

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Stephen Cochran, Zoning & Special Projects Planner
JLS.
 Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation

DATE: January 18, 2023

SUBJECT: Setdown Report: Map Amendment to Rezone Square 0175, Lot 826 (1617 U Street, NW) and Lot 827 (1620 V Street, NW) from the MU-4 Zone to the MU-10 Zone.

I. RECOMMENDATION AND SUMMARY

The Office of Planning (OP) submits this map amendment petition and requests its setdown on behalf of the Deputy Mayor for Economic Development and Planning (DMPED) **to rezone Square 0175, Lots 826 and 827 from the MU-4 zone to the MU-10 Zone, and that IZ Plus apply.**

The site is located at the northeast corner of 17th and U Streets, NW and is owned by the District government. It is occupied by, and will continue to be occupied by, the Metropolitan Police Department (MPD) Third District Police headquarters and by Fire and Emergency Services (FEMS) Engine Company 9 and its related uses. The map amendment is intended to implement the following 2021 revisions to the Comprehensive Plan that address the future of the site.



Figure 1. Site and FLUM

- Amendment 8050 to the Generalized Future Land Use Map (FLUM), which changed the site's land use designation from Local Public Facilities to a mix of Local Public Facilities/ High Density Residential /and Moderate Density Commercial. The current MU-4 zoning on the site is not consistent with the new FLUM designation.
- The Mid-City Element's Policy MC-2.3.7, Use of Public Sites, which identifies the site as one that *"should be used to create a significant amount of new affordable housing, establish space for cultural uses, and provide for additional public facilities..."* The site now has no housing, and the public facilities require upgrades and expansion. Any disposition/development agreement would provide for retaining the public functions, with upgrades, and would require affordable housing subject to the affordability requirements in District Law 10-801. These exceed those of IZ Plus.

The map amendment would enable the provision of more market rate housing and affordable housing, which would help mitigate rising housing costs that affect households of color

disproportionately. It would enable the retention of District public service jobs for which persons of color are actively recruited.

The map amendment would also be consistent with the Generalized Policy Map’s classification of the site as part of both a Main Street Mixed-Use Corridor and a Neighborhood Conservation Area.

II. APPLICATION-IN-BRIEF

TABLE 1.

Applicant:	DC Office of Planning on behalf of the Deputy Mayor for Economic Development and Planning
Address:	1617 U Street, NW and 1620 V Street, NW
Legal Description:	Square 0175, Lot 826 and Lot 827
Proposed Map Amendment:	From the MU-4 Zone to the MU-10 Zone with IZ Plus
Ward and ANC:	Ward 1/ANC 1B in 2023; ANC 1C in 2022
Property Size:	81,981 square feet ¹ (1.88 acres) . (Does not include public alley between Lots 826 and 827).
Future Land Use Map Designation:	Mixed Use: Local Public Facilities/ High Density Residential / Moderate Density Commercial
Generalized Policy Map Designation:	Main Street Mixed-Use Corridor (southern half fronting U Street) / Neighborhood Conservation Area (northern half, fronting V Street)

The following table outlines the major differences between the existing and proposed zones.

Table 2.

Zone	Density	Height¹	Lot Occupancy
Existing MU-4	2.5 3.0 (IZ) Maximum 1.5 non-residential	50 ft.	60% 75% (IZ)
Proposed MU-10	6.0 7.2 (IZ) Maximum 3.0 non-residential	90 ft. 100 ft. (IZ)	75% 80% (IZ)

Because the property is District-owned any future lease, disposition or RFP would include ANC and neighborhood participation in the process and in the design of future construction on the site. Depending on the ultimate development plan, the MU-10 zone’s density and height maximums could permit construction of newer MPD and FEMS facilities, over 200 affordable housing units and a larger garage for the many public and employee vehicles that now spill-over onto neighborhood streets. There are eight 8-story buildings and two 10-story buildings within two blocks of the map amendment site.

¹ Lot 826 = 18,343 SF; Lot 827 = 63,638 SF. To be determined if north-south alley in center of site requires closure. If so, would be added to site’s total square footage.

III. SITE AND AREA DESCRIPTION

As illustrated in Figures 2, 3 and 4, the property proposed for re-zoning occupies approximately 2/3 of Square 175, which is bounded by U, V, 16th and 17th Streets, NW.² The site is bounded by: North, V Street and, across a public alley, six 2-story rowhouses; West, 17th Street; South, U Street; and East, a public alley. Lot 826 comprises ~2/3 of the site, with frontage on U, V and 17th streets. Lot 827, with frontage only on U Street, comprises the remaining ~1/3 of the site. Together the lots are occupied by two District government facilities which have shared the site since the 1960's.

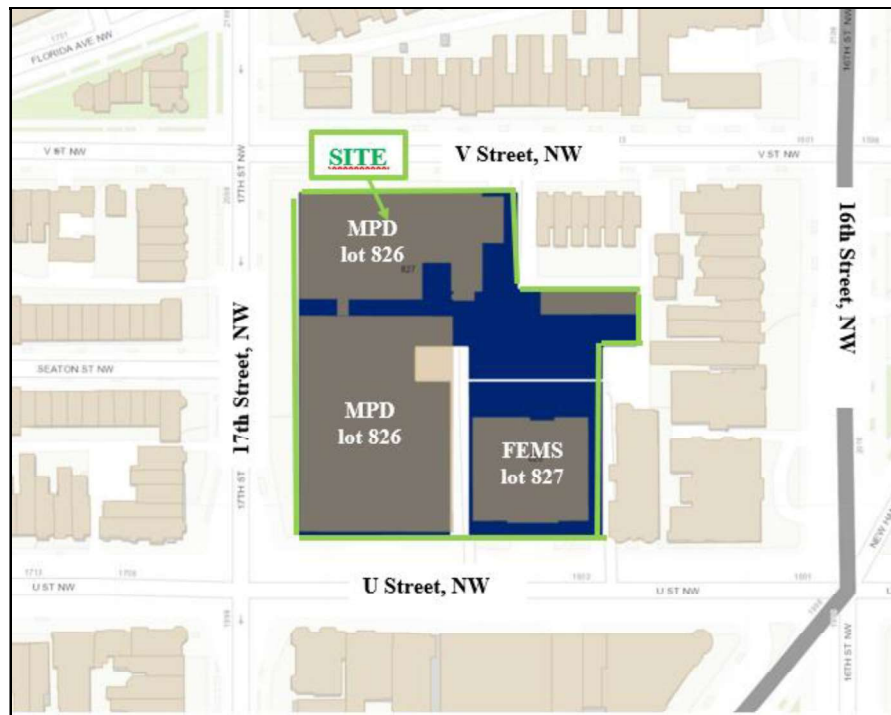


Figure 2. Site, Lots and Occupants

Lot 827 slopes approximately 5 feet downward from north to south. It is occupied by the two-story Metropolitan Police Department's (MPD) Third District Station, with frontage on V Street and 17th Street. The station's pedestrian entrance is on V Street and it is connected to a two-level parking garage with frontage on V Street and U Street. The garage is used predominantly by MPD and is accessed from a north-south alley to the east of the garage and to the west of the fire station.

Lot 826 is occupied by the one-story Fire and Emergency Medical Services (FEMS) Engine Company Number 9 and related services. Its vehicular entrances and its pedestrian entrances are from U Street. FEMS also uses a portion of the garage.

² All streets noted in this report are in the Northwest quadrant



Figure 3. Site Looking North



Figure 4. Site Looking South

Proximate to the site's boundaries are:

- North, across V Street, other 2-story rowhouses;
- West, across 17th Street, primarily residential two- and three-story row buildings, but with ground floor retail at the corner of 17th and U Streets;
- South, across U Street, a mix of three- and four-story buildings with ground floor retail, and one five-story commercial building; and
- East, across the public alley, a combination of 3 and 4-story row houses and five to eight-story apartment buildings along 16th Street, and a 4-story apartment building with ground floor retail on U Street.

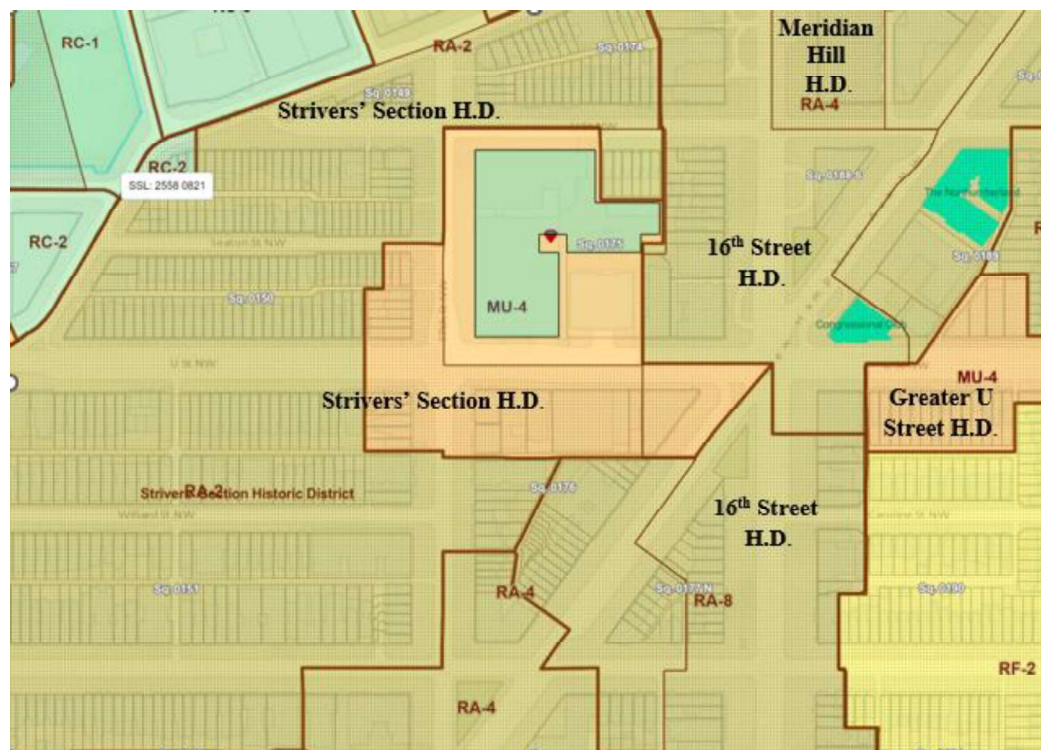


Figure 5. Zone Districts and Historic Preservation Districts

The Mixed-Use MU-4 zone covers the subject property, the four corners of 17th and U Streets, and U Street as far east as 16th Street. Most of the property surrounding the MU-4 area is zoned RA-4, for

moderate density residential rowhouses and apartment buildings. However, because many of the buildings pre-date the 1958 zoning regulations, there are four eight-story, and one nine-story, apartment buildings within a block of the site and an additional five eight-to-ten-story apartment buildings within the next two blocks.

In general, the area is a predominately moderate to high density residential neighborhood, with moderate to medium-density mixed-uses along U Street, east of 17th Street. The site is well-served by transit, with the various 90-series bus lines on U Street, several “S” bus lines on 16th Street (including an express service) and with the U Street/African American Memorial Metro Green Line stop being 4 blocks to the east.

As illustrated in Figure 5, while the property is not within an historic district, it is bordered by the Strivers’ Section historic district on the north, south and west, and by the 16th Street historic district on the east.

IV. RATIONALE FOR THE PROPOSED MAP AMENDMENT

The site is currently within the MU-4 zone which is described as a moderate density mixed use zone. As noted, it is no longer consistent with the revised FLUM designation for high density residential, moderate density commercial and local public facilities. (FLUM change 8050).

Section 400.3 of the Zoning Regulations states that *the MU-4 zone is intended to*

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

The existing and proposed uses for the site do not comport with these purposes. The FLUM indicates the site should permit mixed use density with a residential component exceeding moderate density. The existing and proposed uses include a substantial portion of local government uses. The Zoning Regulations state that the MU-4 zone is appropriate for low and moderate density residential areas. The site is in a moderate to medium density mixed use area that includes commercial uses and housing types that range from row-houses to moderate and medium density apartment buildings up to 8 and 9 stories tall.

The proposed MU-10 zone, on the other hand, is intended to:

400.9

- (a) Permit medium- to high-density mixed-use development with a balance of uses conducive to a higher quality of life and environment for residents, businesses, employees, and institutions;*
- (b) Be applied to areas where a mixture of uses and building densities is intended to carry out elements of the Comprehensive Plan, small area plans, or framework plans, including goals*

in employment, population, transportation, housing, public facilities, and environmental quality;

(c) Require a level of public space at the ground level; and

(d) Allow residential and non-residential bulk to be apportioned between two (2) or more lots in the same square.

The MU-10 zone (see Table 2 on page 2) would permit both the density and the mix of uses the Comprehensive Plan envisions for the site, including public uses at the ground level.

More specifically, OP is recommending the MU-10 zone to:

- Respond to the new FLUM designation; and
- Effectuate Mid-City Element Policy MC-2.3.7 Use of Public Sites by enabling the site to have enough density and height to:
 1. Accommodate new, superior facilities for the 3rd District Police and for Engine Company 9 and related services, including a larger parking facility to shelter police cars and employee vehicles that now park on neighborhood streets and grassy parking strips;
 2. Make it economically feasible to construct a significant amount of affordable housing on the site, and possibly some market rate housing atop the government facilities; and
 3. Not preclude the possibility of providing limited ground floor retail uses along a portion of the site’s U Street face.

Rezoning applications consider only consistency with the Comprehensive Plan and do not include a specific development proposal. However, with an appropriately designed site plan it is likely that on the less-than-two-acre site the MU-10 zone’s density and height limits could accommodate these vehicle-intensive MPS and FEMS uses, a significant amount of affordable housing, and limited retail uses without being inconsistent with the Comprehensive Plan,

V. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The following table provides more detail comparing the development standards and uses of the existing MU-4 zone and the proposed MU-10 zone.

Table 3.

	Existing Zone	Proposed Zone:
	MU-4	MU-10
Permitted Uses:	MU-Use Group E in Subtitle U, Chapter 5.	MU-Use Group G in Subtitle U, Chapter 5.
Height:	50 ft. maximum	90 ft. max 100 ft. max. with IZ
Floor Area Ratio (FAR):	2.5 max. 3.0 max with IZ (1.5 max. non-residential use)	6.0 max. 7.2 max. with IZ (3.0 max. non-residential use)

Penthouse Height:	12 ft. max./1 story 15 ft. total with second story for penthouse mechanical space	20 ft. max./ 1 story 20 ft. total with second story for penthouse mechanical space
Lot Occupancy	60% Place of Worship – 60% 75% IZ	75% 80% IZ
Rear Yard	15 ft. min.	The greater of 12 feet or 2.5” deep per foot of building height. Not required below first residential level.
Side Yard:	None required. If provided, the greater of 5 feet or 2” wide per foot of building height.	Same as MU-4.
Parking - Vehicular	- <u>Local Gov’t.</u> : 0.5 space per 1000 SF over the first 2000 SF; - <u>Residential</u> : 1 space per 3 dwelling units over the first 4 units - <u>Retail</u> : 1.33 space per 1,000 SF over 3,000 SF	Same as MU-4
Parking - Bicycle	Long Term <u>Local Gov’t.</u> : 1 per 7,500 SF <u>Residential</u> 1 per 3 apartments Retail: 1 per 10,000 SF Short-Term <u>Local Gov’t.</u> : Greater of 6 or 1 per 40,000 SF <u>Residential</u> 1 per 20 apartments <u>Retail</u> : 1 per 3,500 SF\	Same as MU-4
Loading	<u>Local Govt.</u> : 1 loading berth, 1 delivery space for 30,000 to 100,000 GFA <u>Residential</u> : If more than 50 dwelling units, 1 loading berth, 1 delivery space <u>Retail</u> : 1 loading berth, 0 delivery space if 5,000 to 20,000 SF’	Same as MU-4
GAR:	0.3 min.	0.2 min.

As noted above, and as will be further outlined in Section VI of this report, the Comprehensive Plan policies and objectives are supportive of the MU-10 zone for this site.

VI. IZ PLUS AND DC LAW 10-801

11DCMR Subtitle X § 502 (b) presumes that IZ Plus will apply to a map amendment “that allows a higher maximum FAR, both exclusive of the twenty percent (20%) IZ bonus density, if applicable” *except* as provided for in Section 502.2:

The property is owned by the District, and any disposition and development of the property will be subject to affordability requirements of District Law 10-801. Under that law, at least 30% of the units would be affordable, since the subject property is within a half-mile of the U Street/African American

Civil War Memorial and a quarter mile of a WMATA Priority Network Metrobus Route (“S” Routes on 16th Street). In addition, for rental units, at least 25% would be for very low-income residents, who would pay no more than 30% of their income towards housing costs. The remainder would be for low-income residents who would pay no more than 30% of their income towards housing cost. In the case of homeownership units, 50% would be for residents who pay no more that 30% towards housing and the remaining 50% would be for moderate-income household who would pay no more that 30% of their income towards housing.

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

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

The requirements under DC Law 10-801 exceed the requirements of IZ Plus, which requires that 18% to 20% of the residential square footage be reserved for housing affordable to households earning 60% of the MFI for rental units and 80% MFI for ownership units. Nevertheless, out of an abundance of caution, OP recommends the rezoning is appropriate for IZ Plus because:

- The proposed map amendment would allow a higher maximum FAR than the existing zone and IZ Plus is designed to apply to such situations;
- The neighborhood surrounding the site, and Ward 1 in general has existing deficiencies in affordable housing. (See page 15 of this report);
- Ward 1 had a median rent of \$1,803 in 2019, exceeding the District-wide median of \$1,603.

VII. COMPREHENSIVE PLAN EVALUATION

Overview

The Comprehensive Plan gives general recommendations, unlike the Zoning Regulations which gives specific requirements and limitations. The plan states that areas designated for high density residential use would typically have densities greater than 4.0 FAR and that greater density may be possible if developed with Inclusionary Zoning. (227.8) For Moderate Density Commercial designations densities between 2.5 and 4.0 FAR would be typical, with additional density for developments with Inclusionary Zoning (227.8).

The Framework Element suggests that that it is appropriate to co-locate non-governmental and governmental uses on a site that includes a Local Public Facilities designation (227.17) and that Area Elements may also provide detail on the specific mix of uses envisioned” (227.21). In this instance the Mid-City Element (Policy MC-2.3.7 Use of Public Sites) specifies that the subject site shall accommodate governmental use, “continue the history of U Street as a Black business corridor” and include additional density to accommodate affordable housing and other uses.

The subject site is designated as being appropriate for a mix of all of these uses, with the residential use (high density) having the greatest emphasis. “*The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown*”. The MU-10 zone’s 7.2 FAR density maximum and 100-foot height limit could accommodate the vehicle-intensive MPS

and FEMS uses, a significant amount of affordable housing, and the retail uses consistent with U Street traditions and be not inconsistent with the Comprehensive Plan.

A. COMPREHENSIVE PLAN MAPS

The District of Columbia Comprehensive Plan guides the District’s development, both broadly and in detail, through maps and policies that establish priorities, key actions, and assumptions about the future of development, 10A DCMR §§ 103.2 and 103.3. The Guidelines for Using the Generalized Policy Map and the Future Land Use Map in the Framework Element state that the “*Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comprehensive Plan policies.*” Additionally, “*the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the Citywide Elements and the Area Elements.*”

As demonstrated below, the proposed zoning map amendment would not be inconsistent with the map designations or the Citywide and Area Elements.

1. Generalized Future Land Use Map (FLUM)

The District of Columbia Comprehensive Plan (the "Comprehensive Plan") guides the District’s development, both broadly and in detail, through maps and policies that establish priorities, key actions, and assumptions about the future of development, 10A DCMR §§ 103.2 and 103.3. The site is designated as High Density Residential, Moderate Density Commercial, and Local Public Facilities on the Future Land Use Map of the Comprehensive Plan.

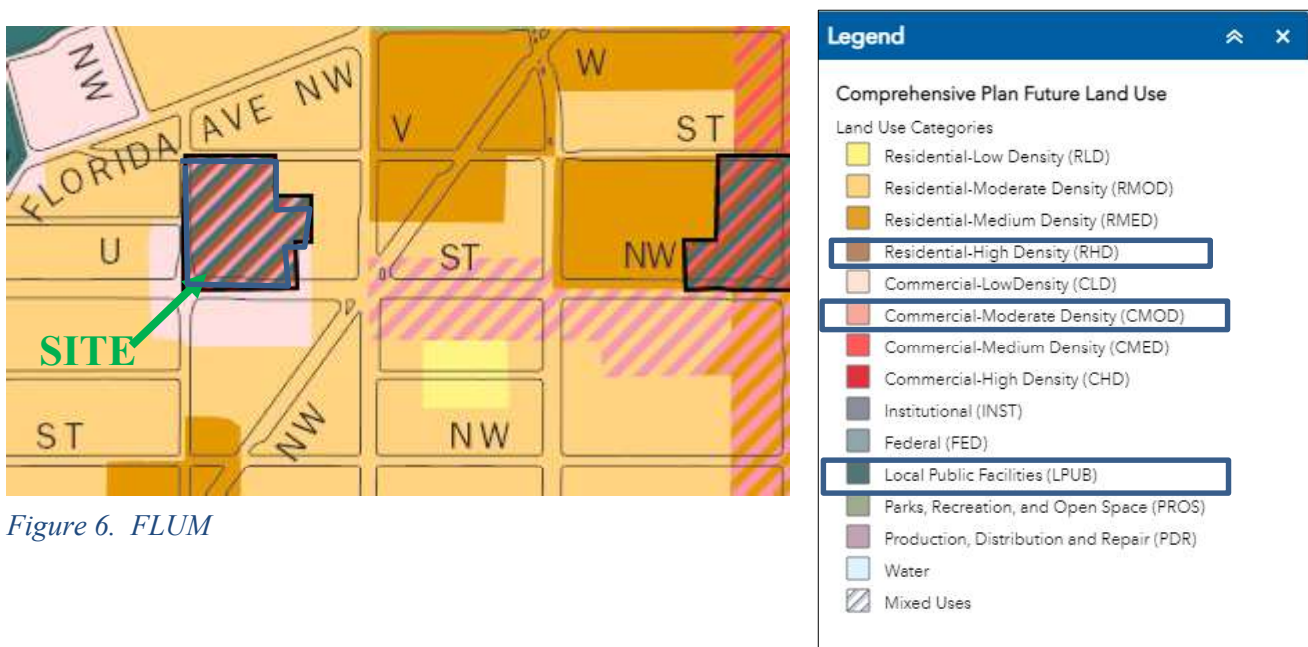


Figure 6. FLUM

The Comprehensive Plan designates a portion of the site fronting U Street as Mixed Use.

The Mixed-Use Category in the Future Land Use Map ...

...indicates areas where the mixing of two or more land uses is especially encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. A Mixed Use Future Land Use Map designation should not be confused with the Mixed Use (MU) zoning districts, although they frequently apply to the same area or parcel of land. The Mixed Use Category generally applies in the following circumstances:

- a. Established, pedestrian-oriented commercial areas that also include substantial amounts of housing, typically on the upper stories of buildings with ground-floor retail or office uses;*
- b. Commercial corridors or districts which may not contain substantial amounts of housing today, but where more housing is desired in the future. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, with ground-floor retail or office uses and upper story housing;*
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared; and*
- d. Development that includes residential uses, particularly affordable housing, and residentially compatible industrial uses, typically achieved through a Planned Unit Development or in a zone district that allows such a mix of uses. 227.20*

The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground-floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix (in this case, Moderate Density Residential/Low Density Commercial). The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. 227.21

It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as “Commercial” may also contain other uses, including housing. Likewise, some of the areas shown as purely “Residential” contain existing incidental commercial uses such as corner stores or gas stations, or established institutional uses, such as places of worship. The “Mixed Use” designation is intended primarily for larger areas where no single use predominates today, or areas where multiple uses are specifically encouraged in the future. 227.22

A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. All zone districts formerly identified as commercial, SP, CR and Waterfront were renamed as MU zone districts in 2016, and are considered to be mixed use. Residential uses are permitted in all of the MU zones, however, so many Mixed Use areas may have MU zoning. 227.23

The existing MU-4 zoning permits a maximum overall density of 3.0 FAR (with IZ) and a building height of 50 feet. These limits would make it difficult to rebuild and expand the existing MPD and FEMS facilities and parking garage and construct a substantial amount of housing and affordable

housing above – let alone providing any space for potential retail along U Street. The greater flexibility provided by the MU-10 zone is therefore appropriate given the 2021 FLUM designation, the emphasis the Comprehensive Plan places on developing affordable housing on District-owned land, and the development program anticipated for the site.

2. Generalized Policy Map

The Generalized Policy Map indicates that the southern half of the property, along U as being within the U Street Main Street Mixed Use Corridor. The northern half, along V Street, is designated as a neighborhood conservation area.

Main Street Mixed Use Corridors are traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper-story residential, or office uses. Some corridors are underutilized, with capacity for redevelopment. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 225.14

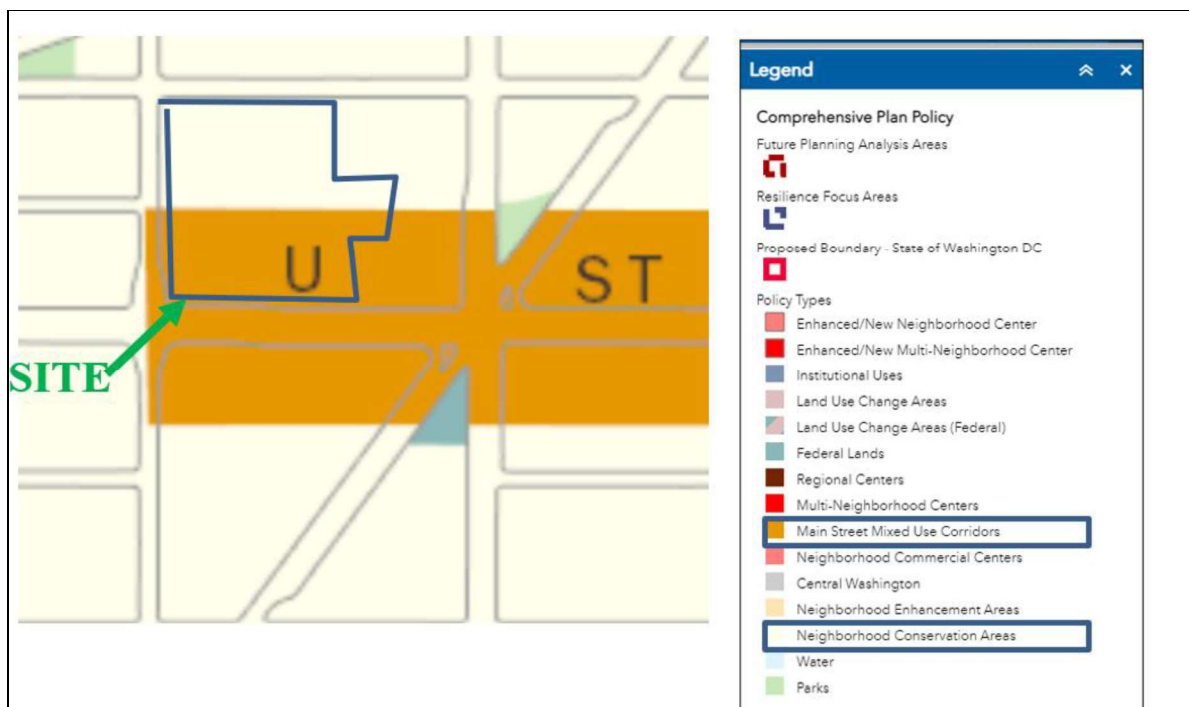


Figure 7. Policy Map

Neighborhood Conservation Areas have little vacant or underutilized land. They are generally residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will typically be modest in scale and will consist primarily of infill housing, public facilities, and institutional uses. Major changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated, and these can support conservation of neighborhood character where guided by

Comprehensive Plan policies and the Future Land Use Map. Neighborhood Conservation Areas that are designated “PDR” on the Future Land Use Map are expected to be retained with the mix of industrial, office, and retail uses they have historically provided. 225.4

The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs. Limited development and redevelopment opportunities do exist within these areas. The diversity of land uses and building types in these areas should be maintained and new development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map and Comprehensive Plan policies. Approaches to managing context-sensitive growth in Neighborhood Conservation Areas may vary based on neighborhood socio-economic and development characteristics. In areas with access to opportunities, services, and amenities, more levels of housing affordability should be accommodated. Areas facing housing insecurity (see Section 206.4) and displacement should emphasize preserving affordable housing and enhancing neighborhood services, amenities, and access to opportunities. 225.5

Existing development on the site does not enhance the U Street Main Street Mixed-Use Corridor. The U Street frontage has only the blank side of a parking garage and the open bays of the FEMS station. There is no possibility for the pedestrian-oriented uses cited for such a corridor in the Comprehensive Plan. The MU-10 zone would permit enough height and density for a development that could accommodate the needs of MPD and FEMS while freeing up some U Street frontage for retail or other neighborhood-serving uses. The height and density permitted by the recommended zone would also enable future development to be responsive to the surrounding neighborhood character.

B. COMPREHENSIVE PLAN WRITTEN ELEMENTS

1. Comprehensive Plan Analysis Through a Racial Equity Lens

Equity is emphasized throughout the Comprehensive Plan, particularly in the context of zoning, where the provision of affordable housing, avoiding displacement of existing residents, and creating access to opportunity is a priority. The Commission’s racial equity tool serves as a guide in analyzing the Comprehensive Plan and considering potential impacts of the proposal. The tool starts by asking “*What is the expected goal of the zoning action?*” and then “*What are the anticipated positive and negative impacts and/or outcomes of the zoning action?*”. The zoning action requested by this application is for the approval of a zoning map change from the MU-4 zone to the MU-10 zone.

Overall, when evaluated through a racial equity lens, the proposed map amendment is not inconsistent with the Comprehensive Plan. The rezoning would allow the DC Government to better use a property that the Comprehensive Plan has indicated is appropriate not only for governmental uses, but also for high-density residential use and moderate density neighborhood-serving retail and/or service uses.

Because it is a District property, the residential use would be required to include a large affordable housing component, whether that be for families, individuals, or the elderly. The site is close to transit. The direct and easy connections to other parts of the city for work, service and recreation has the potential to benefit populations of color who on average have lower incomes, and lower

homeownership rates than white residents, and who, in other locations, are distant from many amenities.

The targeted action of this proposed map amendment would support equitable development while contributing to the increase in the affordable housing supply within the Planning Area.

Housing

One of the key ways the Comprehensive Plan seeks to address equity is by supporting additional housing development, particularly on underutilized sites near transit, such as the subject site, which is ~1/2 mile from the U Street/African American Civil War Memorial Metro station. The Comprehensive Plan defines affordable housing as housing available to households earning 80 percent or less of the median family income (“MFI”) (§ 304.3).

The Comp Plan notes that without increased housing the imbalance between supply and demand will drive up housing prices in a way that creates challenges for many residents, particularly low-income residents. The rising cost of housing in the District limits the ability to fill housing needs for the full range of household types and income levels.- Only a small amount of the District’s total land area (28.1 percent) is dedicated to residential use (10-A DCMR § 205.3). The scarcity of land increases the cost of building new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households.

The District’s [Upward Mobility Action Plan \(June 2022\)](#)³ noted the following:

- *“Residents with lower incomes have not benefited as much from the District’s economic growth as residents with higher incomes. This challenge exists because most residents with lower incomes do not have college degrees, which are required for many of the District’s highly paid jobs. As a consequence, residents with lower incomes have difficulty finding housing they can afford because of the growing number of residents with high incomes are paying a premium for housing near jobs, transit, shops, restaurants, education, healthcare, and entertainment venues”* ([Why Upward Mobility is Important - Page 4 Item \(1\)](#))
- *“In the District of Columbia, many households with incomes below 60% of the regional median family income (MFI) have difficulty finding housing that they can afford. Analysis of ACS data demonstrated that about a third of District households are housing cost burdened. This means that they spend more than 30% of their total household income on housing.”*
- *In the District of Columbia, many households with incomes below 60% of the regional median family income (MFI) have difficulty finding housing that they can afford. Analysis of ACS data demonstrated that about a third of District households are housing cost burdened. This means that they spend more than 30% of their total household income on housing.*
- *Among households that are housing cost burdened, severely cost burdened households spend 50% of their income or more to secure their housing. According to the 5-year ACS, 17% of households in the District were severely housing cost burdened in 2020. Most severely cost burdened*

³ https://upwardmobility.dc.gov/sites/default/files/dc/sites/ogag/page_content/attachments/2022-upward-mobility-report-final20220629.pdf

households cannot balance their budgets by cutting out luxuries and seeking discounts. ([Why Upward Mobility is Important, Page 5](#))

In general, the addition of housing units in an area should help to reduce the burden for lower-income households, and the increasing demand from a growing population should lead to an increase in the availability of goods and services. Governmental regulations and programs such as Inclusionary Zoning and publicly assisted financing for the construction of housing targeted to lower income households can help to mitigate these upward pressures

Housing-Related Characteristics of the Site’s Nearby Area

The population of the Mid-City (“Planning Area”), where the subject property is located, is 7.5 percent Black, compared to 35.7 percent District-wide. The Hispanic/Latinx origin population is 19.1 percent, compared to 11.1% District-wide (2020). The median household income is \$122,103 in the Planning Area, while the District-wide median is \$90,842. The median home value in the Planning Area is \$758,021 (2020). 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” (10-A DCMR § 206.4).

The State Data Center notes that the Planning Area consists of 4.2 percent of the total housing units in the District. The 2019 Housing Equity Report identified the Planning Area as having an affordable housing production goal of 1010 units by 2025. At the time the report was written, the Planning Area had 690 units in the affordable housing pipeline and was not on track to meet the 2025 total housing production goal of 7,960 housing units.

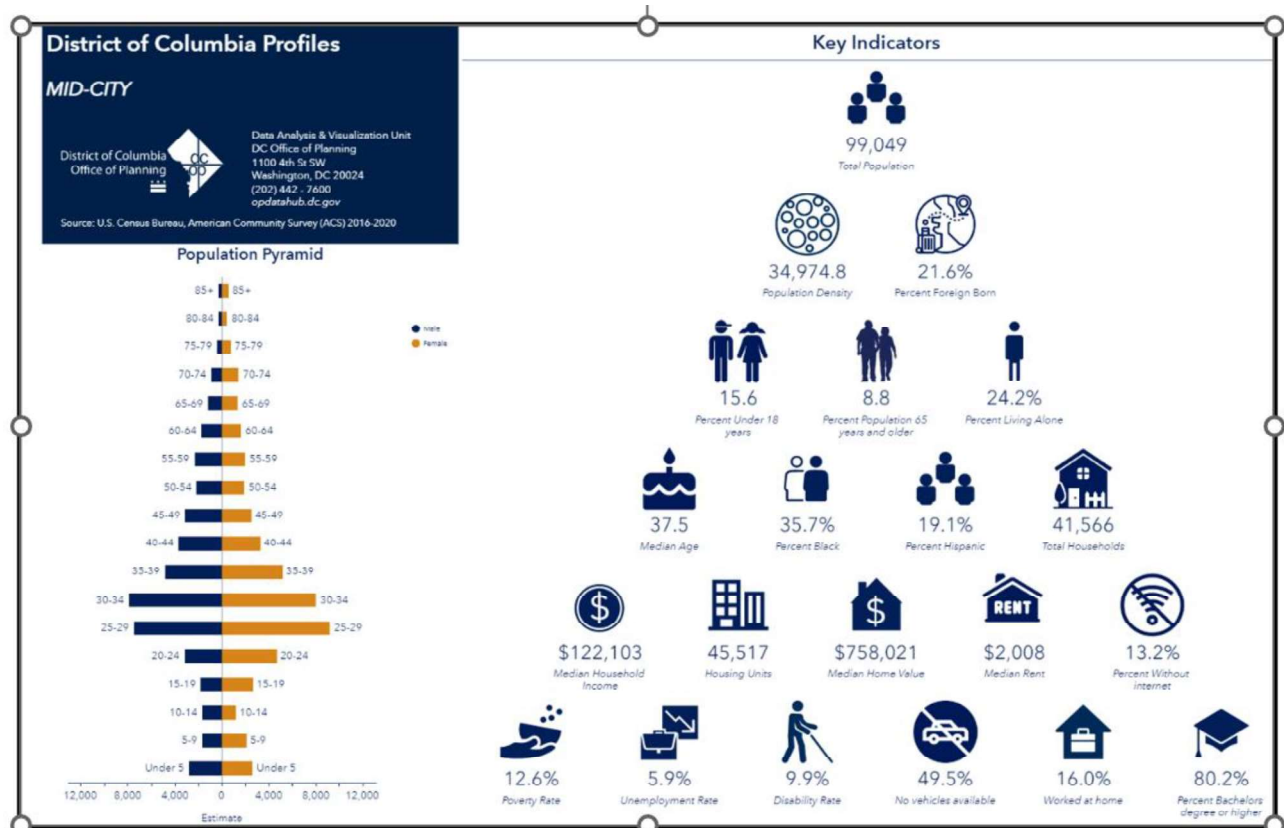


Figure 8. Mid-City Housing-Related Profile

The affordability, stability, and location of housing shapes the physical, emotional, and mental wellbeing of both young and older District residents. (*Why Equitable Housing Matters*, pg. 13^{23, 24, 25}.) When high-opportunity neighborhoods lack affordable housing or when areas with affordable housing lack neighborhood services and amenities, low-income residents are excluded from important social and economic opportunities of those healthy neighborhoods. Perhaps most importantly, when low-income residents can move or afford to live in high-opportunity neighborhoods, they thrive. The potential affordable units that the proposed map amendment would make possible on the site would be more likely to serve non-white residents of the District than other racial groups.

The Comprehensive Plan defines affordable housing as housing available to households earning 80 percent or less of the median family income (“MFI”) (§ 304.3). As of 2018, the Planning Area included 13 percent of the District’s total number of affordable housing units. According to the Income Limits by Percent of Median Family Income provided by DHCD, shown in Table 4:

Table 4.

Income Limits by Percent of Median Family Income ²⁹						
Income Definition	Low				Moderate	
	Extremely	Very		80%	100%	120%
	30%	50%	60%			
Household Size 1	\$25,450	\$42,450	\$50,950	\$67,950	\$84,900	\$101,900
2	\$29,100	\$48,500	\$58,200	\$77,650	\$97,050	\$116,450
3	\$32,750	\$54,600	\$65,500	\$87,350	\$109,150	\$131,000
4	\$36,400	\$60,650	\$72,800	\$97,050	\$121,300	\$145,550

Figure 8. Mid-City Housing-Related Profile

A moderate-income family of 4 at 80% MFI falls within a much lower household income (\$97,050) category than the planning area (\$122,103). Households that pay more than 30% of income on housing are burdened, and more than 50% of income are severely burdened. The housing that would be enabled by the increased FAR under the proposed zone has the potential of increasing the total supply of housing units in the Planning Area, which could help alleviate the pressure on housing costs overall.

Because the site is District-owned, District law requires that any residential development on the site provide for a higher percentage of affordable housing at lower household income limits than would be required under IZ or IZ Plus.

Displacement

The proposed amendment would not result in physical displacement of residents as the site does not currently include a residential use. The density gained in increased residential use on the site would provide an opportunity for additional housing and affordable housing opportunities in the area.

Participation in Decision-Making

The Comprehensive Plan update recognizes that advancing equity requires a multifaceted policy approach. While the Comprehensive Plan update addresses equity in narrower terms, such as “equitable development,” it recognizes that many areas of policy must be brought to bear on the challenge:

Equitable development is a participatory approach for meeting the needs of underserved communities through policies, programs and/or practices that reduce and ultimately eliminate

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

A development project has not been designed for the property. However, the Deputy Mayor for Planning and Economic Development (DMPED) has indicated that if the District facilitated the redevelopment of the property it would likely seek to do so with a mix of local public facilities such as a new police station and/or firehouse, housing and, possibly retail uses appropriate to the site per the Comprehensive Plan context.

DMPED has already started consultations with ANC 1C⁴ and community about the future of the property. At a July 14, 2022 Public Surplus Hearing for 1617 V Street, and in the 10 days afterwards, 72 individuals and the Dupont Circle Citizens Association provided verbal or written comments about whether the site should be surplused or retained; noted community needs; suggested possible uses and an appropriate building scale and design; and considered potential impacts to the neighborhood. The District government will continue to seek input from the ANC and the neighborhood throughout any process concerning the site’s possible rezoning, disposition or development.

Transportation

Any development enabled by the proposed map amendment would have extensive access to transit, being four to five blocks from the Metro and being served by the multiple Metrobus routes along the U Street and 16th Street corridors. Capital Bikeshare stations and bike connections along U Street would provide alternative modes for travel in the city, as well as the network of sidewalks for pedestrians. The site has a walkscore of 100.

Discussion of traffic circulation and the supply and management of parking would be considered during an RFP process.

Employment

Any new development on the site would include MPD, FEMS and residential uses, which would retain or create additional local government jobs, as well as jobs in residential maintenance and management. The site is also walkable or transit-accessible to other employment options.

A study of the District’s labor market in 2020 shows that Ward 1’s unemployment rate is the third lowest of the District’s wards.

Table. 5

District of Columbia Labor Market 2020 Annual Average				
Jurisdiction	Labor Force	Employment	Unemployment	Unemployment Rate
District of Columbia	409,734	376,839	32,895	8.0%
Ward 1	64,408	60,340	4,068	6.3%
Ward 2	65,271	62,439	2,832	4.3%

⁴ After the 2023 ANC boundary adjustments the site is now in ANC 1B.

Ward 3	57,623	55,208	2,415	4.2%
Ward 4	50,752	46,066	4,686	9.2%
Ward 5	44,979	40,346	4,633	10.3%
Ward 6	58,763	54,653	4,110	7.0%
Ward 7	38,187	32,307	4,880	13.7%
Ward 8	30,743	25,480	5,263	17.1%

Source: DOES - Office of Labor Market Research and Information (OLMRI) and Bureau of Labor Statistics

Education/Health/Wellness

Any proposed residential use on the site would have easy access to several public facilities and gathering places in the neighborhood. The site is near the Marie Reed Learning Center, the Oyster-Adams Bilingual School, Ross Elementary School, Garrison Elementary Schools, Meridian Charter School, and Cardoza (High School) Education Campus. It is also in proximity to urgent care clinics on and around U Street. Overall, future residents and employees would have access to a variety of public and private resources in the neighborhood that would contribute to the quality of life.

Environmental

Any development on the property would be required to demonstrate compliance with the Green Building Act, meet current DOEE standards, and provide stormwater management to current requirements. Through working with DOEE, and the DC Green Bank, properties would be encouraged to be energy efficient and resilient. The DC Green Bank is an innovative policy tool that will use public purpose funding to attract private investment. The goal is to expand renewable energy, lower energy costs, reduce greenhouse gas emissions, create green jobs, and enhance resilience

Access to Amenities

The site is in an amenity-rich neighborhood that includes schools, public recreation facilities, private gyms, theaters for plays and movies, and music venues and accessible neighborhood parks and open spaces including Meridian Hill / Malcom X Park.

Overall, the proposed map amendment would be not inconsistent with the Comprehensive Plan. The rezoning would allow the retention of local services protecting life and property. Housing and affordable housing opportunities would be included in this property which is close to transit and has easy connections to other parts of the city for work, service and recreation. Development of the site would therefore support enhanced transit use. This proposed map amendment would support equitable development while contributing to the increase in the neighborhood serving uses and affordable housing within the Planning Area.

surplused or retained; noted community needs; suggested possible uses and an appropriate building scale and design; and considered potential impacts to the neighborhood.

2. Comprehensive Plan Written Elements

The proposed map amendment is not inconsistent with major policies from various elements of the Comprehensive Plan, including the Land Use; Transportation; Housing; Urban Design; Historic Preservation; Economic Development and the Mid-City Area Element. It would particularly further the Framework Section’s policy on Local Public Facilities. A compilation of relevant policies can be found in Appendix A.

A. Citywide Elements

Framework

***Local Public Facilities:** This designation includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Other non-governmental facilities may be co-located on site. While included in this category, local public facilities smaller than one acre ~ including some of the District's libraries, police and fire stations, and similar uses — may not appear on the map due to scale. Zoning designations vary depending on surrounding uses. 227.17*

The proposed zone would provide enough density and height to permit the co-location of market rate and affordable housing with upgraded MPD and FEMS facilities and their associated parking.

Land Use

The proposed map amendment would further the land use elements with a zone consistent with the use mix and density that 2021 FLUM Amendment 8050 indicated is appropriate. A future project would provide new facilities for MPD and FEMS and would likely include a substantial number of residential units at the deeper affordability levels mandated by District Law 10-80. The site is accessible to Metrorail and Metrobus. The property is in an amenity-rich area, having access to schools, shopping, employment, recreation facilities, and a library within the northwest quadrant.

Transportation

The increased density would enable the provision of a larger garage on the site, which should reduce the number of government and employee vehicles now parking on adjacent streets and landscaped public parking strips. Any future development would be required to undertake a Transportation Management Plan that would examine transportation concerns in the surrounding area. It would also require an increase in the number of secure indoor bicycle parking spaces.

Housing

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 be designed to respect the integrity of stable neighborhoods and the broader community context, and encourage housing and amenities for low-income households, who rely more on transit. Adequate infrastructure capacity should be ensured as growth occurs. 219.7

As referenced prior, the IZ units required by a District offering IZ or I, or by either Z Plus would increase the total supply of housing units in the Planning Area and would help alleviate the pressure on housing costs near/at transit accessible sites. New housing in a transit-rich area, blocks from a Metro station and along a transit corridor is an ideal scenario in furthering the District's housing goals in the Planning Area, as desired in the Housing Equity Report and highlighted earlier in this report.

Environment

The District's ownership of the site would lead to any future development's furthering environmental goals by requiring at least a LEED Gold (v.4) standard, including solar panels, green roof elements and stormwater management.

Historic Preservation and Urban Design

The District of Columbia contains many buildings and sites that contribute to its identity. Protecting historic resources through preservation laws and other programs is essential to retain the heritage that defines and distinguishes the city. Special efforts should be made to conserve row houses as the defining element of many District neighborhoods, and to restore neighborhood "main streets" through sensitive renovation and updating. The District's music, art, narratives, institutions, and other cultural assets are also integral to create a community's identity and sense of place. Efforts should also be made to support, enhance, and protect these cultural assets. 220.6

The property is not within a historic district and does not include any historic structures. However, the Strivers Row Historic District is to the north and west and just south of U Street. The 16th Street Historic District is to the east.

Economic Development

The replacement and possible expansion of the MPD and FEMS facilities would bring heightened public safety presence to the area. This would help to anchor existing development and promote quality future development that, together with the additional residents projected for the site, would result in a mixed-use development creating more vibrancy to the north side of this portion of the U Street corridor.

B. Mid-City Area Element

The Mid-City Planning Area is culturally diverse and in particular has re-emerged as a dining, retail, residential, entertainment, and cultural destination in the District. The 14th Street NW and U Street NW corridors experienced remarkable change over the last decade. Revitalization has increased the need to improve mobility, manage traffic and parking, and assist small businesses. 10-A DCMR § 2000.9.

The proposed map amendment would further the policies of the Mid-City Area Element, particularly the following:

Policy MC-2.3.7 Use of Public Sites Utilize public land at the Reeves Center, Housing Finance Agency, Garnet Paterson, Engine 9, and MPD 3rd District Headquarters to create mixed-use neighborhood landmarks that acknowledge and continue the history of U Street as a Black business corridor. Added density at these public sites should be used to create a significant amount of new affordable housing, establish space for cultural uses, and provide for additional public facilities, such as a new public library. New construction should concentrate density towards U Street and use design strategies to visually reduce building height and bulk to provide appropriate transitions to adjacent lower density areas. 2013.11

This policy would be foundational to any future development solicitation the District would issue for this site.

3. Summary of Planning Context Analysis

The map amendment would not be inconsistent with the Comprehensive Plan. The policies cited in Appendix I and as discussed in the Citywide and Area Elements sections, work together to support the proposed density and height to permit more mixed-uses and housing in a transit-accessible area with public facilities and amenities supporting of future residents' well-being. The future development that would be better enabled by the proposed zone would help the District towards attaining its affordable housing pipeline goals including 12,000 affordable units by 2025 as identified in the Housing Equity Report and the Upward Mobility DC data, which could help the Planning Area exceed its minimum goal of six percent of affordable units by 2025.

VIII. AGENCY REFERRALS

Should this application be setdown, OP will continue collaboration with District agencies for their comments prior to the public hearing,

APPENDIX A – Comprehensive Plan Citywide Written Elements

Land Use

As the Land Use Element guides the direction of future growth, it also affects future access to housing, education, jobs, services, amenities, and transportation and impacts the health and safety of residents. Growth can and must occur in a way that expands access to affordable housing, education, transportation, employment, and services for communities of color, low-income households, and vulnerable populations. Achieving equitable development requires attention to both the context and needs of different planning areas and to District-wide equity issues, described throughout the Comprehensive Plan. 304.4

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

Action LU-1.4.B: Zoning Around Transit

With public input, develop and use zoning incentives to facilitate new and mixed use development, and particularly the provision of new housing, and new affordable housing in high opportunity areas to address more equitable distribution, 307.20

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

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

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

Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate-density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing. Build upon the guidance of the April 2020 Single Family Housing Report to diversify the cost of housing available in high-opportunity, high-cost low- and moderate-density neighborhoods, especially near transit. However, neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition. 310.15

Policy LU-2.1.10: Multi-Family Neighborhoods

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

Policy LU-2.4.5: Encouraging Nodal Development

Discourage auto-oriented commercial strip development and instead encourage pedestrian-oriented nodes of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 313.13

Transportation

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

Housing

The following citations assume the future development of the site is required to include affordable housing.

The Housing Element describes the importance of housing to neighborhood quality in the District of Columbia and the importance of providing housing opportunities for all segments of the population throughout Washington, DC...500.1

... The overall goal for the District of Columbia is that a minimum of one third of all housing produced should be affordable to lower-income households. The short-term goal is to produce 36,000 residential units, 12,000 of which are affordable, between 2019 and 2025. 501.1

Policy H-1.1.1: Private Sector Support

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

Policy H-1.1.3: Balanced Growth

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

Policy H-1.1.4: Mixed-Use Development

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

Policy H-1.1.9: Housing for Families

Encourage and prioritize the development of family-sized units and/or family sized housing options which generally have three or more bedrooms, in areas proximate to transit, employment centers, schools, public facilities, and recreation to ensure that the District's most well-resourced locations remain accessible to families, particularly in areas that received increased residential density as a result of underlying changes to the Future Land Use Map. Family-sized units and/or family-sized housing options include housing typologies that can accommodate households of three or more persons and may include a variety of housing types including townhomes, fourplexes and multi-family buildings. To address the mismatch between meeting the needs of larger households and the financial feasibility of developing family-sized housing, support family-sized housing options through production incentives and requirements that address market rate challenges for private development that may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. 503.11

Policy H-1.2.2: 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-1.2.4: Housing Affordability on Publicly Owned Sites

Require that 20 to 30 percent of the housing units built on publicly owned sites disposed of for housing, co-located with local public facilities, or sites being transferred from federal to District jurisdiction, are reserved for a range of affordable housing with long-term commitments to maintain affordability, seeking to maximize production of extremely low- and very low-income for rental units, and very low- and low-income households for ownership units and family-sized units. Prioritize the provision of affordable housing in areas of high housing costs. Explore strategies at these redeveloping sites to enable seniors in the surrounding community to have opportunities to age in place, and to provide housing opportunities for residents at risk of displacement in the surrounding community. Consider Universal Design and visitability. 504.12

Policy H-1.2.5: Moderate-Income Housing

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

Policy H-1.2.9: Advancing Diversity and Equity of Planning Areas

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

Policy H-1.2.11: Inclusive Mixed-Income 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-1.2.11 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-1.3.2: Tenure Diversity

Encourage the production of both renter- and owner-occupied housing, including housing that is affordable at low-income levels, throughout the District. 505.9

Environmental Protection

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources.

Policy E-3.2.6: Alternative Sustainable and Innovative Energy Sources

Support the development and application of renewable energy technologies, such as active, passive, and photovoltaic solar energy; fuel cells; and other sustainable sources such as shared solar facilities in neighborhoods and low- or zero-carbon thermal sources, such as geothermal energy or wastewater heat exchange. Such technology should be used to reduce GHGs and imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct sunlight for distributed-energy generators and passive solar homes relying on the sun as a primary energy source. 612.8

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

Environmental Protection Element

The overarching goal for the Environmental Protection Element is to protect, restore, and enhance the natural and human-made environment in Washington, DC, taking steps to improve environmental quality and resilience, adapt to and mitigate climate change, prevent and reduce pollution, improve human health, increase access to clean and renewable energy, conserve the values and functions of Washington, DC's natural resources and ecosystems, and educate the public on ways to secure a sustainable future. 601.1