would include housing, office, and retail. To allow development on this currently unzoned site, OP proposes a text and map amendment to create a new zone for the Navy Yard East site.

The establishment of zoning by the District consistent with DC policy direction is well established for private development for private use on federally owned land – zoning for the Southeast Federal Center (ZC case 03-05) and the separate US DOT Headquarters (03-06); Walter Reed (14-22) and the Children’s Hospital site on Walter Reed (19-24); the Old Post Office Site (12-07), and the current Armed Forces Retirement Home (23-20/21) being examples.¹

Since the middle of 2021, OP has been working with the General Services Administration (GSA), Navy Yard, and the private developer of this site – Redbrick - on the development plan and draft zoning. Discussions have included the form and character of the private development, waterfront setbacks, and relationship of new construction to the Navy Yard Historic District and the Navy Yard Master Plan. The Historic Preservation Office (HPO), District Department of Transportation (DDOT) and Department of Energy and Environment (DOEE) have also been involved in these discussions. The zoning proposed in this amendment is generally consistent with these discussions, although the development team has indicated disagreement with certain aspects of the proposal, mainly related to affordable housing requirements (the application of IZ Plus), encroachments into the waterfront setback, and vehicle parking details.

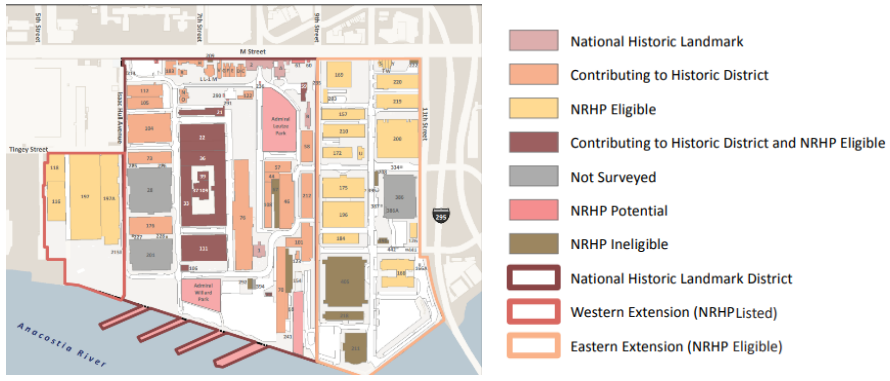
The proposed modifications to the Navy Yard Master Plan to facilitate development on this site call for mixed use development, an urban-style street grid, varied building heights to protect views and to complement historic buildings and landscapes, and protection of certain open spaces. The Navy Yard Master Plan revisions have recently been reviewed by the Commission of Fine Arts.

The Comprehensive Plan provides that the zoning of any given area should be guided by the Future Land Use Map (FLUM), interpreted in conjunction with the text of the Comprehensive Plan, including the city-wide and area elements, as well as approved Small Area plans (10-A DCMR § 226.1 (d)). A detailed discussion of the Comprehensive Plan and the Anacostia Waterfront Initiative is provided in Section V of this report.

In summary, the proposed NYE zone for the Navy Yard East site is on balance not inconsistent with the Comprehensive Plan, including when viewed through a racial equity lens. OP, therefore, recommends that the zoning text and map amendment be set down for a public hearing.

¹ Zoning is also required to be established for lands transferred from the Federal Government to the District for District use – St. Elizabeths (12-08), Kingman Island (07-20); Fort Grebel Rec Center site (17-24); Fort Stanton Park (12-04); and Fort Dupont Park (10-22) being examples.

III. APPLICATION IN BRIEF

Proposed Text and Map Amendment	To create a new Navy Yard East zone, to be mapped over the south-east corner of the Navy Yard site.
Location	The site for the proposed zoning is generally bounded by O Street, SW to the north; 11 th Street, SW to the east; Sicard Street, SE to the west; and the Anacostia River to the south. Portions of the site are within the 500 Year Floodplain.
Ward and ANC	8 / ANC 8F
Legal Description	Squares 955, 979, and 979S, and portions of Square 1001S, and the portion of land extending south of Squares 955 and 979 to the Anacostia River pierhead lines, and the southeast portion of Reservation 14 containing Navy Yard Building 70 and the south portion of Reservation 14 containing the public pathway adjacent closed streets to the Anacostia River.
Property size	Approximately 653,400 square feet or 15 acres, although the developable area is considerably smaller than this.
Future Land Use Map Designation	Federal
Generalized Policy Map Designation	Federal / Resilience Focus Area
Historic District	<p>Portions of the area are within or adjacent to the Navy Yard National Historic Landmark, the National Register of Historic Places listed Navy Yard Historic District, and the Navy Yard Eastern Extension Historic Eligible District.</p> 

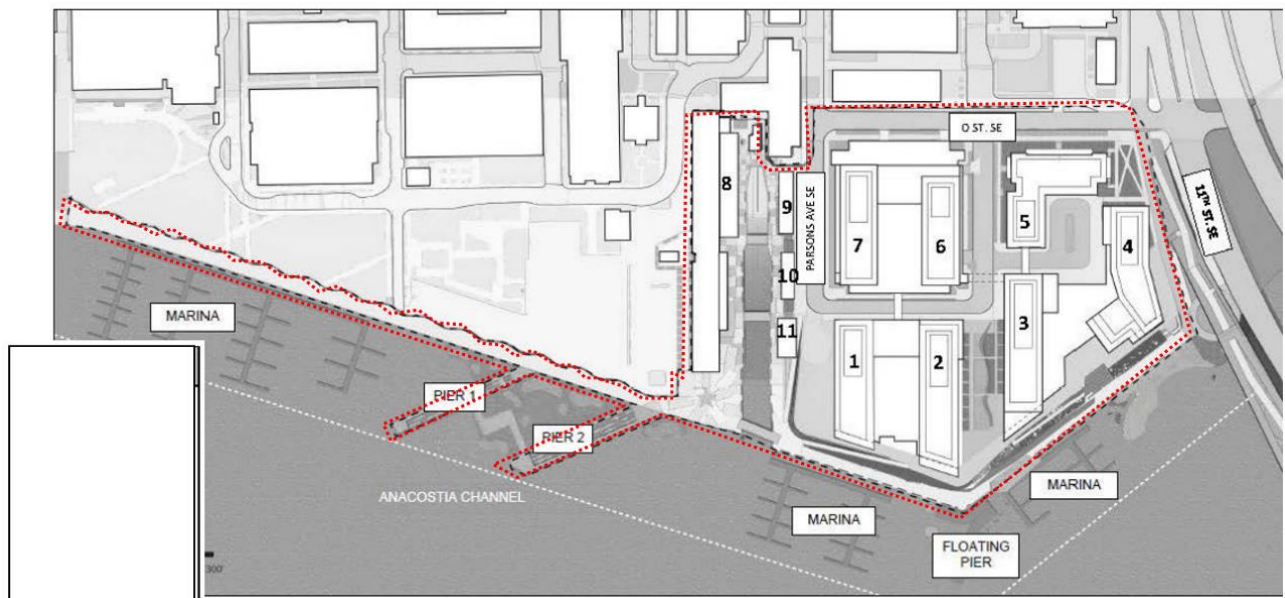
IV. PROPOSED TEXT AND MAP AMENDMENT

The proposed draft new zoning is detailed in Attachment I to this report, while a map of the area to be rezoned is attached as Attachment II. In summary, the proposal includes the following zoning text amendments:

- a. Amend Subtitle A § 101, Interpretation and Application, to add the proposed new NYE zone to the list mixed use zones;
- b. Amend Subtitle B Chapter 18 Rules of Measurement for Rear Yards, to reference the proposed new NYE zone;

- c. Amend Subtitle C Chapter 10 Inclusionary Zoning to add appropriate references to the proposed new NYE zone to the Inclusionary Zoning and IZ Plus provisions;
- d. Amend Subtitle K Chapter 13 – the proposed new NYE zoning;
- e. Amend Subtitle W § 124, Specific Zone Boundaries, to add a description of the area where the zone would be applied, although a separate case will be brought forward for the mapping of this new zone; and
- f. Amend Subtitle X § 502, Inclusionary Zoning Plus, to add the appropriate reference to the proposed new NYE zone within areas going from unzoned to zoned.

The map below (Source map: Navy, 2023) shows the approximate boundaries where the zoning would apply, including the SE portion of the Navy Yard site, the riverwalk in front of the area to remain part of the Navy Yard, and existing piers. It is OP’s understanding that if the marinas shown are constructed, the zone boundary line would be extended out to include that area, and they would be subject to any Zoning Commission review requirements.



In meetings between District agencies, GSA, the developer and the Navy, planning and zoning priorities were discussed, including:

- Develop the area with a mixture of residential and commercial uses.
- Adhere to the design objectives, guidelines and review processes developed with the Consulting Parties during the Section 106 process.
- Ensure the contributing elements within the site are treated in a manner consistent with the reviews conducted with the NEPA and Section 106.
- Establish a requirement for a 75 foot-wide waterfront setback for a publicly accessible riverwalk consistent with zoning regulations and adjacent riverwalk areas, but also allow for small building projections into this area to further activate the space;
- Preserve views to the Anacostia River on Parsons Ave SE and 10th St SE which align with the existing street grid.
- Ensure Building heights adhere to the heights determined during Section 106 consultation and the Height Act.

- Limit maximum lot occupancy to 80%, consistent with other high-density zones.
- Establish a maximum density of up to 8.0 FAR, which would be anticipated to result in just over two million square feet of new development on the site.
- Develop active, pedestrian-oriented frontages with active ground floor uses.
- Establish side and rear yard generally consistent with other high-density zones.
- Establish a vehicle parking cap of 1,550 spaces for the site, and requirements for electric vehicle charging spaces and infrastructure.
- Establish long-and short-term bicycle parking space requirements, including for larger cargo/tandem bicycles and access to electrical sources for charging electrical bicycles.
- Establish progressive green building requirements, given the location on the waterfront, including LEED Gold, renewable energy, resilience against future climate impacts including sea level rise, increased precipitation, and increased heat exposure.
- Establish ground floor use and design requirements for building frontages along the waterfront.
- Establishment of a Zoning Commission design review process.
- Establish an affordable housing requirement, although this is an issue for which some disagreement between the District and the development team remains, with OP proposing the standard application of IZ Plus, while the Navy and development team propose an 8% set-aside, more consistent with standard IZ.

In summary, the OP proposed zoning regulations would include the following:

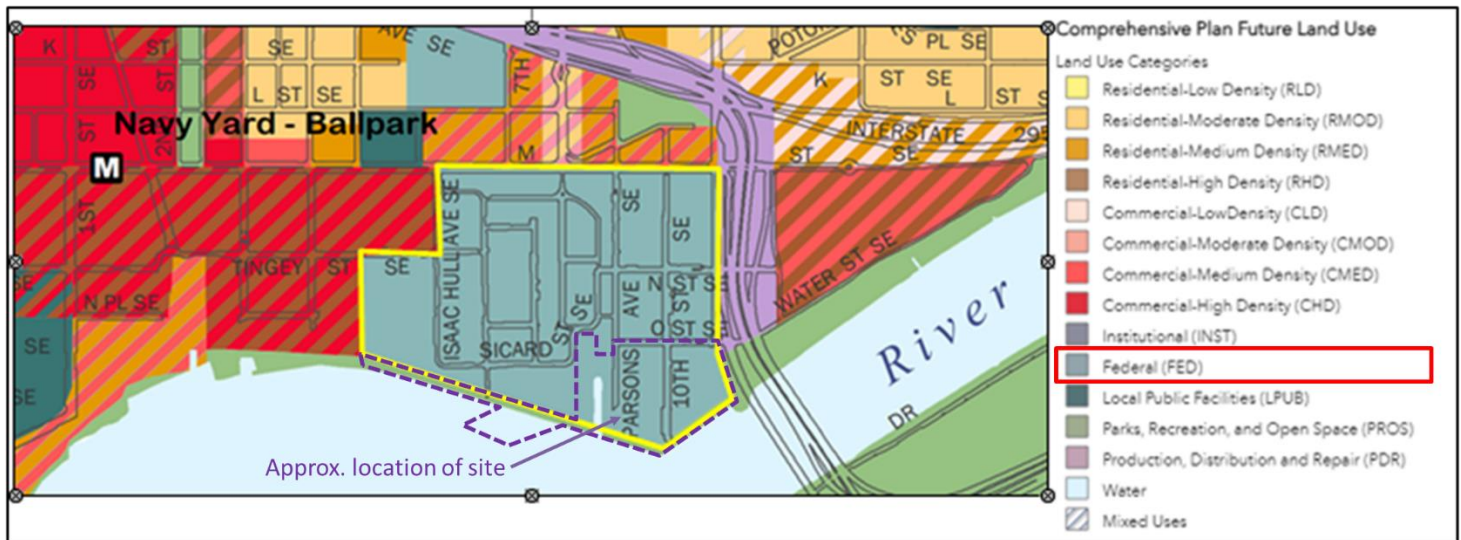
	PROPOSED: Navy Yard East (NYE)
Permitted Uses:	Use Group F
Height:	Heights based on Height Act with exceptions; See proposed text
Floor Area Ratio:	7.0 max. / 8.0 max. if 1.0 min. is used for residential use
Penthouse Height:	20 feet max. 1 story, but can include a mezzanine
Lot Occupancy:	80 % max. for residential uses
Rear Yard:	2.5 in. per one foot of height, but not less than twelve feet
Side Yard:	Not required for a principal building; but if provided, 2 in. per one foot of height minimum, and not less than five feet
Waterfront Setback	75 ft. minimum, with bay projections at ground floor and balcony projections above permitted
Vehicle Parking:	Required per Subtitle C Chapter 7 with exceptions noted in proposed text
Bike Parking:	Required per Subtitle C Chapter 8 with exception noted in proposed text
Loading:	Required per Subtitle C Chapter 9 with exceptions noted in proposed text
GAR:	0.3 min.

V. PLANNING CONTEXT

A. COMPREHENSIVE PLAN MAPS

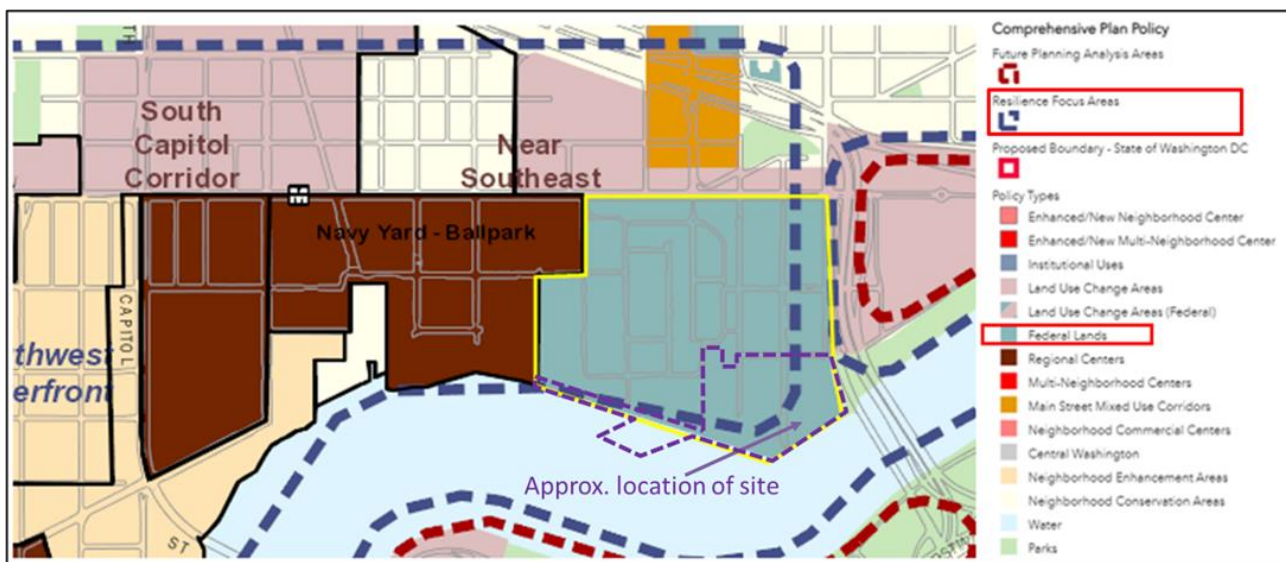
The proposed zoning text amendment would be not inconsistent with the map designations.

FUTURE LAND USE MAP



Federal: This designation includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, museums, and similar federal government activities. The “Federal” category generally denotes federal ownership and use. Land with this designation is generally not subject to zoning. **In the event federal interests on any given federal site terminate, zoning for these areas should be established in a manner that is consistent with Comprehensive Plan policies.** 227.16 (emphasis added)

GENERALIZED POLICY MAP



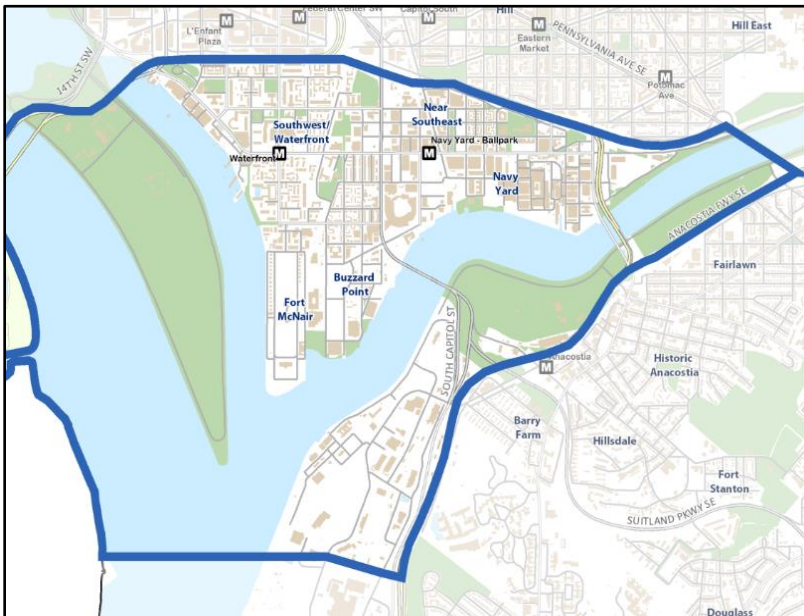
Federal Lands -The Generalized Policy Map also identifies parks and open space, land owned by or under the jurisdiction of the District or federal government, federal lands with federal buildings, Downtown Washington, and major institutional land uses. The fact that these areas are not designated as Conservation, Enhancement, or Land Use Change Areas does not mean they are exempt from the Comprehensive Plan or that their land uses will remain static._225.22

Resilience Focus Area (RFA)-The Navy Yard RFA is located in Ward 8 on the west side of the Anacostia River. The RFA is defined by South Capitol Street SE, I-695, and 11th St SE. The area is rapidly developing into a large mixed-use and commercial area. As a result, most of the buildings are constructed to newer construction codes and are less vulnerable to flooding. In addition to large residential apartments and commercial buildings, Nationals Park and the Washington Navy Yard are included in this RFA. The Navy Yard RFA has significant riverine (100- and 500-year) and tidal inundation flooding due to its location along the Anacostia River. There are several areas throughout the RFA that are low-lying and also have significant interior flood risk. (Source: Resilience Focus Area Strategy (2023); Page 20)

Because this site is within an RFA, DOEE has been involved in discussions with the applicant, and the proposed zoning includes provisions related to environmental and site resilience standards. However, such review would also occur as part of any building permit process.

B. LOWER ANACOSTIA WATERFRONT / NEAR SOUTHWEST AREA ELEMENT

The Lower Anacostia Waterfront/Near Southwest Planning Area includes the residential neighborhoods of Southwest and Capitol Riverfront/ Navy Yard, including the former Arthur Capper Carrollsburg public housing community that was redeveloped beginning in 2007. The Planning Area’s parks and open spaces include Anacostia Park, Poplar Point, Yards Park, Canal Park, Diamond Teague Park, the Wharf, East Potomac Park, and Hains Point, as well as historic squares and playgrounds in the residential areas. The Planning Area also includes federal military installations, such as Fort McNair, and the Washington Navy Yard, and local public facilities, such as schools and recreation centers. 1900.4



The Navy yard is one of the oldest military facilities in the United States, established in 1799 by an act of Congress. The Navy Yard played a crucial role in the development of the U.S. Navy and throughout the 19th century underwent several expansions and modernizations. See **Brief History of Navy Yard** below.

C. OTHER PLANS

Washington Navy Yard Master Plan

The development strategies contained in the Washington Navy Yard Master Plan are intended to meet NCPC requirements as well as be consistent with the policies of the Comprehensive Plan for the National Capital. These policies include:

- Consulting with local agencies to ensure that federal workplaces enhance the design qualities and vitality of their communities
- Planning federal workplaces to be compatible with the character of the surrounding properties and community and, where feasible, to advance local planning objectives such as neighborhood revitalization. (*WNYMP, Page 22*)

Currently, the Navy is updating its Area Development Plan (ADP) and its Transportation Management Plan to reflect acquisition of the E Parcels to the northwest of the Navy Yard, on M Street SE within the adjacent Yards development. The National Capital Planning Commission determined that the WNY Southeast corner (the subject area of this petition) will function as a separate district. However, according to the Navy, it will not include planning for the district. Instead, a developer will create a master plan with the Navy's input to include the Land Use Plan, street layout, phasing plan and site sections. This plan has been the subject of many discussions between District staff and the Navy and development team. According to the Navy, future development will contain residential, office and commercial uses with up to 2.05 million gross square feet of development, with redevelopment of new buildings of between 130 and 110 feet in height. Existing historic structures range in height between 25 and 55 feet.

At the U.S. Commission of Fine Arts (CFA) hearing of 11/16/2023 on revisions to the WNY Master Plan, the CFA provided comments and requested additional information on:

- The provision of a substantial amount of affordable housing;
- Building Heights and Massing, particularly since the site will be raised for flood protection;
- Providing the full 75 foot setback along the riverfront;
- Public green space design and amount of paved and landscaped area;
- Character of the riverfront and the design of the river walk;
- Views within and through the development;
- Historic resources.

Anacostia Waterfront Initiative (adopted by DC Council 2003)

The AWI Framework Plan identifies five critical themes to guide waterfront development along the Anacostia River. These [five themes](#) are:

1. A Clean and Active River

The AWI charts the course for environmental healing and the rejuvenation of water-dependent activities on the Anacostia River. Pollution must be mitigated, run-off controlled, streams and wetlands restored and water activities promoted.

2. **Eliminating Barriers and Gaining Access**

The AWI reconsiders the design of transportation infrastructure in order to gain access to waterfront lands and better serve waterfront neighborhoods. The community must be able to get to the waterfront on beautiful streets and bridges that become gateways to the river’s parks and amenities.

3. **A Great Urban Riverfront Park System**

The AWI creates a system of interconnected and continuous waterfront parks that will be linked by the Anacostia Riverwalk and Trail. The Anacostia River Parks system will rival the great waterfront parks of the world and provide open space for adjoining neighborhoods, the city and the nation.

4. **Cultural Destinations of Distinct Character**

The AWI enhances and protects the distinct character of regional destinations along the waterfront. This will help create a vibrant waterfront that celebrates the cultural heritage of the river’s neighborhoods, the city and the nation.

5. **Building Strong Waterfront Neighborhoods**

The AWI promotes sustainable economic development and re-connects the city to the river through new neighborhoods and the waterfront park system by creating opportunities to live, work and play along the river.

At the top of the recreation and transportation agenda of the Anacostia Waterfront Initiative is the establishment of a continuous Riverwalk: a trail along the east and west banks of the river. The Riverwalk is both a recreational amenity and a transportation alternative for Washington-area commuters, connecting neighborhoods to each other and to the greater River Parks system.

Many of the elements of the AWI, including the Riverwalk, have been implemented or initiated along other parts of the Anacostia waterfront. The proposed text and related map amendment are guided by the principles developed under the themes of the AWI Plan, as well as the character of development and open space, including the River Walk, along other near-by portions of the waterfront.

Sustainable DC 2.0 and Clean Energy DC

Sustainable DC 2.0 (SDC) is the District’s overarching environmental policy document. It was developed contemporaneously with the updates to the Comprehensive Plan, and many of its recommendations were incorporated in the Comprehensive Plan. SDC is used by District agencies to guide plans, laws and regulations. Its policies support all facets of sustainability, with a strong emphasis on renewable energy generation. SDC is supported by the more focused Clean Energy DC plan, which provides even more guidance regarding renewable energy. SDC describes CEDC as “the roadmap for meeting Washington, DC’s climate change goals by increasing clean energy and reducing dirty energy— meaning the District Government will help businesses, residents, and city operations improve energy efficiency and increase their access to renewable energy” (SDC, p. 70). CEDC states that the District government should amend regulations, including the Zoning Regulations, to encourage greater use of renewable energy.

The proposed zoning text would help to implement the policy guidance of these plans by including LEED, GAR, and renewable energy requirements. Enhanced walkability would encourage residents to utilize parks, trails and outdoor amenities, and potentially help to reduce auto usage.

D. COMPREHENSIVE PLAN WRITTEN ELEMENTS

Comprehensive Plan Analysis 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. In the case of a map amendment, the Commission does not know whether or when the subject site will be redeveloped, or whether the site would still be redeveloped if the 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.

Brief History of the Navy Yard

Historical Overview of Washington Navy Yard

Established in 1799, the Washington Navy Yard was the nation's first naval yard and by 1803, the U.S. Navy’s home port. In its earliest years it was the center of naval operations and shipbuilding at a time of expanding American nationalism. With the gradual silting of the Anacostia River and burning of the Yard by the British in 1814, its importance to shipbuilding declined and that work was increasingly transferred to Norfolk, strategically closer to the Atlantic. The Washington yard shifted to naval gun manufacture, becoming the primary site for that activity by 1850.

By the mid-1800s, the neighborhood development around the Navy Yard reached across the river via the 11th Street Bridge to Historic Anacostia. In 1854 “Uniontown” was established as a whites-only working-class settlement for Navy Yard workers at the corner of Good Hope Road and Nichols Avenue. Uniontown remained a white enclave until 1877, when the abolitionist Frederick Douglass bought Cedar Hill from one of Uniontown’s bankrupt founders. Through a program to construct housing and fund schools for African Americans, the Freedmen’s Bureau in 1867 obtained land at Barry’s Farm, just north of St. Elizabeth’s Hospital, that it then sold, rented, and leased to African-Americans.

The Navy Yard was the largest employer in Washington during the first quarter of the 19th century and the principal employer of African Americans during that time. The Navy’s workforce included a large proportion of enslaved workers (recorded as 1/3 of the force in 1808) and a few free skilled African American workers. The employment center drove working-class housing development in the nearby areas of Southeast and led to the establishment of Uniontown (now historic Anacostia) as one of the District’s first suburbs, originally marketed to whites only.

During the Civil War, the Navy Yard played an important role in Union naval operations and took on increased importance for outfitting and rebuilding ships after the Norfolk naval yard fell to the Confederacy. The Potomac Flotilla was based at the Washington Yard to keep the Potomac River under Union control.

Establishment of the U.S. Naval Gun Factory at the Yard in 1886 confirmed its main activity and ensured American naval dominance in the Spanish-American War. As the headquarters of a nationwide naval weapons production system during both World Wars, the Navy Yard saw the development of important ordnance technology, including the manufacture of the largest-caliber naval guns ever produced in America. At its peak in the 1940s, the Yard had grown into a massive complex of industrial buildings and supply yards, bristling with heavy equipment, and constituted the District’s largest concentration of industrial architecture. The Gun Factory ceased production in 1961, and in 1963, the western half of the facility was transferred to the General Services Administration,

to become the Southeast Federal Center. That area was originally envisioned as an enclave of Federal offices, but was subsequently planned and developed for mixed use as The Yards. The remaining land held by the Navy is largely an administrative center.

Expansions of the Navy Yard Site

The evolving mission of the Navy Yard is recorded in the periodic expansions beyond the original site acquired by the federal government in 1799 (Appropriation No. 14 in the L’Enfant Plan, between 7th and 9th Streets SE). By 1801, the squares to the west of the appropriation were also acquired, extending the Yard to the old Eastern Market canal. The increased size of the American fleet at the turn of the century led to another westward expansion by 1902, as far as 4th Street SE. World War I led to both western and eastern extensions from 1916 to 1918, reaching 11th Street on the east. The final westward expansions of the Yard occurred during World War II, in 1942 and 1944, finally reaching 1st Street SE.

Historic Resources in the Navy Yard

The Washington Navy Yard is a historic district listed in the DC Inventory of Historic Sites and National Register of Historic Places. Included in the boundaries is the oldest portion of the Yard (1799/1801) from Isaac Hull Avenue to Parsons Avenue, which was designated as a National Historic Landmark in 1976. Within this area, the Main Gate (1806/1881), Commandant’s House (1804), Second Officer’s House (1801), and Commandant’s Office (1838) are singled out as separate historic landmarks.

The historic district also includes most of the Western Extension (1902/1916), with contributing industrial buildings dating from 1896 to 1941. The East Extension (1917-18), between 9th and 11th Streets SE, is not included in the historic district but has been determined eligible for listing in the DC Inventory and National Register. It contains laboratories, testing facilities, a group of pre-existing rowhouses, and the Seaman Gunner’s School, dating from 1898 to 1944. The DC SHPO and U.S. Navy signed a Section 106 Programmatic Agreement in 2023 that includes a commitment to expand the historic district to include this extension and omitted areas of the western extension as projected development proceeds.

Data Trends Over Time

Further analysis of data over time can yield insights into trends in the planning area. The following data compares the 2017-2021 American Community Survey data described above with data from the 2012-2016 American Community Survey, again available from [OP’s State Data Center](#). Each table below covers both 5-year periods and compares the data from the Lower Anacostia Waterfront / Near Southwest (LANSW) planning area with District-wide data. Additional demographic data is provided in the tables of Attachment IV.

Population by Race/Ethnicity

The subject property is in the Lower Anacostia Waterfront and Near Southwest Planning Area (“planning area”) as mapped in Chapter 19 of the Comprehensive Plan.

Table 1: General Characteristics of the Lower Anacostia Waterfront / Near Southwest Planning Area and District

Race or Ethnicity	District 2012-2016	District% 2012-2016	District 2017-2021	District% 2017-2021	LAW/NSW 2012-2016	LAW/NSW% 2012-2016	LAW/NSW 2017-2021	LAW/NSW% 2017-2021
Total Population	659,009	100%	683,154	100%	17,254	100%	23,932	100%

Race or Ethnicity	District 2012-2016	District% 2012-2016	District 2017-2021	District% 2017-2021	LAW/NSW 2012-2016	LAW/NSW% 2012-2016	LAW/NSW 2017-2021	LAW/NSW% 2017-2021
White	266,035	40%	276,373	40%	8,934	52%	14,032	58.6%
Black	318,598	48%	305,109	45%	6,741	39%	7,065	29.5%
American Indian and Alaskan Native	2,174	0%	1,984	0%	119	0.7%	25	0.1%
Asian	24,036	4%	27,988	4%	804	4.7%	1,015	4.2%
Native Hawaiian and Other Pacific Islander	271	0%	359	0%	22	0.0%	14	0%
Some other race	29,650	4%	32,484	5%	97	0.6%	303	1.3%
Two or more races	18,245	3%	38,857	6%	538	3.1%	1,478	6.2%
Hispanic	69,106	10%	76,982	11%	965	5.6%	1,739	7.3%

Table 1 provides general characteristics of the planning area, which has a total population of 23,932 residents (2021). Table 1 shows that the planning area has a higher percentage of residents who are White as compared to the Districtwide percentage. The planning area has a lower percentage of Black residents compared to the Districtwide average, and the percentage of Black residents declined during this time period. The number of residents who identify as Hispanic in the planning area rose, but remained below the Districtwide average.

The Comprehensive Plan notes that *“As of 2017, just under 52 percent of the Lower Anacostia Waterfront/Near Southwest Planning Area’s residents were white, which is a significant increase from 24 percent in 2000. In 2017 just under 40 percent of the Planning Area’s residents were Black, which is a decrease from 67 percent in 2000. Some of this change in demographics can be attributed to the net gain in developable land and subsequent new construction of residential units attracting residents to the area. Additionally, most of the new residential buildings have primarily consisted of market rate one-bedroom units, attracting more young professionals to the area for the first time. Approximately six percent of the area’s residents are of Hispanic/Latino origin, and 10 percent are foreign-born.”1903.2.*

Further, *“Based on land availability, planning policies, and regional growth and development trends, the Lower Anacostia Waterfront/Near Southwest Planning Area will experience significant growth in population, households, and jobs over the coming decades. The population, ..., is expected to grow to 40,200 in 2025, 48,997 in 2035, and 58,789 in 2045. The number of households is expected to increase from 10,083 to 33,915 in 2045. 1903.4*

Age & Vulnerable Population

Table 2 shows that the percentage of persons 65 years or older in the planning area is lower than the Districtwide percentage, and the percentage has declined. The percentage of persons under 18 years in the planning area is also lower than the Districtwide percentage. The disability rate in the planning area is also lower than the Districtwide rate and has also declined.

Table 2. Age & Vulnerable Population

Vulnerable Population	District 2012-2016	District 2017-2021	LAW/NSW 2012-2016	LAW/NSW 2017-2021
Persons 65 and Older	11.4%	12%	13.4%	10%
Persons Under 18	17.4%	18%	10%	9.5%
Percent Disable	11.3%	11.2%	11.8%	9.6%

Homeownership

Table 3. Housing Tenure

Owners/Renters		District 2012-2016	District 2017-2021	LAW/NSW 2012-2016	LAW/NSW 2017-2021
Total	Owner Households	40.7%	41.5%	34.8%	26.8%
	Renter Households	59.3%	58.5%	65.2%	73.2%
White	Owner Households	47.8%	48%	40.4%	27.7%
	Renter Households	52.2%	52%	59.6%	72.3%
Black	Owner Households	46.6%	36%	25.7%	22.2%
	Renter Households	53.4%	64%	74.3%	77.8%
American Indian and Alaskan Native	Owner Households	32.8%	29.7%	28.3%	0
	Renter Households	67.2%	70.3%	71.7%	0
Asian	Owner Households	43.1%	41.2%	48.5%	44.5%
	Renter Households	56.9%	58.8%	51.5%	55.5%
Native Hawaiian and Other Pacific Islander	Owner Households	9.1%	97%	0.0%	100%
	Renter Households	90.9%	3%	100%	0
Some Other Race	Owner Households	17.5%	24.2%	31.9%	27.7%
	Renter Households	82.5%	75.8%	68.1%	72.3%
Two or More Races	Owner Households	32.7%	42.8%	27.8%	25.5%
	Renter Households	67.3%	57.2%	72.2%	74.5%
Hispanic or Latino	Owner Households	30.9%	34.8%	25.2%	22.9%
	Renter Households	69.1%	65.2%	74.8%	77.1%

Table 3 shows that the percentage of owner households in the planning area is lower than that of renter households in the planning area and is lower than the District percentage. This is the case for all groups, but is particularly pronounced for Black, Hispanic, and American Indian households.

A majority of the housing stock in the Lower Anacostia Waterfront/Near Southwest Planning Area is contained in multi-family buildings. In 2017, about 71 percent of the housing stock was located in buildings with 20 or more units, which is more than twice the District-wide proportion of 35.4 percent.
 1904.1

Table 4. Cost Burdened Households

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family and senior housing, rental and ownership housing, and housing for all income levels. Given the land use characteristics of the District, only a small amount of the total land area, 28.1 percent, is dedicated to residential use (Framework Element § 205.3). The scarcity of land increases the cost of building new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households. As such, the provision

of new housing sites, such as this site, is particularly important in meeting District housing and affordable housing goals.

<i>Cost Burdened Households</i>	<i>District 2012-2016</i>	<i>District 2017-2021</i>	<i>LAW/NSW 2012-2016</i>	<i>LAW/NSW 2017-2021</i>
<i>Percent of Households spending 30% of their income on their housing</i>	38.6%	36.1%	35.8%	32.1%

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” (Framework Element § 206.4). Therefore, given the median income for African American’s it may be inferred that they would make up a higher percentage of cost burdened households in this planning area.

Income and Employment

Table 5. Median Household Income

	District Total 2012-2016	District Total (2017-2021)	LAW/NSW (2012-2016)	LAW/NSW (2017-2021)
Total households	\$72,935	\$93,547	\$80,779	\$112,318
White alone	\$119,564	\$150,563	\$98,831	\$137,681
Black or African American alone	\$40,560	\$51,562	\$41,641	\$55,128
American Indian and Alaska Native alone	\$51,306	\$58,164	\$148,020	N/A
Asian alone	\$91,453	\$112,776	\$85,634	\$126,623
Native Hawaiian and Other Pacific Islander alone	\$NA	\$132,054	\$47,500	\$137,500
Some Other Race alone	\$48,047	\$65,202	\$103,796	\$91,117
Two or More Races	\$83,243	\$96,003	\$79,722	\$79,166
Hispanic or Latino	\$60,848	\$89,480	\$85,067	\$130,846

Table 5 above shows that the median household income in the planning area is higher than the Districtwide median household income. Black residents have the lowest median income among all other ethnicities, although average income increased over this time period. This also reflects a direct correlation to unemployment and poverty as shown in Table 6 below.

Table 6. Unemployment and Poverty

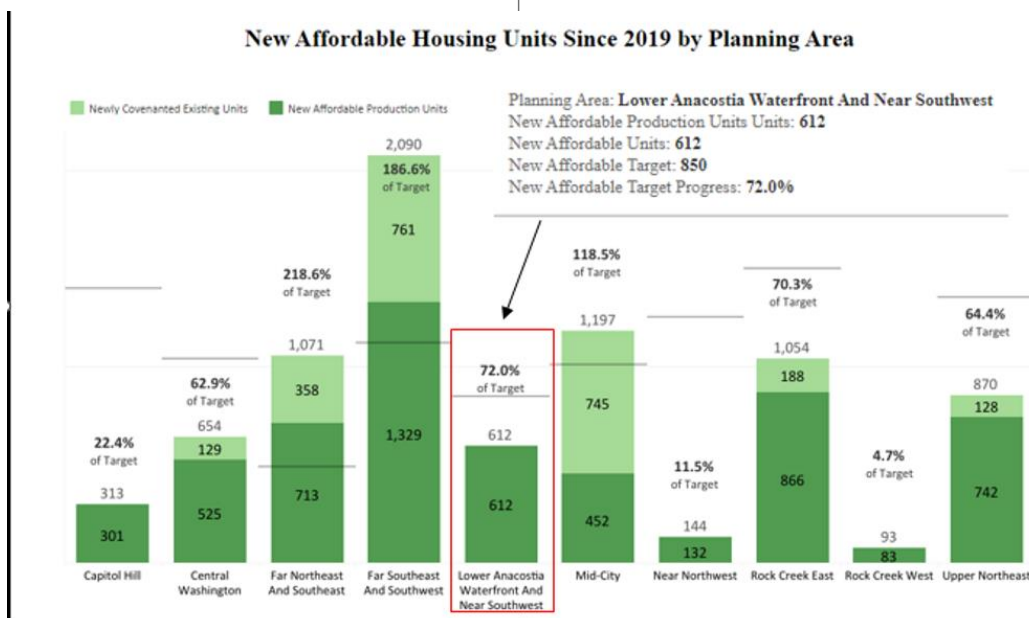
	UNEMPLOYMENT RATE (Population 16 years and over)			
	District Total 2012-2016	District Total (2017-2021)	LAW/NSW 2012-2016	LAW/NSW 2017-2021
Total	8.7	7.1	6.3	3.9
White alone	3.1	2.6	3.4	2.9
Black or African American alone	16.8	13.8	14.0	7.1
American Indian and Alaska Native alone	9.8	7.2	0.0	0.0
Asian alone	2.3	5.3	0.0	4.4
Native Hawaiian and Other Pacific Islander alone	4.8	6.2	0.0	0.0
Some Other Race alone	6.8	6.6	0.0	4.5

Two or More Races	6.7	5.2	9.6	1.6
Hispanic or Latino	6.2	4.8	1.2	5.5
POVERTY STATUS	District	District	LAW/NSW	LAW/NSW
	2012-2016	2017-2021	2012-2016	2017-2021
Total population	624,954	651,618	16,996	23,736
Population for whom poverty status is determined				
Percent in poverty	17.9	15.4	15.6	10.9

Affordable Housing Goal: Mayor’s January 2023 DC Comeback Plan Part 3 of the Racial Equity tool also asks if the planning area is on track to meet the Mayor’s 2025 affordable housing goal. According to the Mayor’s January 2023 DC Comeback plan, below, the Lower Anacostia Waterfront/Near Southwest planning area was over halfway to the Mayor’s goal in January of this year but is expected to reach 161.3% of the goal by 2025. [The updated report](#) also identified the planning area as having an affordable housing production goal of 850 units by 2025, the second lowest production goal of any planning area (Table 7).

Table 7

Planning Area	Affordable Unit Goal	% of Progress Towards Goal (Jan 2023)	Projected Percent of Goal by 2025
Far Southeast and Southwest	1,120	182.2 %	369.5 %
Far Northeast and Southeast	490	208.2 %	322.4 %
Lower Anacostia Waterfront & Near Southwest	850	51.6 %	161.3 %
Mid-city	1,010	51.9 %	131.8 %
Upper Northeast	1,350	53.4 %	97.2 %
Central Washington	1,040	44.9 %	94.6 %
Rock Creek East	1,500	57.9%	84.4 %
Near Northwest	1,250	10.7 %	37.2 %
Capitol Hill	1,400	14.9 %	34.6 %
Rock Creek West	1,990	3.6 %	13.8 %
Total	12,000	54.1 %	110.00 %



The Comprehensive Plan states that the planning area represents about five percent of the District’s land area. At the writing of the Comprehensive Plan’s revision in 2021, “ *about 25 percent of the Planning Area is in federal ownership. A little over 30 percent of the Planning Area consists of parks and open space. Much of this land is adjacent to the waterfront and is under the jurisdiction of the National Park Service (NPS). Non-park federal uses include Fort McNair and the Navy Yard.*” 1902.2

Commercial and mixed-uses constitute about 4.6 percent of the Planning Area. The industrial zones, primarily located at Buzzard Point, have begun to transition into higher-density, mixed-use neighborhood development, fulfilling the vision of the Anacostia Waterfront Framework. It is anticipated that residential land uses will continue to increase as more sites in Capitol Riverfront, Buzzard Point, and the Wharf are developed. 1902.4

The current unzoned area of Navy Yard East would not now permit housing for District residents. This limits the potential to provide a greater number of housing units available to DC residents of all income levels, but particularly to lower-income households. The proposed zoning would permit apartment buildings that can provide substantially more housing units. The proposed map amendment has the potential to increase the total supply of housing units in the planning area, to help alleviate the pressure on housing costs overall. It also has the potential to create a greater range of unit sizes, which increases the ability to provide housing for a variety of household sizes and income levels.

A key piece of this map amendment is the potential to create additional affordable housing through an IZ Plus set-aside requirement, which would require a 20 percent set-aside requirement, consistent with zoning requirements for rezoning of unzoned lands to zoned lands. Early discussions with the applicant indicated that the zoning height and density levels were proposed to facilitate the provision of IZ Plus levels of development. The IZ Plus program requires affordable housing units to be available to households earning either no more than 60 percent MFI for rental housing or 80 percent MFI for ownership housing. Based on the data provided, it can be assumed that provision of affordable housing units has the potential to benefit populations who on average have the lowest incomes Districtwide.

Racial Equity Tool Part 4 – Zoning Commission Evaluation Factors

The following policies will potentially be advanced by the requested rezoning: Please refer to [Attachment III](#) for the full text of each policy and OP’s analysis above of the Racial Equity Tool discussion.

Chapter 3 Land Use

- ***Policy LU-1.3.1: Reuse of Large Publicly Owned Sites***
- ***Policy LU-1.3.2: Mix of Uses on Large Sites***
- ***Policy LU-1.3.3: Federal Sites***
- ***Policy LU-1.4.6: Development Along Corridors***
- ***Policy LU-1.3.4: New Methods of Land Regulation***
- ***Policy LU-1.3.5: Public Benefit Uses on Large Sites***
- ***Policy LU-1.3.6: New Neighborhoods and the Urban Fabric***
- ***Policy LU-1.3.7: Protecting Existing Assets on Large Sites***
- ***Policy LU-1.4.6: Development Along Corridors***
- ***Policy LU-2.1.1: Variety of Neighborhood Types***
- ***Policy LU-2.1.10: Multi-Family Neighborhoods***

Chapter 4 Transportation

- ***Policy T-1.1.1: Transportation Impact Assessment***
- ***Policy T-1.1.3: Context-Sensitive Transportation***
- ***Policy T-1.1.4: Transit-Oriented Development***
- ***Policy T-1.1.7: Equitable Transportation Access***

- *Policy T-1.3.1: Transit-Accessible Employment*
- *Policy T-1.4.1: Street Design for Placemaking*
- *Policy T-2.2.2: Connecting District Neighborhoods*
- *Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning*
- *Policy T-2.4.1: Pedestrian Network*

Chapter 5 Housing

- *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-1.1.7: Large Sites*
- *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-1.2.9 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*

Chapter 6 Environmental Protection

- *Policy E-1.1.2: Urban Heat Island Mitigation*
- *Policy E-2.1.3: Sustainable Landscaping Practices*
- *Policy E-3.2.3: Renewable Energy*
- *Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff*

Chapter 7. Economic Development

- *Policy ED-1.1.6 Competitive Edge*
- *Policy ED-1.1.7 Use of Large Sites*
- *Policy ED-2.2.3: Neighborhood Shopping*
- *Policy ED-2.3.3: Amenities Beyond the Mall*

Chapter 8 Parks Recreation and Open Space

- *Policy PROS-1.1.3: Park Diversity*
- *Policy PROS-1.3.6: Compatibility with Adjacent Development*
- *Policy PROS-1.3.7: Health and Wellness*
- *Policy PROS-1.4.1: Park Planning*
- *Policy PROS-1.4.4: Parks on Large Sites*
- *Policy PROS-1.4.7: Parks in Employment Growth Areas*
- *Policy PROS-4.3.3: Common Open Space in New Development*
- *Policy PROS-4.3.4: Preservation of Open Space in Multi-family Development*

Chapter 9 Urban Design

- *Policy UD-1.1.3: Preeminent View*
- *Policy UD-1.1.6: Inclusive and Vibrant Civic Spaces*
- *Policy UD-1.2 Designing in Harmony with Natural Topography and Landforms*
- *Policy UD-1.2.4: Significant View Protection*
- *Policy UD-1.4.1: Thoroughfares and Urban Form*
- *Policy UD-1.4.2: District Gateways*
- *Policy UD-1.4.3: Thoroughfare Vistas and View*
- *Policy UD-1.4.4: Priority Avenues and Gateway Corridors*
- *Policy UD-2.1.1: Streetscapes That Prioritize the Human Experience*
- *Policy UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts*
- *Policy UD-2.1.8: Special Streetscape Design Guidelines*
- *Action UD-2.1.A: Retail Ceiling Heights*
- *Policy UD-2.2.1: Neighborhood Character and Identity*
- *Policy UD-2.2.2: Areas of Strong Architectural Character*
- *Policy UD-2.2.3: Neighborhood Mixed-Use Centers*

- *Policy UD-2.2.7: Preservation of Neighborhood Open Space*
- *Policy UD-3.2.5: Safe and Active Public Spaces and Streets*
- *Policy UD-4.2.1: Scale and Massing of Large Buildings*
- *Policy UD-4.2.2: Engaging Ground Floors*
- *Policy UD 4.2.6: Active Facades*
- *Policy UD-4.3.3: Building Setbacks and Rooflines*

Chapter 10 Historic Preservation

- *Policy HP-1.1.4: Preservation Master Plans*
- *Policy HP-1.1.5: Planning for Historic Federal Properties*
- *Policy HP-1.6.2: Preserving the District’s Historic Character*

Area Element: Lower Anacostia Waterfront and Near Southwest

- *Policy AW-1.1.2: New Waterfront Neighborhoods*
- *Policy AW-1.1.7: Waterfront Area Commercial Development*
- *Policy AW-1.1.8: Waterfront Development Amenities*
- *Policy AW-1.1.10: Pedestrian Orientation of Waterfront Uses*
- *Policy AW-1.2.1: Historic and Cultural Waterfront Assets*
- *Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites*
- *Policy AW-1.2.3: Waterfront Sports and Recreation Destinations*
- *Policy AW-1.2.4: Anacostia River Parks*
- *Policy AW-2.3 Near Southeast/Capitol Riverfront*
- *Policy AW-2.3.7: Near Southeast/Capitol Riverfront Historic Identity*

The proposed text and map amendment would be not inconsistent with the Comprehensive Plan policies cited above. Additional analysis of the proposal against Comprehensive Plan policy direction will be provided prior to a public hearing.

What Comprehensive Plan policies related to racial equity will potentially not be advanced by approval of the zoning action?

The proposed zoning and map amendment would include residential and commercial uses available to District residents, including substantial affordability through IZ Plus, and potential revenue and employment. Development facilitated through the proposed zoning would also result in environmental improvements to this section of the Anacostia Waterfront, and improvements to the Riverwalk, and important amenity to residents of the neighborhood and the District as a whole. Therefore, although inconsistencies with the Comprehensive Plan were not identified in this analysis, any Plan policies not advanced by the zoning action would be outweighed by the furtherance of other important District priorities.

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.

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The proposed map amendment would not result in direct displacement of any tenants or residents because there are no District businesses or residents currently on the site.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	The relatively isolated nature of the site, and the proposed zoning should minimize any potential for indirect displacement. The proposed zoning would include an IZ Plus requirement for any new mixed-use

Factor	Question	OP Response
		development. Thus, mixed-use development would add to the total number of affordable units in the planning area. The rezoning provides a clear path to increase the housing supply, increase IZ unit production, and increase the market-rate units available that could be used in conjunction with other District tools to accommodate low-income residents.
Housing	Will the action result in changes to: <ul style="list-style-type: none"> ▪ Market Rate Housing ▪ Affordable Housing ▪ Replacement Housing 	The zoning action would result in the ability to provide more market rate and affordable units housing on a site that does not currently contain housing, and on which housing for DC residents could not be provided.
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 	This action would facilitate new development that would result in significant public space and accessibility improvement, including continuation of the riverwalk, improved pedestrian and transportation access to and throughout the site, and new active and passive recreation through the creation of new accessible open space on the site. The zoning would also further the District’s sustainability and on-site energy generation requirements
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 	Permitting development of the site through the text and map amendment would help the Navy to modernize existing facilities and construct the Navy Museum, and provide affordable housing and amenities available to its staff and veterans, and to District residents. Development of the site would provide construction jobs, and permanent jobs in building maintenance. The project would provide new retail and / or service uses. The development would also result in new residents at a currently enclosed federal property, which could help support the ongoing development of the Navy Yard, including shops, arts, and services.

VI. Attachments

- I. Proposed Text Amendments
- II. Area of Proposed Map Amendment
- III. Comprehensive Plan Relevant Policies
- IV. Demographic Data -District and Planning Area

ATTACHMENT I

PROPOSED TEXT AMENDMENT - DRAFT NYE ZONING TEXT

The Office of Planning (“OP”) requests the Zoning Commission set down for public hearing text amendments to the following sections of the Zoning Regulations (text to be deleted is marked with ~~strikethrough~~ and new text is shown in **bold and underlined**, with the exception of the proposed new Subtitle K Chapter 13, which is all new text so is shown without the bold and underline for ease of reading.

a. Amend Subtitle A § 101, Interpretation and Application as follows:

101 INTERPRETATION AND APPLICATION

...

101.10 The following zones districts are considered mixed-use zones, commercial zones, or special purpose zones:

(a) ARTS, Mixed-Use Uptown Arts;

...

(f) NYE, Navy Yard East

(g) NC, Neighborhood Mixed-Use;

...

b. Amend Subtitle B Chapter 18 RULES OF MEASUREMENT FOR REAR YARD as follows

...

318.7 In the case of a corner lot in the MU-1, MU-2, MU-8, MU-9, MU-15, MU-16, MU-20, MU-21, MU-23, MU-30, NC-13, CG-3, ~~and AFRH,~~ **and NYE** zones, a court complying with the width requirements for a closed court as applicable for each zone may be provided in lieu of a rear yard. For the purposes of this section, the required court shall be provided above a horizontal plan beginning not more than twenty feet (20 ft.) above the curb grade opposite the center of the front of the building and the width of the court shall be computed for the entire height of court.

c. Amend Subtitle C Chapter 10 INCLUSIONARY ZONING as follows:

- Chapter 10 § 1002, Modification of Development Standards and Bonuses to Incentivize Inclusionary Zoning as follows:

...

1002.3 Inclusionary Developments except those located in the BF, HE, NHR, **NYE**, R, RF, SEFC, StE, and WR zones, may construct up to twenty percent (20%) more gross floor area than permitted as a matter of right (“bonus density”) as reflect in the zone-specific development standards and subject to all other zoning requirements (as may be modified by the zone) and the limitations established by the Height Act.

- Chapter 10 § 1003, Set-Aside Requirements as follows:

1003.3 An IZ Plus Inclusionary Development that does not employ Type I construction as classified in Chapter 6 of the District of Columbia Building Code (Title 12-A DCMR) to construct a majority of dwelling units shall set aside for Inclusionary Units the greater of either ninety-five percent (95%) of the utilized bonus density based on the new zone or the sum of (a) and (b):

- (a) The percent of the residential gross floor area, as defined in Subtitle C § 1003.5(a), excluding penthouse habitable space, set forth in the following table:

TABLE C § 1003.3 SET-ASIDE FOR INCLUSIONARY UNITS		
Type of Map Amendment		Required Set-Aside
From a PDR zone or unzoned land to an AFRH, ARTS, CG, D, MU, <u>NYE</u> , R, RA or RF zone		20%
From any zone other than a PDR zone to a D zone without a prescribed residential FAR		20%
All Other Map Amendments – Percent Increase in Total FAR Utilized as defined in Subtitle C § 1003.5(b)	Up to and including 20%	12.5%
	More than 20% up to and including 40%	14%
	More than 40% up to and including 60%	16%
	More than 60% up to and including 80%	18%
	More than 80%	20%

- d. Amend Subtitle K to add a new Chapter 13, NAVY YARD EAST as follows:

CHAPTER 13 – NAVY YARD EAST (NYE) ZONE

- 1300 GENERAL PROVISIONS
- 1301 DEVELOPMENT STANDARDS
- 1302 INCLUSIONARY ZONING
- 1303 VEHICLE PARKING
- 1304 BICYCLE PARKING
- 1305 LOADING
- 1306 WATERFRONT
- 1307 SUSTAINABILITY
- 1308 USE PERMISSIONS
- 1309 DESIGNATED FRONTAGE
- 1310 ZONING COMMISSION REVIEW OF BUILDINGS, STRUCTURES, AND USES
- 1311 RELIEF FROM REQUIRED DEVELOPMENT STANDARDS, USE PERMISSIONS, AND DESIGNATED FRONTAGE REQUIREMENTS FOR NYE ZONES

1300 GENERAL PROVISIONS (NYE)

1300.1 The Navy Yard East (NYE) zone is intended to be applied to approximately 14-acres of land that is currently designated for “federal use” in the Comprehensive Plan for the National Capital, and which historically has been part of the Washington Navy Yard but is to be privately used and subject to zoning. The following squares and portions of squares in the southeast quadrant of the District of Columbia are intended to be included in the NYE Zone District: Squares 955, 979, 979S, and 1001S, and the portion of land extending south of Squares 955 and 979 to the Anacostia River pierhead lines, and the southeast portion of Reservation 14 containing Navy Yard Building 70 and the south portion of Reservation 14 containing the public pathway adjacent to the Anacostia River.

1300.2 The purposes of the NYE zone are to:

- (a) Assure development of the area with a mixture of residential and commercial uses, and a suitable height, bulk, and design of buildings, consistent with the objectives of the Comprehensive Plan, the Anacostia Waterfront Initiative, the Near Southeast Urban Design Framework Plan, and the Southeast Boulevard Planning Study;
- (b) Provide for a height and density associated with increased affordable housing and the delivery of new housing;
- (c) Provide for vibrant and active continuous publicly-accessible open space along the waterfront with frequent public access points;
- (d) Ensure the design and development of properties in a manner that is compatible with and appropriate for the historic context of which the NYE zone is a part and immediately adjacent to, including the National Historic Landmark (NHL) and National Register of Historic Places listed Navy Yard Historic District and the Navy Yard Eastern Extension Historic Eligible District;
- (e) Recognize that Buildings 68 and 70, the Marine Railway and Dry Dock (Structure 308), the remaining piers (Structures 301 and 302) and the associated bulkhead are contributing elements of the Navy Yard NHL Historic District;
- (f) Recognize that Building 166 is a contributing element of the National Register Eligible Navy Yard Eastern Extension Historic District;
- (g) Ensure that contributing elements of historic districts are treated consistently with the reviews conducted in accordance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act;
- (h) Encourage a variety of visitor-related uses, such as retail, service, and entertainment;

- (i) Provide for the development along the Anacostia River and 11th Street SE as active, pedestrian-oriented frontages with active ground floor uses that preserve Anacostia River viewsheds;
- (j) Ensure development preserves views to the Anacostia River which align with the streets that pass through the Navy Yard East zoned land;
- (k) Ensure development of the area meets a high level of environmental performance and incorporates sustainability best practices; and
- (l) Ensure the use of climate-adaptive and resilient design for new development and infrastructure projects.

1300.3 Penthouses and rooftop structures shall be subject to the regulations of Subtitle C, Chapter 15 and the height and story limitations specified in this chapter.

1300.4 Development in the NYE zone shall be in accordance with the development standards found in this chapter.

1300.5 Where there are conflicts between this chapter and other chapters or subtitles of this title, the provisions of the NYE zone shall govern.

1301 DEVELOPMENT STANDARDS (NYE)

1301.1 The maximum permitted density in the NYE zone is 7.0 FAR. The Zoning Commission may, at its discretion, grant an additional 1.0 FAR, up to a maximum FAR of 8.0, if such additional 1.0 FAR is devoted solely to residential uses, which, for the purposes of this subsection, does not include hotel uses, subject to the applicant addressing to the satisfaction of the Zoning Commission the objectives and guidelines of this subsection and the standards of Subtitle K § 1310.3, as applicable.

1301.2 The maximum permitted building height, not including a penthouse or rooftop structure, in the NYE zone shall be the height as permitted under the Height Act, except that no additional height shall be allowed on Buildings 68 70, and 123 and any portion of a building or structure that exceeds ninety feet (90 ft.) in height shall provide a one-to-one (1:1) step-back from the building lot line along Parsons Avenue, SE.

1301.3 The maximum permitted height of a penthouse or rooftop structure in the NYE zone shall be twenty feet (20 ft.); and the maximum number of stories within the penthouse shall be one (1), plus a mezzanine, except that a second story for penthouse mechanical space shall be permitted.

1301.4 The height and density limits of Subtitle K § 1301 shall serve as the maximum permitted under a planned unit development.

1301.5 The maximum permitted lot occupancy in the NYE zone shall be eighty (80%) for residential uses.

1301.6 No side yard is required for a principal building; however, any side yard provided on any portion of the principal building shall be at least two inches (2 in.) per one foot (1 ft.) of height, and no less than five feet (5 ft.).

1301.7 A minimum rear yard of two and one-half inches (2.5 in.) per one foot (1 ft.) of vertical distance from the mean finished grade at the middle of the rear of a structure to the highest point of the main roof or parapet wall, but not less than twelve feet (12 ft.) shall be provided, subject to the following conditions.

- (a) A horizontal plane may be established at twenty feet (20 ft.) above the mean finished grade at the middle of the rear of the structure for the purpose of measuring rear yards;
- (b) A rear yard is not required to be provided below a horizontal plane as described in Subtitle K §1301.7(a);
- (c) Where a lot abuts an alley, the rear yard may be measured from the center line of the alley to the rear wall of the building or other structure; and
- (d) Where a lot does not abut an alley, the rear yard shall be measured from the rear lot line to the rear wall of the building or other structure.

1301.8 In the case of a lot fronting on one or more public or private streets, a court complying with the width requirements for a closed court may be provided in lieu of a rear yard. For the purposes of this section, the required court shall be provided above a horizontal plane beginning not more than twenty feet (20 ft.) above the curb grade opposite the center of the front of the building and the width of the court shall be computed for the entire height of the court.

1301.9 A court is not required in the NYE zone, but where it is provided, it shall have the following minimum dimensions:

Type of Structure	Minimum Width Open Court	Minimum Width Closed Court	Minimum Area Closed Court
Residential, more than 3 units	4 in./ft. of height of court; 10 ft. minimum	4 in./ft. of height of court; 15 ft. minimum	Twice the square of the required width of court dimension; 350 sq. ft. minimum
Non-Residential and Lodging	2.5 in./ft. of height of court; 6 ft. minimum	2.5 in./ft. of height of court; 12 ft. minimum	Twice the square of the required width of court dimension; 250 sq. ft. minimum

1301.10 The minimum required GAR for the NYE zone shall be 0.3.

1302 INCLUSIONARY ZONING (NYE)

1302.1 Inclusionary zoning development standards for the NYE zone are as specified in Subtitle C, Chapter 10, except as modified in this subsection.

1302.2 No bonus density, as made available in Subtitle C § 1002, shall be available in the NYE zone.

1302.3 In the NYE zone, the following gross floor area shall be set aside for IZ:

- (a) Twenty percent (20%) of the gross floor area dedicated to residential use, as defined in Subtitle B § 200.2, excluding penthouse habitable space; and
- (b) The equivalent of eight percent (8%) of the gross floor area of any residential penthouse habitable space.

1303 VEHICLE PARKING (NYE)

1303.1 Vehicle parking in accordance with the requirements Subtitle C, Chapter 7 shall be provided, except:

- (a) At least twenty percent (20%) of the total provided parking spaces, including those parking spaces in the existing parking garage and excluding any parking spaces within the NYE zone dedicated to Federal use (which shall not exceed 800 parking spaces), shall have access to electric vehicle charging infrastructure;
- (b) At least five (5%) of the total provided parking spaces, including those spaces in the existing parking garage and excluding any parking spaces within the NYE zone dedicated to Federal use (which shall not exceed 800 parking spaces), shall have access to electric vehicle charging stations;
- (c) The cumulative total of all parking spaces built within the NYE zone, including below-grade, surface, on-street, and above-grade structured parking, shall not exceed a total of 1,550 parking spaces, inclusive of any spaces dedicated to Federal use within the NYE zone. Each application to the Department of Buildings shall provide an accounting for the total number of parking spaces within the NYE zone;
- (d) There shall be no minimum vehicle parking requirement in the NYE zone;
- (e) No building or structure in the NYE zone may provide more than double the parking requirement of Subtitle C § 701.5, as calculated without the parking reduction found in Subtitle C §702.1, including below-grade, surface, on-street, and above-grade structured parking; and
- (f) Required parking spaces need not be located on the same lot as the building or buildings they are intended to serve but must be located on a lot within the NYE zone.

1304 BICYCLE PARKING (NYE)

1304.1 Bicycle parking in accordance with the requirements of Subtitle C, Chapter 8 shall be provided, except:

- (a) Twenty percent (20%) of the required long term bicycle spaces shall have access to electrical sources for charging electrical bikes; and
- (b) A minimum of five percent (5%) of the required long term bicycle parking spaces shall be designed for larger sized or over-sized cargo/tandem bikes;
- (c) The number of long-term bicycle parking spaces required for residential, multiple dwelling unit, use shall be one (1) for each 2.5 dwelling units; and
- (d) The bicycle parking reduction allowed in Subtitle C § 802.2 shall not apply in the NYE zone.

1305 LOADING (NYE)

1305.1 Loading in accordance with the requirements of Subtitle C, Chapter 9 shall be provided, except required loading berths and facilities need not be located on the same lot as the building or buildings they are intended to serve, but must be located on a lot within the NYE zone.

1306 WATERFRONT (NYE)

1306.1 The waterfront requirements shall apply to the NYE zone as specified in Subtitle C, Chapter 11, as modified by this chapter. Where there is a conflict between the provisions of Subtitle C, Chapter 11 and this chapter, the provision of this chapter shall govern.

1306.2 The seventy-five foot (75 ft.) waterfront setback required under Subtitle C § 1102.1(a), shall be open to the sky or have a minimum clearance of twenty feet (20 ft.), above which open and unenclosed balconies, may project to a depth of no more than eight feet (8 ft.).

1306.3 Notwithstanding Subtitle C § 1102.1, enclosed projections of no more than four (4) feet in depth for no more than 50% of the building façade width facing the waterfront shall be permitted to be constructed.

1306.5 Notwithstanding Subtitle C § 1102.1(e), for portion of the bulkhead linear frontage located west of the Admiral’s Barge Slipway, the public pedestrian and bicycle trail required under Subtitle C § 1102.1(e) may be reduced in width to account for existing or required security fencing owned or required by the US Federal Government, provided the remaining width of the pedestrian and bicycle trail is not less than eighteen feet (18 ft.) and provided further that any bridge or other crossing element over the Admiral’s Barge Slipway or marine railway shall not be limited by Subtitle C § 1102.1(e).

1307 SUSTAINABILITY (NYE)

1307.1 Each building constructed or substantially improved shall earn a minimum certification at the LEED v4.1 Gold level or a more recent comparable standard and certification level thereof.

- 1307.2 Each building constructed or substantially improved shall achieve: (i) at least two (2) points under the LEED v4.1 “Renewable Energy” credit in addition to the certification requirement in Subtitle K § 1307.1, or (ii) compliance with the Energy Conservation Code, whichever would require a greater level of renewable energy.
- 1307.3 Each building constructed or substantially improved shall be designed to withstand future climate change impacts projected for the expected lifespan of the building, including sea level rise, increased precipitation, and increased heat exposure, as per the District’s Resilient Design Guidelines.
- 1307.4 Each building shall, as part of the Design Review process be required pursuant to Section K § 1310, provide a sustainability and green building plan to be forwarded to the Department of Energy and Environment for review and comment which addresses issues such as building energy efficiency and renewable energy production, net-zero certification, stormwater management, climate resilience, and floodplain management.

1308 USE PERMISSIONS (NYE)

- 1308.1 The use permissions in this section include uses permitted as a matter of right, as a special exception, and uses not permitted.
- 1308.2 Use permissions for the NYE zone are as specified in Subtitle U, Chapter 5, Use Group F.
- 1308.3 Buildings, structures and uses with frontage on the Designated Frontages of Subtitle K § 1309.1 shall provide specified ground floor uses in accordance with the requirements and provisions of Subtitle K § 1309.2.

1309 DESIGNATED FRONTAGE (NYE)

- 1309.1 For the purpose of this chapter, a “Designated Frontage” means the shoreline or bulkhead line along the Anacostia River waterfront.
- 1309.2 A building, structure, or use with frontage on a Designated Frontage shall devote seventy-five percent (75%) of its ground floor frontage, excluding any residential entrance, lobby, and support areas, along the Designated Frontage, except for space devoted to building entrances or required for fire control, to the following preferred use categories:
- (a) Arts, design, and creation;
 - (b) Eating and drinking establishments;
 - (c) Entertainment, assembly, and performing arts;
 - (d) Medical care;
 - (e) Retail;

- (f) Service, general or financial. provided a bank or financial institution shall not be located at the intersection of a street and the waterfront;
- (g) Animal care, sales, and boarding provided there is no overnight boarding of dogs except for convalescence at a veterinary hospital; and
- (h) Marine.

1309.3 Buildings and structures with frontage on a Designated Frontage must comply with the following design requirements:

- (a) The ground floor shall have a minimum clear floor-to-ceiling height of fourteen feet (14 ft.) for a continuous depth of at least thirty-six feet (36 ft.);
- (b) The ground story shall have at least fifty percent (50%) of the surface area facing a Designated Frontage, excluding any residential entrances, devoted to display windows or pedestrian entrances having clear low-emissivity glass, and ensure that the view through the display windows and pedestrian entrances is not blocked for at least ten feet (10 ft.) in from the building face. If located on a corner, wrap around the corner to a minimum depth of twenty-feet (20 ft.) on the side street;
- (c) The ground story shall have at least fifty percent (50%) of the surface area facing a Designated Frontage devoted to display windows or pedestrian entrances having clear low-emissivity glass, and ensure that the view through the display windows and pedestrian entrances is not blocked for at least ten feet (10 ft.) in from the building face. If located on a corner, wrap around the corner to a minimum depth of twenty-feet (20 ft.) on the side street;
- (c) Ground-floor pedestrian entrances, or areas where a future ground-floor entrance could be installed without structural changes, shall be located no more than an average distance of forty feet (40 ft.) apart on the façade facing the Designated Frontage, and shall be level with the sidewalk or street directly in front of the entrance; and
- (d) No direct vehicular garage or loading entrance or exit shall be permitted to a new building or structure along a Designated Frontage.

1310 ZONING COMMISSION REVIEW OF BUILDINGS, STRUCTURES, AND USES (NYE)

1310.1 The provisions of this section apply to properties within the NYE zone.

1310.2 With respect to those properties described in Subtitle K § 1310.1, all proposed uses, buildings, and structures, any proposed exterior renovation to any existing buildings or structures that would result in an alteration of the exterior design, and the waterfront park and any structures on or over the water shall be subject to review and approval by the Zoning Commission in accordance with Subtitle X § 301 and the following provisions.

- 1310.3 In addition to proving that the proposed use, building, structure, waterfront park, or structures on or over the water meets the standards set forth in Subtitle X § 604 and the relevant provisions of this chapter, an applicant requesting approval under this section shall prove that the proposed building or structure, including the siting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:
- (a) Help achieve the objectives of the Navy Yard East defined in Subtitle K § 1300.1;
 - (b) Help achieve the desired use mix, with the identified preferred uses specifically being residential, office, entertainment, retail, recreation, or service uses;
 - (c) Provide publicly accessible open space and amenities along the waterfront;
 - (d) Provide for safe and convenient movement to and through the site, including to the Anacostia River, and minimize conflict between vehicles, bicycles, and pedestrians;
 - (e) Minimize unarticulated blank walls adjacent to public spaces through facade articulation;
 - (f) Minimize detrimental impact on the environment: incorporate sustainability best practices, such as the provision of onsite renewable energy; achieve LEED or net-zero certification; reduce building life cycle impacts, especially embodied carbon; manage stormwater on site; incorporate future climate projection scenarios into building design; and design for the 100- and 500-year floodplains;
 - (g) Promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses; and
 - (h) The application shall include a view analysis that assesses openness of views and vistas, including views along and toward the waterfront and a minimum of two site sections through the building, including a minimum of one section extending from the north property line through the building to the waterfront.
- 1310.4 Each application for design review under this section will be referred to the Office of Planning, DC State Historic Preservation Office, Department of Transportation, Department of Energy and Environment, and other District agencies for review and comment.
- 1310.5 The Zoning Commission may hear and decide any additional requests for special exception or variance relief needed for the subject property. Such requests shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.

1310.6 At the time of filing an application with the Zoning Commission, the applicant shall pay the filing fee specified in Subtitle Z, plus such fees as apply to any additional zoning relief requested.

1311 RELIEF FROM REQUIRED DEVELOPMENT STANDARDS, USE PERMISSIONS, AND DESIGNATED FRONTAGE REQUIREMENTS FOR NAVY YARD EAST (NYE) ZONES

1311.1 The Zoning Commission may grant relief from the development standards of Subtitle K § 1301 and the designated frontage provisions of Subtitle K § 1309 as a special exception pursuant to Subtitle X, Chapter 9 and to the applicable conditions of this chapter and provided that the applicant demonstrates the special exception relief would result in a design that still complies with the purposes of this chapter.

1311.2 Requests for relief that do not comply with the applicable conditions or limitations for a special exception as set forth in Subtitle K § 1311.1 shall be processed as a variance.

1311.3 Relief from the rear yard requirements of Subtitle K § 1301.7 may be permitted if approved by the Zoning Commission as a special exception pursuant to the conditions of Subtitle K § 1311.1, Subtitle X, Chapter 9, and subject to the following conditions:

- (a) No apartment window shall be located within forty feet (40 ft.) directly in front of another building;
- (b) No office window shall be located within thirty feet (30 ft.) directly in front of another office window, nor eighteen feet (18 ft.) in front of a blank wall;
- (c) In buildings that are not parallel to the adjacent buildings, the angle of sight lines and the distance of penetration of sight lines into habitable rooms be considered in determining distances between windows and appropriate yards; and
- (d) Provision shall be included for service functions, including parking and loading access and adequate loading areas.

1311.4 Requests for relief shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.

- e. **Amend Subtitle W SPECIFIC ZONE BOUNDARIES to add a new Chapter 124 NAVY YARD EAST as follows:**

124 NAVY YARD EAST

124.1 The Navy Yard East (NYE) zone is to be applied to Squares 955, 979, and 979S, and portions of Square 1001S, and the portion of land extending south of

Squares 955 and 979 to the Anacostia River pierhead lines, and the southeast portion of Reservation 14 containing Navy Yard Building 70 and the south portion of Reservation 14 containing the public pathway adjacent closed streets to the Anacostia River.

f. Amend Subtitle X GENERAL PROCEDURES as follows:

...

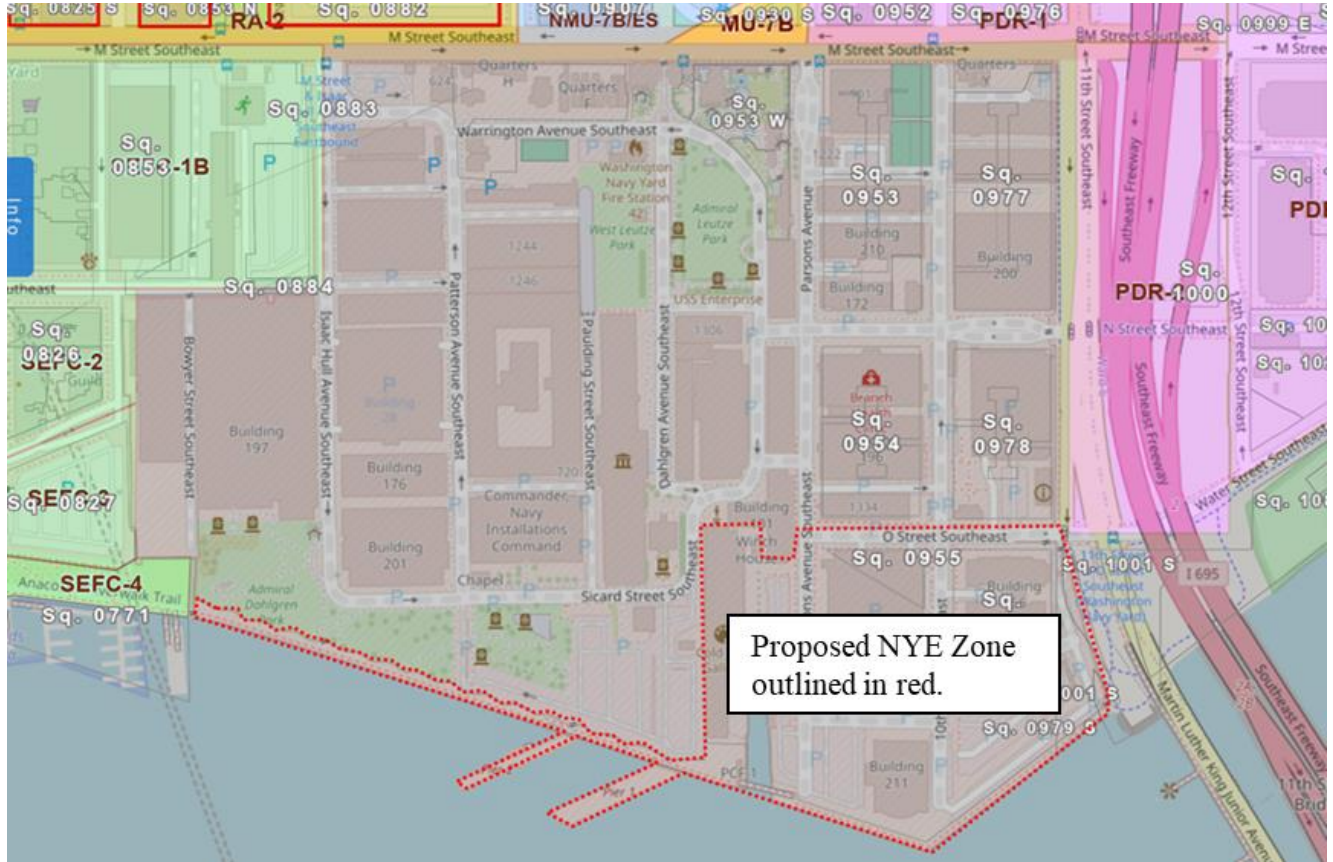
502 INCLUSIONARY ZONING PLUS

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 AFRH, ARTS, CG, D, MU, NYE, 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.

ATTACHMENT II

AREA OF PROPOSED ZONING MAP AMENDMENT



ATTACHMENT III

Relevant Comprehensive Plan Policies

Chapter 3 Land Use Element

Policy LU-1.3.8: Large Sites and the Waterfront

Use the redevelopment of large sites to achieve related urban design, open space, environmental, resilience, equity, accessibility, and economic development objectives along the Anacostia Waterfront, as well as other shoreline areas. Large waterfront sites should be used for water-focused recreation, housing including affordable housing, commercial, and cultural development, with activities that are accessible to both sides of the river. Create opportunities for adjacent communities to benefit from site redevelopment. Large sites should further be used to enhance the physical and environmental quality of the rivers. 306.14

Action LU-1.3.A: Federal Land Transfer

Continue to work with the federal government to transfer federally owned sites to local control, long-term leases, or ownership to capitalize more fully on unrealized development and parkland opportunities. 306.15

Policies and actions for large sites are also contained in the Comprehensive Plan Area Elements.

Action LU-1.3.B: Encouraging Livability of Former Federal Lands

When land is identified to shift from federal to private or local use, develop planning and zoning approaches that provide for, as appropriate, the reconstruction of historic rights-of-way and reservations, integration of

the sites into the adjoining neighborhoods, and the enhancement of special characteristics or opportunities of the sites. Foster uses that create jobs. Encourage cultural, residential, open space, recreational, and retail uses to advance mixed-use, and as appropriate, mixed income neighborhoods, even if the site is designated as high-density commercial on the District of Columbia Comprehensive Plan.

Policy LU-1.3.1: Reuse of Large Publicly Owned Sites *Recognize the potential for and encourage the reuse of large, government-owned properties to supply needed community services and facilities; provide significant deeply affordable housing and desired housing types such as family housing; create education and employment opportunities; remove barriers between neighborhoods; enhance equity, including racial equity, and inclusion; provide large and significant new parks, including wildlife habitats; enhance waterfront access; improve resilience; and enhance Washington, DC's neighborhoods. 306.6*

Policy LU-1.3.2: Mix of Uses on Large Sites *Ensure that the mix of new uses on large, redeveloped sites is compatible with adjacent uses and provide benefits to surrounding neighborhoods and to Washington, DC as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning should be compatible with adjacent uses but need not be identical. 306.8*

Policy LU-1.3.3: Federal Sites *Work closely with the federal government and the community on reuse planning for those federal lands where a change of use may take place. Even where such properties will remain in federal use, the impacts of new activities on adjacent neighborhoods should be acknowledged and proactively addressed by federal parties. 306.9*

Policy LU-1.3.4: New Methods of Land Regulation *Recognize the opportunity afforded by large sites for innovative land regulation and the application of sustainable design and resilience principles (green building, biophilic design, and low-impact development) on a large scale. 306.10*

Policy LU-1.3.5: Public Benefit Uses on Large Sites *Given the significant leverage the District has in redeveloping properties that it owns, include appropriate public benefit uses on such sites if and when they are reused, and involve the public in identifying benefits. Examples of such uses are housing, especially deeply affordable housing, and housing serving families, older adults, and vulnerable populations; new parks and open spaces; health care and civic facilities; public educational facilities and other public facilities; and uses providing employment opportunities for District residents. 306.11*

Policy LU-1.3.6: New Neighborhoods and the Urban Fabric *On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the District to the greatest extent feasible. Incorporate extensions of the street grid, public access and circulation improvements, and new public open spaces. Establish a compatible relationship between new structures and uses and the existing neighborhood fabric. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings, and they should enhance community resilience, equitable development, and promote inclusion. 306.12*

Policy LU-1.3.7: Protecting Existing Assets on Large Sites Identify and protect existing assets, such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped. 306.13

Policy LU-1.4.6: Development Along Corridors Encourage growth and development along major corridors, particularly priority transit and multimodal corridors. Plan and design development adjacent to Metrorail stations and corridors to respect the character, scale, and integrity of adjacent neighborhoods, using approaches such as building design, transitions, or buffers, while balancing against the District's broader need for housing. 307.14

Policy LU-2.1.1: 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-2.1.10: 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-1.2.4: Urban Mixed-Use Neighborhoods

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

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

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

Policy LU-1.2.8: New Waterfront Development

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

A change in the Future Land Use Map designations can affect the value of the designated and neighboring properties, the capacity of the infrastructure and civic services, and the short- and long-term expectations of development. 304.3

Chapter 4 Transportation Element

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

Policy T-1.1.1: Transportation Impact Assessment Require appropriate environmental analysis for major transportation projects, including new roadways, bridges, transit systems, road design changes, and rerouting of traffic from roads classified as principal arterials or higher onto minor arterials or neighborhood streets with lesser volumes. 403.7

Policy T-1.1.3: Context-Sensitive Transportation Design transportation infrastructure to support current land uses as well as land use goals for mixed-use, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. Facilities should comply with the District's Complete Streets policy, adopted in October 2010, with an emphasis on pedestrian and bicycle-friendly design. 403.9

Policy T-1.1.4: Transit-Oriented Development Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. 403.10

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-1.3.1: 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

Policy T-1.4.1: Street Design for Placemaking Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. 406.2

Policy T-2.2.2: Connecting District Neighborhoods Improve connections among District neighborhoods by upgrading transit, auto, pedestrian, and bike connections, and by removing, ameliorating, mitigating, or minimizing existing physical barriers, such as railroads and highways. Recognize where transportation infrastructure has separated communities, particularly low-income residents and communities of color, and encourage strategies that rebuild connections. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan and that plan’s approval by the District government. 409.7

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks such that residents of each of the District’s wards have access to high-quality bicycling and pedestrian facilities. 410.9

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 Element

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

Policy H-1.1.1: Private Sector Support Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.3

Policy H-1.1.3: Balanced Growth Strongly encourage the development of new housing, including affordable housing, on surplus, vacant, and underused land in all parts of Washington, DC. Ensure that a sufficient supply of land is planned and zoned to enable the District to meet its long-term housing needs, including the need for low- and moderate- density single-family homes, as well as the need for higher-density housing. 503.5

Policy H-1.1.4: Mixed-Use Development Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6

Policy H-1.1.7: Large Sites Accommodate a significant share of the District’s projected housing demand in new neighborhoods developed on large sites. Prioritize housing, particularly affordable housing preserved for long-term affordability. These neighborhoods should include or have access to well-planned retail, public schools, attractive parks, open space and recreation, as well as needed supportive services for older adults and persons with disabilities and enable resilient, innovative neighborhood- level energy systems. The new neighborhoods should include a variety of housing types, including housing for families, older adults, and other needed types, serving a diverse population and a variety of income levels. 503.9

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-1.2.9 Advancing Diversity and Equity of Planning Areas Proactively plan and facilitate affordable housing opportunities and make targeted investments that increase demographic diversity and equity across Washington, DC. Achieve a minimum of 15 percent affordable units within each Planning Area by 2050. Provide protected classes (see H-3.2 Housing Access) with a fair opportunity to live in a choice of homes and neighborhoods, including their current homes and neighborhoods. 504.17

Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods Support mixed-income housing by encouraging affordable housing in high-cost areas and market rate housing in low-income areas. Identify and implement measures that build in long-term affordability, preferably permanent or for the life of the project, to minimize displacement and achieve a balance of housing opportunities across the District. 504.19

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

Policy H-1.4.6: Whole Neighborhood Approach Ensure that planning and new construction of housing is accompanied by concurrent planning and programs to improve neighborhood services, schools, job training, childcare, services for older adults, food access, parks, libraries, community gardens, and open spaces, health care facilities, police and fire facilities, transportation, and emergency response capacity. 506.11

Chapter 6 Environmental Protection Element

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

Policy E-1.1.2: Urban Heat Island Mitigation Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives. 603.6

Policy E-2.1.3: Sustainable Landscaping Practices Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government, private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the right-of-ways in schools, parks, and housing authority lands. 605.7

Policy E-3.2.3: Renewable Energy Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption. 612.5

Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 615.4

Chapter 7 Economic Development Element

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

Policy ED-1.1.6 Competitive Edge *Maintain and enhance the District's competitive edge relative to the metropolitan Washington, DC region and U.S. markets in fields such as federal government, professional services, health care, postsecondary education, media and communications, and hospitality and tourism. Enhancing the District's competitive edge may require continued government support and performance-based incentives for economic development programs; government participation in local economic development projects and initiatives; strengthened capacity among local economic development organizations, community development corporations, and workforce development groups; well-maintained business fundamentals, including transportation access; and support for and partnerships with communities of color. 703.17*

Policy ED-1.1.7 Use of Large Sites *Plan strategically for large development sites to ensure that their unique potential is fully realized both as a source of economic dynamism and equity building, maximizing the sites' utility to the District. View the sites as assets to further the District's goals to diversify its economy and provide inclusive, equitable job growth, for housing and affordable housing production, and to bring desired amenities and services to neighborhoods. Sites with Metro access and priority transit access should be used to advance growth in emerging industries that diversify the District's economy. 703.18*

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-2.3.3: Amenities Beyond the Mall *Promote the development of cultural amenities beyond the Mall in an effort to more fully capitalize on and distribute the economic benefits of tourism. 709.7*

Chapter 8 Parks, Recreation and Open Space Element

The Parks, Recreation and Open Space Element addresses the future of parks, recreation, and open space in Washington, DC.

Policy PROS-1.1.3: Park Diversity *Provide a diverse range of recreational experiences in parks within Washington, DC, including a balance between passive and active recreational uses, and a mix of local-serving, region-serving, and national recreational uses. 804.11*

Policy PROS-1.3.6: Compatibility with Adjacent Development *Design and manage park activities and facilities, including recreation centers, in a way that is compatible with nearby residential and commercial uses. 806.9*

Policy PROS-1.3.7: Health and Wellness *Use Washington, DC's parks, open space, and recreation spaces to help meet the District's health and wellness priorities, which are linked to physical activity, public safety, healthy food access, psychological health, air and water quality, and social equity. 806.10*

Policy PROS-1.4.1: Park Planning *Prioritize the creation of parks and recreation spaces through neighborhood planning and development review processes, particularly in areas where residents are not within a 10-minute walk of sufficient park space. 807.6*

Policy PROS-1.4.4: Parks on Large Sites *Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the District should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. 807.9*

Policy PROS-1.4.7: Parks in Employment Growth Areas *Provide new parks and open spaces in areas of expected employment growth. Small pocket parks, plazas, and other open spaces should be created in the vicinity of the NoMa-Gallaudet U Metro station, Buzzard Point, the east end of downtown/Mount Vernon Triangle, and the Near Northeast neighborhood to provide visual relief and space for active and passive recreation. 807.12*

Policy PROS-4.3.3: Common Open Space in New Development *Work with developers for new and rehabilitated buildings to include green roofs, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5*

Policy PROS-4.3.4: Preservation of Open Space in Multi-family Development Recognize the implicit value of the lawns, courtyards, gardens, and other open areas that surround many of the District's older high- and medium-density residential buildings. Discourage the practice of building on these areas if the historic proportions and character of the original buildings would be compromised. 819.6

Chapter 9 Urban Design Element

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

Urban Design Goal The overarching goal for urban design in the District is to enhance the beauty, equity, and livability of Washington, DC by reinforcing its historic design legacy and the identity of its neighborhoods and centers, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and function of streets and public spaces. 901.1

Policy UD-1.1.3: Preeminent View Corridors Reinforce the prominent role of views as a defining feature of the District's character through careful planning of streetscapes and public parks to preserve and frame views of existing landmarks and significant structures and through consideration of the various types of view corridors when designing and planning public projects and streetscapes. Such views could include preeminent views of nationally symbolic architecture, important views of nationally or locally significant civic structures, landmarks, and parks and open spaces. (see Figure 9.5). 903.11

Policy UD-1.1.6: Inclusive and Vibrant Civic Spaces In coordination with federal and other stakeholders, enhance L'Enfant Plan reservations and other historic open spaces as key gathering and civic spaces of Washington, DC through appropriate redesign and programming compatible with historic qualities to attract a diversity of users, enhance user experience, and foster national and local identity. Design the visual qualities of the public spaces to reinforce the District's grand civic character, as well as its creative culture. 903.15

UD-1.2 Designing in Harmony with Natural Topography and Landforms 904 The escarpments, ridges, hills, plateaus, rivers, and streams of Washington, DC's topography are major components of the District's identity. They shape neighborhoods and parks as well as essential elements of the District's skyline, as shown in Map 9.1. This is particularly true for framing views of iconic buildings in the L'Enfant City. Natural features are also important for neighborhoods located on the hills, slopes, and ridges beyond the L'Enfant City, where the natural features frame views of grand prospects toward the Capitol building, panoramic vistas of the District from high elevations like Fort Reno, and street-level views of forested parks and stream valleys in many neighborhoods in Wards 7 and 8 and in Northwest DC. 904.1

Policy UD-1.2.4: Significant View Protection Recognize and protect significant views within the District, particularly characteristic views of landmarks and views from important vantage points (as shown in Figure 9.8). Recognize the importance of views to the quality of life in the District and the identity of Washington, DC and its neighborhoods. 904.6

Policy UD-1.4.1: Thoroughfares and Urban Form Use Washington, DC's major thoroughfares to reinforce the form and identity of the District, connect its neighborhoods, and improve its aesthetic and visual character through context-sensitive landscaping, tree planting, and streetscape design. Special attention should be placed on how public space, building restriction areas, and adjacent buildings contribute to each thoroughfare's character. Focus improvement efforts on thoroughfares with limited amenities. 906.3

Policy UD-1.4.2: District Gateways Create more distinctive and memorable gateways at points of entry to the District and in neighborhoods, parks and open spaces, and neighborhood centers. Gateways should provide a sense of transition, orientation, and arrival through improvements in the form of landscaping, art work, commemoration, and roadway design. They should be designed to make a strong and positive visual impact. 906.9

Policy UD-1.4.3: Thoroughfare Vistas and View Corridors Protect picturesque views and view corridors along avenues, parkways, and other major corridors, particularly along streets that terminate, connect, and frame important neighborhood and national institutions, memorials, and parks. Vistas along such streets should be accentuated by street trees and include distinct facades of high architectural quality along well-defined street walls and, if appropriate, maintain a park-like character. 906.10

Policy UD-1.4.4: Priority Avenues and Gateway Corridors Focus the District's avenue and gateway corridor design improvements on historically important or symbolic streets, including 16th Street, Rhode Island Avenue, North Capitol

Street, Pennsylvania Avenue SE, and New York Avenue. Support federal efforts to preserve Constitution and Independence Avenues as major boulevards. Coordinate with NCPC to preserve and enhance the character of avenues and streets with shared federal and local interests that have important viewsheds and connections to federal and cultural structures and open spaces. 906.11

Policy UD-2.1.1: Streetscapes That Prioritize the Human Experience *Commercial streetscapes should be designed to be comfortable, safe, and interesting to pedestrians. At a minimum, commercial corridor sidewalks should be designed with clear, direct, accessible walking paths that accommodate a range of pedestrian users and facilitate a sense of connection to adjacent uses. Where width allows, corridors should have a generous presence of shade trees and café seating areas, as well as bicycle facilities. In areas with large pedestrian volumes, streetscapes should provide seating, drinking fountains, publicly accessible restrooms, and other infrastructure that supports increased frequency and duration of walking. 908.3*

Policy UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts *Curb cuts should be avoided on streets with heavy pedestrian usage and minimized on all other streets. Where feasible, alleys should be used in lieu of curb cuts for parking and loading access to buildings. Curb cuts for individual residences should only be allowed if there is a predominant pattern of curb cuts and driveways on the block face. 908.8*

Policy UD-2.1.8: Special Streetscape Design Guidelines *Create tailored streetscape guidelines for new neighborhoods or large sites undergoing redevelopment to promote interesting pedestrian experiences and a unique and consistent design for the public realm. 908.10*

Action UD-2.1.A: Retail Ceiling Heights *Develop zoning regulations to require higher first-floor ceiling heights in new buildings along main streets and other commercial/mixed-use areas. 908.11*

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-2.2.3: Neighborhood Mixed-Use Centers *Undertake strategic and coordinated efforts to create neighborhood mixed-use centers that reinforce community identity and form compact, walkable environments with a broad mix of housing types, employment opportunities, neighborhood shops and services, and civic uses and public spaces. New buildings and projects should support the compact development of neighborhood centers and increase the diversity of uses and creation of public spaces where needed. 909.8*

Policy UD-2.2.7: Preservation of Neighborhood Open Space *Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to minimize the loss of sunlight and maximize the usability of neighborhood parks and plazas. Buildings adjacent to parks or natural areas should orient their entrances or other community-serving functions toward these shared resources. 909.13*

Policy UD-3.2.5: Safe and Active Public Spaces and Streets *The design of the built environment should encourage public activity throughout the day and help minimize the potential for criminal activity. Design measures include active building frontages (such as windows, balconies, and frequently spaced entrances) adequate lighting that avoids glare and shadow, maintaining clear lines of sight and visual access, and avoiding dead-end streets. Where feasible consider closing streets to vehicular traffic to enhance pedestrian and cycling uses of streets. 914.7*

Policy UD-4.2.1: Scale and Massing of Large Buildings *Design the scale, height, volume, and massing of large buildings to avoid monotony and enhance the human scale. Varied roof heights, facade widths, and more expressive massing can provide variety and visual interest. Massing should be articulated with a special emphasis placed on corners, especially along important view corridors or intersections. Patterns of architectural elements, expressive structure, or other design tactics can provide variety and visual interest. 918.3*

Policy UD-4.2.2: Engaging Ground Floors Promote a high standard of storefront design and architectural detail in mixed-use buildings to enhance the pedestrian experience of the street. Promote a high degree of visual interest through syncopated storefronts that vary every 20 to 30 feet, provide direct lines of sight to interior social spaces, provide socially oriented uses along the public street, and use tactile, durable materials at the ground level. 918.4

Policy UD 4.2.6: Active Facades Prioritize the placement of multiple entrances for new multi-family and mixed-use buildings across the length of a block rather than a single lobby entrance at one location. New residential developments should promote active facades with spaces for social activity, such as porches, stoops, or patios along public streets, to encourage more activity along the sidewalk and increase social interaction in a neighborhood. 918.9

Policy UD-4.3.3: Building Setbacks and Rooflines Maintain uniform building setbacks and roof lines to establish a consistent pattern along avenues and priority view corridors. Setbacks should create a consistent street wall rather than have abrupt disruptions with facades that are set back or extend in front of an established pattern. The treatment of roof lines, such as recessed penthouses or variations created by bay windows and towers, should respond to the predominant character of a corridor. See Figure 9.22 for an example of building setbacks and rooflines. 919.8

Chapter 10 Historic Preservation Element

The Historic Preservation Element of the Comprehensive Plan guides the protection, revitalization and preservation of the Washington, DC's valuable historic assets.

Policy HP-1.1.4: Preservation Master Plans Support public agency facility plans and campus plans as an opportunity to evaluate potential historic resources, identify eligible properties, promote their designation, and develop management plans for their protection and use. Establish preservation goals in those plans for designated and eligible properties. Identify specific historic preservation concerns through consultation with the SHPO at an early planning stage. 1003.7

Policy HP-1.1.5: Planning for Historic Federal Properties Coordinate with federal agencies and citizen groups so that local planning initiatives and preservation goals are considered in federal project design and historic preservation planning. 1003.8

Policy HP-1.6.2: Preserving the District's Historic Character Protect and enhance the views and vistas, both natural and designed, that are an integral part of Washington, DC's historic image. Preserve the historic skyline formed by the region's natural features and topography, and its historically significant buildings and monuments. Avoid intrusions, such as communication antennas and water towers. As the District benefits from new growth, preserve the historic scale and character established by its building height limits, including the 1910 Height of Buildings Act. 1008.4

Area Elements: Lower Anacostia Waterfront / Near Southwest Area Element

Policy AW-1.1.2: New Waterfront Neighborhoods

Create new mixed-use, mixed-income neighborhoods on vacant or underused waterfront lands, particularly on large contiguous publicly owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should continue to be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, and Navy Yard/Capitol Riverfront. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, and Kenilworth-Parkside via trails, additional water recreation opportunities, and improved park access points along the Anacostia shoreline. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. Opportunities for grid interconnected neighborhood-scale energy utilities systems as part of the development of these areas should be evaluated, using renewable energy sources to provide greater environmental benefits for the community. The new waterfront neighborhoods should integrate new parks and amenities, enhance public access to the waterfront, and incorporate resilient design to mitigate flooding. 1907.3

Policy AW-1.1.7: Waterfront Area Commercial Development

Encourage commercial development in the waterfront area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia waterfront, as well as space for government and private sector activities, such as offices and hotels. A mix of high-density commercial and residential development should be focused along key corridors, particularly along Maine Avenue and M Street SE and SW, along

South Capitol Street, and near the Waterfront and Navy Yard Metro stations. Maritime activities, such as cruise ship operations, should be maintained and supported as the waterfront redevelops. 1907.8

Policy AW-1.1.8: Waterfront Development Amenities

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

Policy AW-1.2.1: Historic and Cultural Waterfront Assets

Capitalize on the historic and cultural assets located near the Lower Waterfront, such as the Washington Navy Yard and Fort McNair. Public education about these assets should be expanded, the physical trail connections and wayfinding signage between them should be enhanced, and greater recognition of their value and importance should be achieved. 1908.1

Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites

Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the District. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. 1908.2

Policy AW-1.2.3: Waterfront Sports and Recreation Destinations

Continue to develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront, including as part of future development at Buzzard Point, Poplar Point, and the 11th Street Bridge Park. These destinations should be served by adequate and efficient transportation systems and infrastructure. 1908.3

Policy AW-1.2.4: Anacostia River Parks

Create a connected network of waterfront parks from Hains Point to the Sousa Bridge, and continuing through adjacent upriver Planning Areas to the Maryland border. These parks should be easily accessible to surrounding neighborhoods and accommodate the need for more local and regional recreational activities in Washington, DC. New parks should be an integral part of any new waterfront neighborhood and should showcase the remarkably diverse landscape along the Anacostia River. A variety of active and passive recreational settings should be provided. Parks should be designed to enhance resilience to flooding and incorporate natural shorelines where feasible. 1908.4

AW-2.3 Near Southeast/Capitol Riverfront

The Near Southeast Urban Design Plan calls for the preservation of important historic resources and the respectful integration of future developments with those of historic resources. These include the majority of the Navy Yard, which is now designated as historic, and the historic street grid and network of park reservations laid out by Pierre L'Enfant. 1912.4

Policy AW-2.3.7: Near Southeast/Capitol Riverfront Historic Identity

Celebrate the Near Southeast/Capitol Riverfront's history and integrate important historic and cultural resources. These resources include the Navy Yard; the future 11th Street Bridge Park; local educational, religious, and cultural institutions; and historic landmarks, including industrial and utility buildings like the District Pumping Station. 1912.13

**ATTACHMENT IV
 Demographic Data**

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE		
Total Population	Total	683,154	23,932
	Under 18 years	125,022	2,264
	Percent under 18 years	18.3	9.5
	65 years and over	83,199	2,313
	Percent 65 years and over	12.2	9.7
	Median age	34.3	39.4
White alone	Total	276,373	14,032
	Under 18 years	32,691	706
	Percent under 18 years	11.8	5.0
	65 years and over	30,623	1,029
	Percent 65 years and over	11.1	7.3
	Median age	34.1	38.4
Black or African American alone	Total	305,109	7,065
	Under 18 years	67,345	998
	Percent under 18 years	22.1	14.1
	65 years and over	46,357	1,190
	Percent 65 years and over	15.2	16.8
	Median age	36.5	45.4
American Indian and Alaska Native alone	Total	1,984	25
	Under 18 years	263	0
	Percent under 18 years	13.3	0.0
	65 years and over	552	0
	Percent 65 years and over	27.8	0.0
	Median age	48.2	48.2
Asian alone	Total	27,988	1,015
	Under 18 years	2,461	54
	Percent under 18 years	8.8	5.3
	65 years and over	2,171	5
	Percent 65 years and over	7.8	0.5
	Median age	34.1	48.6
Native Hawaiian and Other Pacific Islander alone	Total	359	14
	Under 18 years	0	0
	Percent under 18 years	0.0	0.0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	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	32,484	303
	Under 18 years	10,786	55
	Percent under 18 years	33.2	18.0
	65 years and over	1,117	0
	Percent 65 years and over	3.4	0.0
	Median age	29.8	34.3
Two or More Races	Total	38,857	1,478
	Under 18 years	11,476	452
	Percent under 18 years	29.5	30.6
	65 years and over	2,336	88
	Percent 65 years and over	6.0	6.0
	Median age	29.9	33.5
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	76,982	1,739
	Under 18 years	21,094	140
	Percent under 18 years	27.4	8.1
	65 years and over	4,653	37
	Percent 65 years and over	6.0	2.1
	Median age	31.1	35.3
	EDUCATIONAL ATTAINMENT (Population 25 Years and Over)		
Total	Total	487,726	20,429
	Less than high school diploma	37,934	1,131
	Percent	7.8	5.5
	High school graduate (includes equivalency)	75,562	1,328
	Percent	15.5	6.5
	Some college or associate's degree	74,761	2,216
	Percent	15.3	10.8
	Bachelor's degree or higher	299,469	15,755
	Percent	61.4	77.1
White alone	Total	212,961	12,719
	Less than high school diploma	3,037	73
	Percent	1.4	0.6
	High school graduate (includes equivalency)	5,258	374
	Percent	2.5	2.9
	Some college or associate's degree	11,296	754
	Percent	5.3	5.9
	Bachelor's degree or higher	193,370	11,517
	Percent	90.8	90.6

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
Black or African American alone	Total	208,500	5,590
	Less than high school diploma	24,923	910
	Percent	12.0	16.3
	High school graduate (includes equivalency)	63,139	865
	Percent	30.3	15.5
	Some college or associate's degree	55,618	1,228
	Percent	26.7	22.0
	Bachelor's degree or higher	64,820	2,588
	Percent	31.1	46.3
American Indian and Alaska Native alone	Total	1,471	16
	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	0
	Percent	35.0	0.0
	Bachelor's degree or higher	481	16
	Percent	32.7	100.0
Asian alone	Total	21,651	911
	Less than high school diploma	1,203	7
	Percent	5.6	0.8
	High school graduate (includes equivalency)	1,028	11
	Percent	4.7	1.2
	Some college or associate's degree	1,579	103
	Percent	7.3	11.3
	Bachelor's degree or higher	17,841	790
	Percent	82	87
Native Hawaiian and Other Pacific Islander alone	Total	314	14
	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	14
	Percent	65.9	100.0
Some Other Race alone	Total	19,077	247
	Less than high school diploma	6,997	71
	Percent	36.7	28.8
	High school graduate (includes equivalency)	3,697	17
	Percent	19.4	6.8
	Some college or associate's degree	2,321	13

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	Percent	12.2	5.1
	Bachelor's degree or higher	6,062	147
	Percent	31.8	59.4
Two or More Races	Total	23,752	932
	Less than high school diploma	1,514	70
	Percent	6.4	7.5
	High school graduate (includes equivalency)	2,167	62
	Percent	9.1	6.6
	Some college or associate's degree	3,383	118
	Percent	14.2	12.7
	Bachelor's degree or higher	16,688	682
	Percent	70.3	73.2
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	48,638	1,528
	Less than high school diploma	10,420	46
	Percent	21.4	3.0
	High school graduate (includes equivalency)	6,752	289
	Percent	13.9	18.9
	Some college or associate's degree	5,798	72
	Percent	11.9	4.7
	Bachelor's degree or higher	25,668	1,121
	Percent	52.8	73.4
DISABILITY STATUS (Civilian noninstitutionalized population)			
Total	Total	673,717	23,389
	Total population with a disability	75,752	2,250
	Percent with a disability	11.2	9.6
	Under 18 years	124,847	2,264
	With a disability	5,522	76
	Percent with a disability	4.4	3.4
	18 to 64 years	467,824	18,813
	With a disability	42,917	1,231
	Percent with a disability	9.2	6.5
	65 years and over	81,046	2,313
	With a disability	27,313	943
	Percent with a disability	33.7	40.8
White alone	Total	273,195	13,597
	Total population with a disability	15,339	647
	Percent with a disability	5.6	4.8
	Under 18 years	32,585	706
	With a disability	628	12
	Percent with a disability	1.9	1.7

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	18 to 64 years	210,375	11,862
	With a disability	8,213	294
	Percent with a disability	3.9	2.5
	65 years and over	30,235	1,029
	With a disability	6,498	341
	Percent with a disability	21.5	33.1
Black or African American alone	Total	299,848	7,033
	Total population with a disability	51,925	1,374
	Percent with a disability	17.3	19.5
	Under 18 years	67,297	998
	With a disability	3,707	56
	Percent with a disability	5.5	5.6
	18 to 64 years	187,906	4,845
	With a disability	29,130	747
	Percent with a disability	15.5	15.4
	65 years and over	44,645	1,190
	With a disability	19,088	572
	Percent with a disability	42.8	48.0
American Indiana and Alaska Native alone	Total	1,951	24
	Total population with a disability	385	0
	Percent with a disability	19.7	0.0
	Under 18 years	263	0
	With a disability	42	0
	Percent with a disability	16.0	0.0
	18 to 64 years	1,136	24
	With a disability	295	0
	Percent with a disability	26.0	0.0
	65 years and over	552	0
	With a disability	48	0
	Percent with a disability	8.7	0.0
Asian alone	Total	27,676	972
	Total population with a disability	1,567	47
	Percent with a disability	5.7	4.8
	Under 18 years	2,461	54
	With a disability	62	0
	Percent with a disability	2.5	0.0
	18 to 64 years	23,050	913
	With a disability	945	47
	Percent with a disability	4.1	5.1
	65 years and over	2,165	5
	With a disability	560	0
	Percent with a disability	25.9	0.0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
Native Hawaiian and Other Pacific Islander alone	Total	356	14
	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	14
	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	301
	Total population with a disability	2,463	11
	Percent with a disability	7.6	3.7
	Under 18 years	10,777	55
	With a disability	675	0
	Percent with a disability	6.3	0.0
	18 to 64 years	20,359	246
	With a disability	1,594	11
	Percent with a disability	7.8	4.5
	65 years and over	1,076	0
	With a disability	194	0
Percent with a disability	18.0	0.0	
Two or More Races	Total	38,479	1,449
	Total population with a disability	4,062	172
	Percent with a disability	10.6	11.8
	Under 18 years	11,464	452
	With a disability	408	8
	Percent with a disability	3.6	1.8
	18 to 64 years	24,685	908
	With a disability	2,729	133
	Percent with a disability	11.1	14.6
	65 years and over	2,330	88
	With a disability	925	31
Percent with a disability	39.7	35.1	
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	76,233	1,693
	Total population with a disability	5,903	67
	Percent with a disability	7.7	3.9
	Under 18 years	21,066	140

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	With a disability	1,135	0
	Percent with a disability	5.4	0.0
	18 to 64 years	50,570	1,516
	With a disability	3,351	47
	Percent with a disability	6.6	3.1
	65 years and over	4,597	37
	With a disability	1,417	20
	Percent with a disability	30.8	54.1
	UNEMPLOYMENT RATE (Population 16 years and over)		
Total	Unemployment rate	7.1	3.9
White alone	Unemployment rate	2.6	2.9
Black or African American alone	Unemployment rate	13.8	7.1
American Indian and Alaska Native alone	Unemployment rate	7.2	0.0
Asian alone	Unemployment rate	5.3	4.4
Native Hawaiian and Other Pacific Islander alone	Unemployment rate	6.2	0.0
Some Other Race alone	Unemployment rate	6.6	4.5
Two or More Races	Unemployment rate	5.2	1.6
Hispanic or Latino	Unemployment rate	4.8	5.5
	POVERTY STATUS		
Total population	Population for whom poverty status is determined	651,618	23,736
	Income in the past 12 months below poverty level	100,618	2,593
	Percent in poverty	15.4	10.9
White alone	Population for whom poverty status is determined	260,575	13,980
	Income in the past 12 months below poverty level	14,190	429
	Percent in poverty	5.4	3.1
Black or African American alone	Population for whom poverty status is determined	294,532	6,980
	Income in the past 12 months below poverty level	72,900	1,904
	Percent in poverty	24.8	27.3
American Indian and Alaska Native alone	Population for whom poverty status is determined	1,855	24
	Income in the past 12 months below poverty level	585	0
	Percent in poverty	31.5	0.0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
Asian alone	Population for whom poverty status is determined	25,504	1,003
	Income in the past 12 months below poverty level	3,446	63
	Percent in poverty	13.5	6.3
Native Hawaiian and Other Pacific Islander alone	Population for whom poverty status is determined	332	14
	Income in the past 12 months below poverty level	18	0
	Percent in poverty	5.4	0.0
Some Other Race alone	Population for whom poverty status is determined	31,667	302
	Income in the past 12 months below poverty level	4,968	11
	Percent in poverty	15.7	3.6
Two or More Races	Population for whom poverty status is determined	37,153	1,432
	Income in the past 12 months below poverty level	4,511	186
	Percent in poverty	12.1	13.0
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Population for whom poverty status is determined	73,323	1,712
	Income in the past 12 months below poverty level	8,495	40
	Percent in poverty	11.6	2.4
MEDIAN HOUSEHOLD INCOME			
Total households	Median household income (dollars)	93,547	112,318
White alone	Median household income (dollars)	150,563	137,681
Black or African American alone	Median household income (dollars)	51,562	55,128
American Indian and Alaska Native alone	Median household income (dollars)	58,164	N/A
Asian alone	Median household income (dollars)	112,776	126,623
Native Hawaiian and Other Pacific Islander alone	Median household income (dollars)	132,054	137,500
Some Other Race alone	Median household income (dollars)	65,202	91,117
Two or More Races	Median household income (dollars)	96,003	79,166

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
Hispanic or Latino	Median household income (dollars)	89,480	130,846
	TENURE		
Total householder	Total	310,104	14,521
	Owner occupied	128,720	3,894
	% owner occupied	41.5%	26.8%
	Renter occupied	181,384	10,627
	% renter occupied	58.5%	73.2%
White alone	Total	138,443	8,591
	Owner occupied	66,450	2,381
	% owner occupied	48.0%	27.7%
	Renter occupied	71,993	6,210
	% renter occupied	52.0%	72.3%
Black or African American alone	Total	132,384	4,322
	Owner occupied	47,665	961
	% owner occupied	36.0%	22.2%
	Renter occupied	84,719	3,361
	% renter occupied	64.0%	77.8%
American Indian and Alaska Native alone	Total	1,198	0
	Owner occupied	356	0
	% owner occupied	29.7%	0.0%
	Renter occupied	842	0
	% renter occupied	70.3%	0.0%
Asian alone householder	Total	13,048	673
	Owner occupied	5,373	299
	% owner occupied	41.2%	44.5%
	Renter occupied	7,675	373
	% renter occupied	58.8%	55.5%
Native Hawaiian and Other Pacific Islander alone	Total	33	14
	Owner occupied	32	14
	% owner occupied	97.0%	100.0%
	Renter occupied	1	0
	% renter occupied	3.0%	0.0%
Some Other Race alone	Total	9,978	146
	Owner occupied	2,416	40
	% owner occupied	24.2%	27.7%
	Renter occupied	7,562	106
	% renter occupied	75.8%	72.3%
Two or More Races householder	Total	15,020	775

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	LAW / NEAR SW
	Owner occupied	6,428	198
	% owner occupied	42.8%	25.5%
	Renter occupied	8,592	577
	% renter occupied	57.2%	74.5%
Hispanic or Latino	Total	27,098	1,031
(Hispanics can be of any race and are included in race categories above)	Owner occupied	9,440	236
	% owner occupied	34.8%	22.9%
	Renter occupied	17,658	794
	% renter occupied	65.2%	77.1%
	HOUSING COST BURDEN		
Total	Total Households	310,104	14,521
	Cost Burdened Households	108,129	4,547
	Not Computed	10,882	350
	Percent of households spending 30% or more of their income on housing	36.1	32.1

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