



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: ^{JLS} Jennifer Steingasser, Deputy Director

DATE: February 17, 2017

SUBJECT: **Setdown Report** for ZC #16-29, Howard Road
First Stage Planned Unit Development and Related Map Amendment

I. SUMMARY RECOMMENDATION

Redbrick has submitted an application for a first stage PUD and related map amendment to construct a mixed-use development on Howard Road, SE, north of the Anacostia Metro Station. The application also seeks flexibility for the arrangement, design and phasing of uses, but does not request flexibility from specific zoning regulations. The proposal is not inconsistent with the Comprehensive Plan, and the Office of Planning (OP), therefore, recommends that the application be set down for public hearing.

II. APPLICATION-IN-BRIEF

Location	Howard Road, SE, between South Capitol Street and the Anacostia Freeway / I-295. Ward 8, ANC 8A and 8C
Property Size	271,219 sf (6.23 acres)
Applicant	Poplar Point RBBR, LLC (Redbrick)
Current Zoning	MU-14 (Mixed Use - Waterfront)
Existing Use of Property	Vacant
Proposed Zoning	MU-9 (High Density Mixed Use)
Comprehensive Plan Policy Map	Land Use Change Area; Central Employment Area
Comprehensive Plan Future Land Use	High density residential, high density commercial and institutional uses

<p>Proposed Use of Property</p>	<ul style="list-style-type: none"> - Three mixed use buildings: <ol style="list-style-type: none"> 1. Single residential / retail building composed of two towers; 2. Single office / retail building composed of two towers; 3. Office building with no retail. - 130' in height, plus occupiable penthouse space - Total – 8.99 FAR, 2,339,780 sf - Residential – 2.60 FAR, 677,480 sf, 680-700 units - Office – 6.22 FAR, 1,617,000 sf - Retail – 0.17 FAR, 45,300 sf
<p>Requested Flexibility</p>	<ol style="list-style-type: none"> 1. PUD-related map amendment from MU-14 to MU-9; 2. Vary the phasing anticipated for the project; 3. Vary interim uses at the property while the other phases of the project are being finalized; 4. Reduce the amount of parking if needed to match market demand; 5. Vary the locations of the office and residential components; and 6. For the residential buildings, provide above-ground parking within the building's core instead of underground parking

III. SUMMARY OF OP COMMENTS

OP supports the proposed development and feels the project is not inconsistent with the Comprehensive Plan. The following summarizes OP comments from this report.

<p>OP Comment</p>	<p>Planning and / or Zoning Rationale</p>
<p>Provide retail on the ground floor of all buildings.</p>	<p>Full retail on both sides of the street would create the most vibrant streetscape with the greatest chances for retail to be successful, and would minimize the areas of unactivated building frontage.</p>
<p>Provide more detail on the interim uses of the site.</p>	<p>More detail is needed in order to understand how the property will be used and what impacts on the neighborhood, environment and transportation network those potential uses could have.</p>
<p>OP does not support the proposed flexibility to vary the locations of office and residential uses, or to bring residential parking above grade rather than below grade.</p>	<p>It is the purpose of a First Stage PUD to establish the basic site plan, uses, building bulk and building layout. The proposed flexibility would be counter to the purpose of the First Stage PUD.</p>
<p>While the listed amenities are sufficient for setback, the applicant should examine deeper commitments prior to the public hearing.</p>	<p>One intent of the PUD process is to balance the amount of development gained through the PUD with the amount of amenity generated by the project.</p>
<p>Provide full roof and penthouse plans, including height and setbacks, as well as rear yard / court-in-lieu calculations.</p>	<p>Full data about the proposed buildings is necessary for staff and Commission evaluation.</p>

OP Comment	Planning and / or Zoning Rationale
Show the meaningful connection between buildings D and E.	In order for the towers to count as a single building for zoning purposes, they must have a meaningful above-grade connection.
Explain why Building D needs a separate parking entrance from Building E, and show where loading occurs for Building D.	Removing Building D’s curb cut on Howard Road would result in a superior pedestrian experience and better retail space. With the current plans, it is unclear how loading would occur in Building D.

OP would continue to work with the applicant to adequately address these issues, and other issues raised by the Commission at setdown, prior to a public hearing.

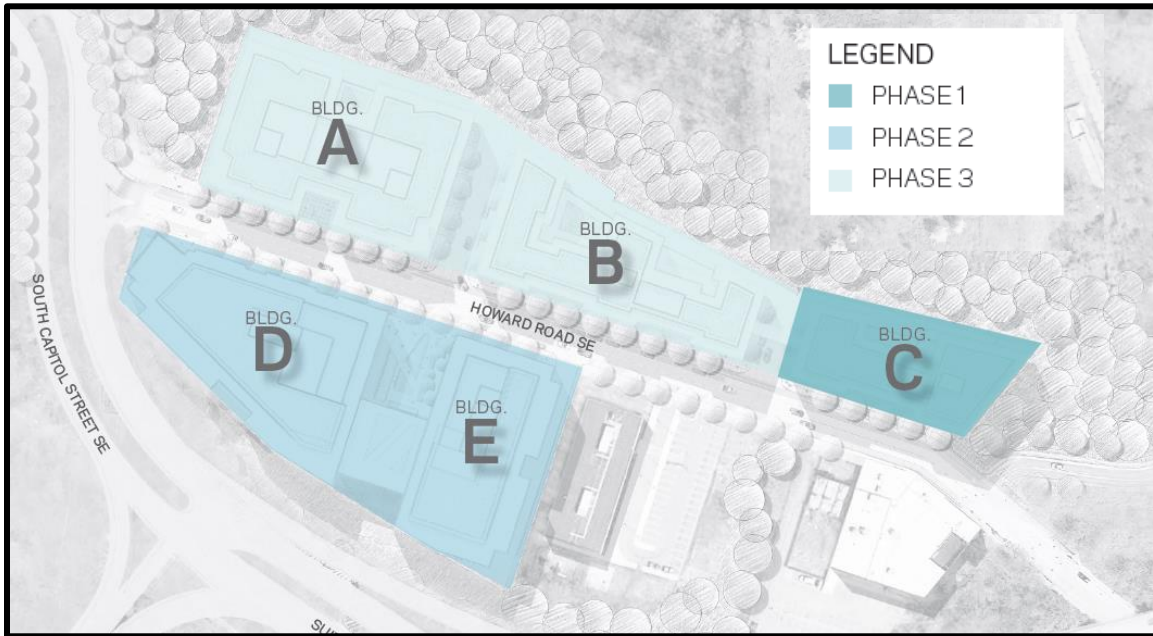
IV. SITE AND AREA DESCRIPTION

The site is located on either side of Howard Road, SE, between South Capitol Street and the Anacostia Freeway / I-295. The property is near the Anacostia metro station, and the closest metro entrance and the metro parking garage are about 550 feet from the site. The southern metro entrance and the bus bays are about a quarter mile from the site, south along Howard Road. The entire site is about 900 feet long from east to west. The relatively flat property was formerly the site of commercial and residential uses, but is now vacant. Also located on this portion of Howard Road is the Cedar Tree Academy – a charter school – and a DC government health facility. The subject site and the adjacent lots are zoned MU-14 (medium to high density waterfront mixed use).

Poplar Point is adjacent to this site to the north. It is presently controlled by the Federal government, but is planned to be transferred to District control at some point in the future. It is anticipated that Poplar Point would have a significant amount of open space along with mixed use development. In some of their plans, the applicant has envisioned some building footprints and massing that could potentially occur on that site. Although the District has had some planning exercises related to Poplar Point in the past, no plan has been completed for that site, and significant additional planning work would be required before an actual use mix, building sites, heights and densities could be attributed to the areas adjacent to the subject site.

V. PROJECT DESCRIPTION

The applicant proposes three buildings, two of which would be mixed use. The three buildings would be comprised of five towers – three office (“Buildings” A, D and E) and two residential (“Buildings” B and C). Please refer to the excerpted site plan and ground floor plan, below. “Buildings” B and C would have a meaningful connection above-grade, rendering them a single building for zoning purposes. The application states that the same would be true of D and E. Buildings D and E are shown as adjoining but the existence and location of a meaningful connection is not shown on the plans. This omission should be clarified prior to a public hearing. All buildings would be 130 feet tall and the total project would have an FAR of 8.99, based on the total lot area minus the area of private streets. For the remainder of this report, the individual towers will, for simplicity, be referred to as buildings.



Site Plan – Excerpted From Exhibit 2



Ground Floor Plan – Excerpted From Exhibit 2

Buildings B and C would be primarily residential and each would have ground floor retail. Parking and loading access would be through the private street between B and C, and the private alley behind the buildings. Building D is also shown on the plans to have a retail component on the ground floor. Auto access to building D is proposed from Howard Road, which could have negative impacts to the pedestrian experience along the street. The applicant should clarify why the parking entrance on the east side of Building E could not also be used for Building D. Moving the car ramp could also potentially consolidate the retail in that building, rather than

have a leftover retail bay at the far western end of the site. The loading location for Building D should also be clarified.

Buildings A and E would be office buildings, but the plans do not show any ground floor retail. A truly two-sided retail street would encourage pedestrian activity, put more eyes on the street, and create better chances for all retail to be successful. A lack of retail, especially in large office buildings, is very likely to create blank walls unappealing to pedestrians and detracting from the overall urban environment that is possible with this development. OP recommends that retail be located on the ground floor of all buildings.

Private streets would be located between Buildings A and B, and B and C, and would be open for traffic to potential streets in future Poplar Point development. The applicant proposes to reconstruct Howard Road, underground utilities, plant street trees, install bike racks, and create a two-way separated cycle track on the north side of the street. In addition, the buildings on both sides of the street would be set back from the property line to allow for wider sidewalks. The applicant has also discussed improvements to the northern Anacostia metro entrance. Prior to a public hearing, the applicant should clarify the scope of the improvements, including pedestrian connections between the subject site and the metro entrance, and whether WMATA approves of the proposal.

The architecture of the buildings has been shown on renderings contained in the plan set. OP approves of the general direction of the architecture, and noted a detailed review of the design would occur during a Second Stage PUD.

Inclusionary Zoning

The proposed MU-9 zone would require that 8% of the total residential floor area be dedicated to households earning 80% of the AMI. The applicant proposes an additional 2% of the floor area be dedicated to IZ units, as well as a deeper affordability commitment, with half of the floor area dedicated 50% AMI units. A breakdown of the housing proposal is given in the table below.

Residential Unit Type	Residential GFA	Percentage of Total	Approximate No. of Units	Affordable Control Period	Affordable Unit Type
Total	677,480	100%	690*		
Market Rate	609,732*	90%	598*		
IZ – 80% AMI	33,874****	5%	34*	Perpetuity	Rental
IZ – 50% AMI	33,874****	5%	34*	Perpetuity	Rental
Affordable / Non IZ	n/a	-	-	-	-

* Estimated by OP

** Page 11 of Exhibit 2 states that 50,811 NET square feet of IZ units would be created.

VI. COMPREHENSIVE PLAN POLICIES

The proposal would further the following Guiding Principles of the Comprehensive Plan, as outlined and detailed in Chapter 2, the Framework Element:

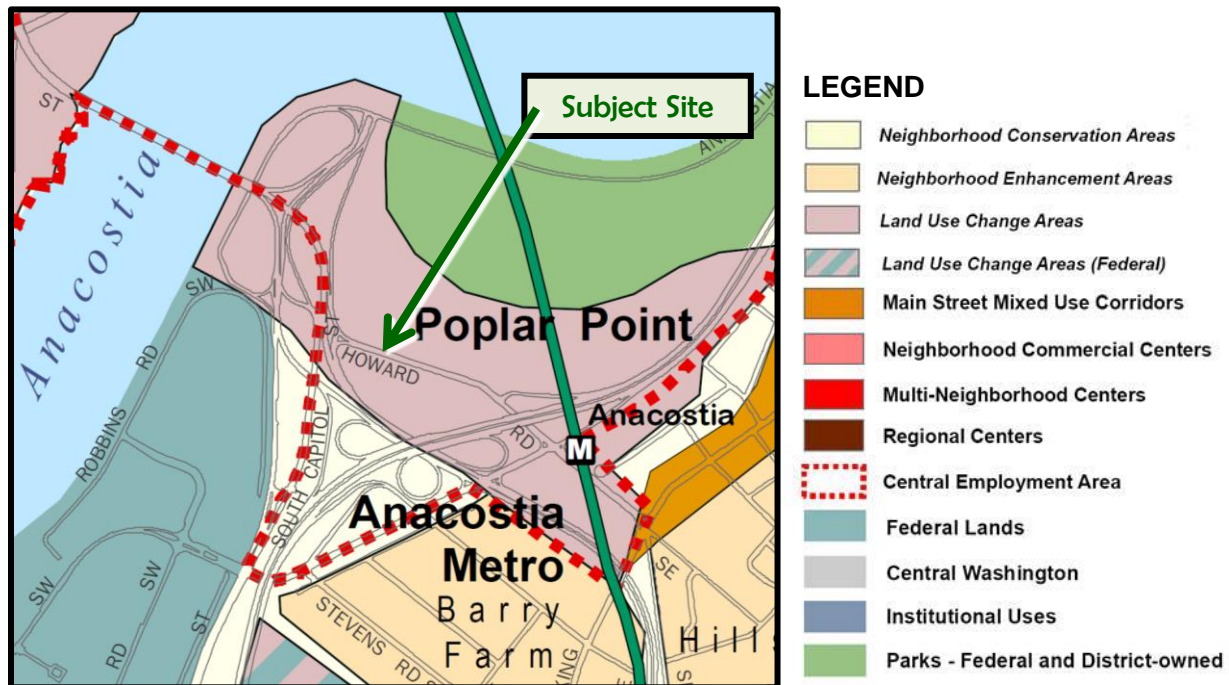
- (1) Change in the District of Columbia is both inevitable and desirable. The key is to manage change in ways that protect the positive aspects of life in the city and reduce negatives such as poverty, crime, and homelessness. § 217.1
- (4) The District needs both residential and non-residential growth to survive. Nonresidential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. § 217.4
- (5) Much of the growth that is forecast during the next 20 years is expected to occur on large sites that are currently isolated from the rest of the city. Rather than letting these sites develop as gated or self-contained communities, they should become part of the city's urban fabric through the continuation of street patterns, open space corridors and compatible development patterns where they meet existing neighborhoods. Since the District is landlocked, its large sites must be viewed as extraordinarily valuable assets. Not all should be used right away—some should be “banked” for the future. § 217.5
- (6) Redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs. § 217.6
- (7) Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality. § 217.7
- (17) An economically strong and viable District of Columbia is essential to the economic health and well-being of the region. Thus, a broad spectrum of private and public growth (with an appropriate level of supporting infrastructure) should be encouraged. The District's economic development strategies must capitalize on the city's location at the center of the region's transportation and communication systems. § 219.2
- (21) Land development policies should be focused to create job opportunities for District residents. This means that sufficient land should be planned and zoned for new job centers in areas with high unemployment and under-employment. A mix of employment opportunities to meet the needs of residents with varied job skills should be provided. § 219.6

The application is also consistent with major policies from the Land Use, Transportation, Housing, Economic Development, Urban Design and the Lower Anacostia Waterfront / Near Southwest elements. Please refer to Attachment 1 for the relevant policies.

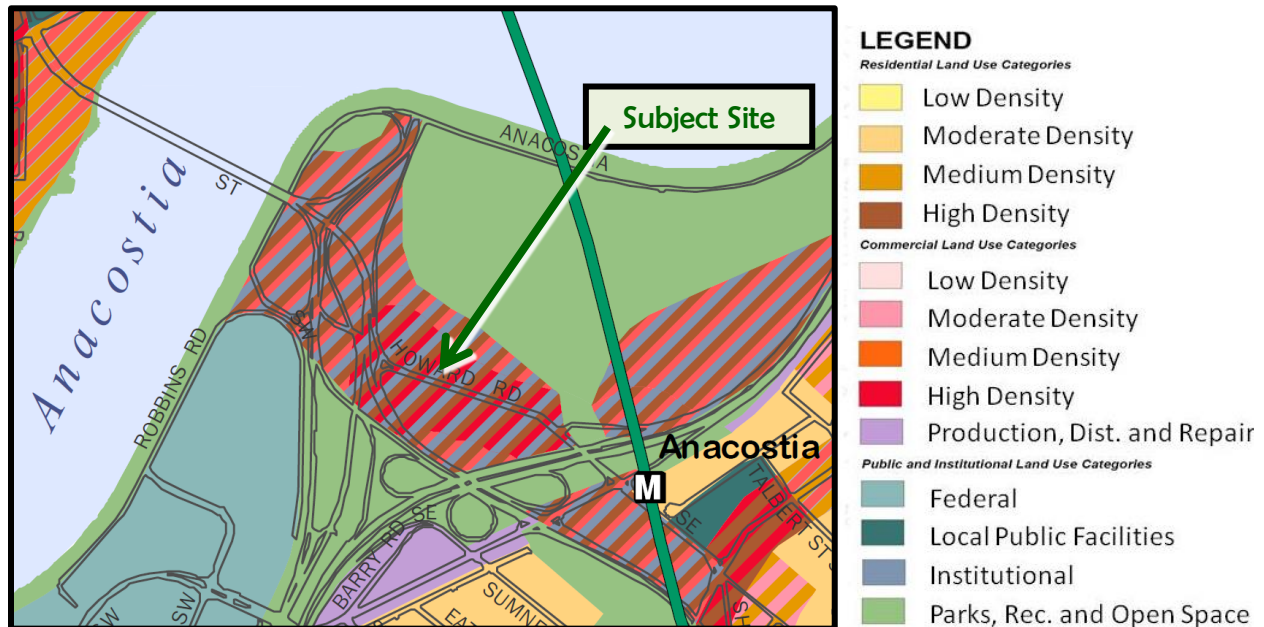
VII. COMPREHENSIVE PLAN LAND USE MAPS

The Comprehensive Plan’s Generalized Policy Map describes the subject site as a Land Use Change Area. Land Use Change Areas are anticipated to become “high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods (Comprehensive Plan, § 223.12). In Land Use Change Areas the expected mix of uses is shown on the Future Land Use Map. The Policy Map also shows that the subject site is within the Central Employment Area, which is defined as:

...the business and retail heart of the District and the metropolitan area. It has the widest variety of commercial uses, including but not limited to major government and corporate offices; retail, cultural, and entertainment uses; and hotels, restaurants, and other hospitality uses. The Central Employment Area draws patrons, workers, and visitors from across the region. The Comprehensive Plan’s Land Use and Economic Development Elements, and the Central Washington Area Element and Anacostia Waterfront Element provide additional guidance, policies and actions related to the Central Employment Area. (Comprehensive Plan § 223.21)



The Future Land Use Map (FLUM) indicates that the site is appropriate for high density residential, high density commercial and institutional uses. The definitions of these use categories, as described in the Comprehensive Plan, can be found in Attachment 2. The proposed height of 130’, the proposed FAR of 8.99, and the proposed mix of uses are not inconsistent with these designations.



VIII. ANACOSTIA WATERFRONT INITIATIVE

The subject site is within the Anacostia Waterfront Initiative (AWI) area. The vision of the AWI is of a clean and vibrant waterfront with a variety of parks, recreation opportunities, and places for people to meet, relax, encounter nature and experience the heritage of the waterfront. The AWI also seeks to revitalize surrounding neighborhoods, enhance and protect park areas, improve water quality and environment, and, where appropriate, increase access to the water and maritime activities along the waterfront. The subject site is included within two of the areas called out for improvement in the plan – the Poplar Point target area and the South Capitol Street Corridor target area. The proposed development is not inconsistent with the AWI’s planning guidance for these areas, including the following:

- Howard Road is to be an “enhanced gateway” to the existing neighborhood, as well as to the parkland at Poplar Point (pp. 114-115);
- Howard Road should contain a “vibrant mix of uses” (p. 115);
- The South Capitol Street area “is a long-term growth and employment corridor that can support a mixture of uses, including new residential and office development” (p. 120);
- Higher density development near South Capitol Street should be clustered near metro stations (p. 121);
- Streetscape design should include wide sidewalks and other facilities to encourage pedestrian, bicycle and transit access (p. 121).

IX. ZONING PARAMETERS AND FLEXIBILITY

To construct as proposed, the application requires no flexibility from zoning standards other than the PUD-related map amendment from the MU-14 to the MU-9 zone. The basic parameters of the proposal are shown in the table below. Following the table is a list of the applicant’s other

requested areas of flexibility, as stated on page 8 of Exhibit 2, and OP’s preliminary analysis of each.

Item	MOR - MU-14 (formerly W-3)	PUD - MU-9 (formerly C-3-C)	Proposed	Gains Through PUD (Proposed minus MOR)
Site Area			271,219 sf 260,152 sf w/o private streets	
FAR	7.2 (w/ IZ) 1,952,777 sf	9.36 2,538,610 sf	8.99 2,339,780 sf	1.79 FAR 387,003 sf 24.9% gain
	5.0 max non-res 1,356,095 sf	8.71 max non-res 2,362,317 sf	6.13 max non-res. 1,662,300 sf	1.13 max non-res. 306,205 sf 22.6% gain
Floor Area			677,480 sf res. (2.60 FAR) 1,617,000 sf office (6.22 FAR) <u>45,300 sf retail (0.17 FAR)</u> 2,339,780 sf total	
Height	100’ (w/ IZ)	130’	130’	30’ 30% gain
Penthouse Height	20’ 1 story + mezz. 2 nd story for mech.	20’ 1 story + mezz. 2 nd story for mech.	Complies, per applicant; More information required	
Lot Occupancy	80% (w/ IZ)	No maximum	74.9% 203,124 sf	-5.1% 6.4% decrease
Rear Yard	12’	2.5” / ft. of height, 12’ min.; OR court-in-lieu	Complies, per applicant; More information required	
GAR	0.3	0.2	0.21	-0.09 30% decrease

Applicant’s Requested Flexibility

- (1) **Vary the phasing anticipated for the Project, as the proposed phasing may need to be revised to meet market demands;**

OP does not object to flexibility in the phasing of the project.

- (2) **Vary interim uses at the Property while the other phases of the Project are being finalized;**

OP does not object to interim uses on the site, which can help activate the property when construction is progressing on some parcels but not on others. The applicant should provide information about what uses are contemplated, as different uses could have different transportation or environmental impacts, or impacts on the nearby community.

(3) Adjust parking downwards if needed to meet market demand;

The applicant requests flexibility to reduce the amount of parking provided. In general OP does not object to this form of flexibility, and notes the applicant should coordinate with the District Department of Transportation (DDOT) to develop a minimum number of spaces that could accommodate the anticipated automobile demand.

(4) Vary the locations of the office and residential components; and

OP is opposed to this area of flexibility. One of the purposes of a First Stage PUD is to establish the general use mix and the general locations of uses, in order to provide some level of certainty as to how the development would look and function. Granting this flexibility would go against this intent. OP recommends the applicant maintain the allocation of uses as submitted (residential in buildings B and C, office in buildings A, D and E) and if needed in the future propose an amendment to change the use.

(5) For the residential buildings, provide above-ground parking within the building's core instead of underground parking consistent with Subtitle C, Section 710.2.

OP is opposed to this area of flexibility. Such a major change in the function and layout of the buildings would necessarily result in a change in the design and potentially the massing of the buildings. There could also be transportation impacts based on where garage ramps are located, as well as associated impacts on the pedestrian network. Granting such flexibility would go against the basic premise of a First Stage PUD, which is intended to establish the building mass, general uses, circulation and entrances.

X. PURPOSE AND EVALUATION STANDARDS OF A PUD

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Subtitle X, Chapter 3. The PUD process is intended to:

“provide for higher quality development through flexibility in building controls, including building height and density, provided that a PUD:

- (a) Results in a project superior to what would result from the matter-of-right standards;
- (b) Offers a commendable number or quality of meaningful public benefits; and
- (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan” (§ 300.1).

The application exceeds the minimum site area requirements of § 301 to request a PUD. The applicant is requesting a first-stage PUD and related map amendment. In order to approve the project, the Commission must find that the PUD:

- Would not be inconsistent with the Comprehensive Plan;
- Would not result in unacceptable impacts on the area or on city services; and
- Includes public benefits and project amenities that balance the flexibility requested and any potential adverse effects of the development (§§ 304.3 and 304.4).

OP will provide at the time of the public hearing an analysis of the project’s conformance with these standards, including its impact on city services, as informed by comments from referral agencies.

XI. PUBLIC BENEFITS AND AMENITIES

Subtitle X § 305 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. “Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title” (§ 305.2). “A project amenity is one (1) type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience, or comfort of the project for occupants and immediate neighbors” (§ 305.10). Section 305.5 lists several potential categories of benefit proffers, and “A project may qualify for approval by being particularly strong in only one (1) or a few of the categories in [that] section, but must be acceptable in all proffered categories and superior in many” (§ 305.12). The Commission “shall deny a PUD application if the proffered benefits do not justify the degree of development incentives requested (including any requested map amendment)” (§ 305.11).

Amenity package evaluation, therefore, is partially based on an assessment of the additional development gained through the application process. In this case, the application proposes a PUD-related map amendment from MU-14 to MU-9, which would allow mixed use development to a high height and density.

	Existing Zoning MU-14	Proposed Zoning MU-9 (PUD)	Proposed Development	Gains Through PUD
Height	100’	130’	130’	30’
FAR	7.2 1,952,777 sf	9.36	8.99 2,339,780 sf	1.79 387,003 sf

The application lists several potential benefits, some of which can be considered amenity items. Although it is typical for the details of the benefits and amenities package to be resolved closer to the public hearing date, the following is OP’s preliminary summary of some of the benefits listed in the application. The proffered list is sufficient for setdown, and OP has suggested to the applicant that they examine ways to enhance the amount of benefits and amenities the project would generate, given the gains sought through the PUD process. OP will continue to work with the applicant to refine the package of benefits.

Applicant's Amenities / Benefits	OP Comments
1. Housing	Page 11 of Exhibit 2 cites housing as a benefit of the project. OP concurs that the proposed 680 to 700 residential units would be a benefit of the project.
2. Affordable Housing	<p>The provision of Inclusionary Zoning (IZ) units above what is required is considered an amenity. The applicant proposes that 10% of the residential square footage would be dedicated as IZ units, when only 8% would be required. The applicant also proposes that the IZ units would be split evenly between 50% AMI and 80% AMI, when only 80% AMI is required.</p> <p>It is also stated in Exhibit 2 that the affordable housing would include 3-bedroom units. OP supports the amenity of larger units sizes.</p>
3. Site planning, urban design, architecture	OP supports the site plan for the project and would consider the provision of building setbacks to create wide sidewalks and the provision of private streets to future development on Poplar Point to be amenity items. The overall urban design is appropriate for an area of high density development. The architecture would be more fully evaluated during a Second Stage PUD review and cannot be considered a benefit at this time.
4. Streetscape	The application cites an enhanced streetscape as a benefit. The general enhancement of Howard Road with sidewalks and street trees would not be an amenity as that would be expected with virtually any redevelopment of the subject site. The provision of bike lanes is also standard or at the most mitigation to facilitate non-auto trips to and from the site. As noted above, OP does consider the setbacks to create wider sidewalks to be an amenity item, along with the undergrounding of all utilities along the street.
5. Environmental benefits	OP views the achievement of LEED Gold for all of the buildings as an amenity item. Removing the existing contamination on the site is not an amenity, but simply a pre-requisite to development.
6. Uses of special value	The applicant proposes to make enhancements to the Anacostia Metro Station. Should WMATA approve such improvements, this could be a valuable amenity item.
7. First Source agreement	No commitment at this time – the applicant should address their commitments to this important item prior to the public hearing.

XII. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will refer it to the following government agencies for review and comment:

- Department of Energy and the Environment (DOEE);
- Department of Transportation (DDOT);
- Department of Housing and Community Development (DHCD);

- Department of Employment Services (DOES);
- Department of Parks and Recreation (DPR);
- Department of Public Works (DPW);
- DC Public Schools (DCPS);
- Fire and Emergency Medical Services Department (FEMS);
- Metropolitan Police Department (MPD);
- DC Water;
- WMATA.

XIII. ATTACHMENT

1. Comprehensive Plan Policies
2. Definitions of Future Land Use Map Categories

JS/mrj

Attachment 1 Comprehensive Plan Policies

Land Use Element

Policy LU-1.1.3: Central Employment Area

Continue the joint federal/District designation of a “Central Employment Area” (CEA) within the District of Columbia. The CEA shall include existing “core” federal facilities such as the US Capitol Building, the White House, and the Supreme Court, and most of the legislative, judicial, and executive administrative headquarters of the United States Government. Additionally, the CEA shall include the greatest concentration of the city’s private office development, and higher density mixed land uses, including commercial/retail, hotel, residential, and entertainment uses. Given federally-imposed height limits, the scarcity of vacant land in the core of the city, and the importance of protecting historic resources, the CEA may include additional land necessary to support economic growth and federal expansion. The CEA may be used to guide the District’s economic development initiatives, and may be incorporated in its planning and building standards (for example, parking requirements) to reinforce urban character. The CEA is also important because it is part of the “point system” used by the General Services Administration to establish federal leases. The boundaries of the CEA are shown in Figure 3.2. 304.8

Policy LU-1.1.4: Appropriate Uses in the CEA

Ensure that land within the Central Employment Area is used in a manner which reflects the area’s national importance, its historic and cultural significance, and its role as the center of the metropolitan region. Federal siting guidelines and District zoning regulations should promote the use of this area with high-value land uses that enhance its image as the seat of the national government and the center of the District of Columbia, and that make the most efficient possible use of its transportation facilities. 304.9

Section 306.4

...certain principles should be applied in the management of land around all of the District’s neighborhood stations. These include:

- A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;
- A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;
- A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking;
- Provision of well-designed, well-programmed, and well-maintained public open spaces;
- A "stepping down" of densities with distance away from each station, protecting lower density uses in the vicinity;
- Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city; and
- A high level of pedestrian and bicycle connectivity between the stations and the neighborhoods around them. 306.4

Policy LU-1.3.1: Station Areas as Neighborhood Centers

Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. This policy should not be interpreted to outweigh other land use policies which call for neighborhood conservation. Each Metro station area is unique and must be treated as such in planning and development decisions. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. 306.10

Policy LU-1.3.2: Development Around Metrorail Stations

Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. 306.11

Policy LU-1.3.4: Design To Encourage Transit Use

Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots. 306.13

Policy LU-1.3.6: Parking Near Metro Stations

Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all day commuters. 306.15

Transportation Element

Policy T-2.2.2: Connecting District Neighborhoods

Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government. 408.6

Action T-2.2.B: Pedestrian Connections

Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected Metrorail transit stations, streetcar stations, and bus and stops and at major transfer facilities to enhance pedestrian flow, efficiency, and operations. 408.11

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. 409.8

Policy T-2.3.2: Bicycle Network

Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way. 409.9

Policy T-2.3.3: Bicycle Safety

Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist. 409.10

Action T-2.3.A: Bicycle Facilities

Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11

Action T-2.3.B: Bicycle Master Plan

Implement the recommendations of the Bicycle Master Plan to:

- a. Improve and expand the bike route system and provide functional and distinctive signs for the system;
- b. Provide additional bike facilities on roadways;
- c. Complete ongoing trail development and improvement projects to close gaps in the system;
- d. Improve bridge access for bicyclists;
- e. Provide bicycle parking in public space and encourage bicycle parking in private space;
- f. Update the District laws, regulations and policy documents to address bicycle accommodation;
- g. Review District projects to accommodate bicycles;
- h. Educate motorists and bicyclists about safe operating behavior;
- i. Enforce traffic laws related to bicycling;
- j. Establish a Youth Bicycle and Pedestrian Safety Education Program;
- k. Distribute the District Bicycle Map to a wide audience; and
- l. Set standards for safe bicycle operation, especially where bikes and pedestrians share the same space. 409.12

Sections 410.3 and 410.4

Improvements to pedestrian facilities can enhance the quality of the walking and public transit environments, and foster greater use of both modes. Improvements should focus on reductions in the number and severity of pedestrian-vehicle conflict points, clarified pedestrian routing, widened sidewalks, and improved aesthetic features such as landscaping. 410.3

Encouraging walking will bring many benefits to the District. It will provide convenient and affordable transportation options, reduce vehicular-travel and related pollution, and improve the health and fitness of District residents. 410.4

Policy T-2.4.1: Pedestrian Network

Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city. 410.5

Housing Element

H-1.1 Expanding Housing Supply

Expanding the housing supply is a key part of the District's vision to create successful neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city's fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments of the community. The first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs. 503.1

Policy H-1.1.3: Balanced Growth

Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city 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. 503.4

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. 503.5

Economic Development Element

Policy ED-1.1.1: Core Industries

Continue to support and grow the District's core industries, particularly the federal government, professional and technical services, membership associations, education, hospitality, health care, and administrative support services. 703.9

Policy ED-1.1.5: Use of Large Sites

Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13

Policy ED-2.1.1: Office Growth

Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront. 707.6

Policy ED-2.1.3: Signature Office Buildings

Emphasize opportunities for build-to-suit/signature office buildings in order to accommodate high-end tenants and users and corporate headquarters. Consider sites in secondary office centers such as NoMA and the Near Southeast for this type of development. 707.8

Urban Design Element

Policy UD-1.3.8: East of the River Gateways

Improve the visual and urban design qualities of the gateways into East-of-the-River neighborhoods from the Anacostia River crossings, with landscape and transportation improvements along Howard Road, Martin Luther King Jr Avenue, Pennsylvania Avenue, Randle Circle (Minnesota and Massachusetts), Benning Road, and Kenilworth Avenue. 905.14

Action UD-1.3.A: Anacostia Waterfront Initiative

Continue to implement the Framework Plan for the Anacostia River, restoring Washington's identity as a waterfront city and bridging the historic divide between the east and west sides of the river. 905.15

Policy UD-1.4.4: Multi-Modal Avenue/Boulevard Design

Discourage the use of the city's major avenues and boulevards as "auto-only" roadways. Instead, encourage their use as multi-modal corridors, supporting transit lanes, bicycle lanes, and wide sidewalks, as well as conventional vehicle lanes. 906.10

Policy UD-3.1.7: Improving the Street Environment

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall. 913.14

Lower Anacostia Waterfront / Near Southwest Area Element

Policy AW-1.1.2: New Waterfront Neighborhoods

Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. 1908.3

Policy AW-1.1.3: 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. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yard metrorail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops. 1908.4

Policy AW-1.1.7: Multi-modal Waterfront Streets

Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access. 1908.8

Policy AW-2.4.8: Access Improvements to Poplar Point

Improve access to Poplar Point by redesigning the road system on the site's perimeter, rebuilding the Frederick Douglass (South Capitol) bridge, converting the Anacostia Metrorail station to a multi-modal terminal, adding provisions for pedestrians and bicycles along Howard Road, W Street SE, and Good Hope Road, and providing water taxi service on the Anacostia River. 1914.14

Attachment 2

Definitions of Future Land Use Map Categories

High Density Residential – This designation is used to define neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas. The corresponding Zone districts are generally R-5-D and R-5-E, although other zones may apply. (Comprehensive Plan § 225.6)

High Density Commercial – This designation is used to define the central employment district of the city and other major office employment centers on the downtown perimeter. It is characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed. The corresponding Zone districts are generally C-2-C, C-3-C, C-4, and C-5, although other districts may apply. (Comprehensive Plan § 225.11)

Institutional – This designation includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Smaller institutional uses such as churches are generally not mapped, unless they are located on sites that are several acres in size. Zoning designations vary depending on surrounding uses. (Comprehensive Plan § 225.16)