

APPENDIX C: SUMMARY OF COMPREHENSIVE PLAN POLICIES AND ZONING REVISIONS

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
<p>The Zoning Regulations</p> <ul style="list-style-type: none"> • Process and Format 		
	IM-1.3	The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones.
<p>The Zoning Regulations (Subtitle B and Land Use Subtitles)</p> <ul style="list-style-type: none"> • Reorganization • Use Groups • Use Permissions • Definitions 		
Zoning Regulations and Consistency	Action IM-1.3.C-	Review the definitions used in planning, zoning, building, and housing codes to determine if changes are needed to establish consistency between District agencies.
Using Zoning to Achieve Design Goals	Action UD-2.2.B	Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces. Zoning should include incentives or requirements for facade features, window placement, courtyards, buffering, and other exterior architectural elements that improve the compatibility of structures, including roof structures, with their surroundings while promoting high architectural quality
Amendment of Exterior Wall Definition	Action LU-2.1.B	Amend the city’s procedures for roof structure review so that the division-on-line wall or party wall of a row house or semi-detached house is treated as an exterior wall for the purposes of applying zoning regulations and height requirements.

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Zoning Changes to Reduce Land Use Conflicts in Residential Zones	Action LU-2.3.A	<p>As part of the comprehensive rewrite of the zoning regulations, develop text amendments which:</p> <ul style="list-style-type: none"> a. Expand buffering, screening, and landscaping requirements along the edges between residential and commercial and/or industrial zones; b. More effectively manage the non-residential uses that are permitted as a matter-of-right within commercial and residential zones in order to protect neighborhoods from new uses which generate external impacts; c. Ensure that the height, density, and bulk requirements for commercial districts balance business needs with the need to protect the scale and character of adjacent residential neighborhoods; d. Provide for ground-level retail where appropriate while retaining the residential zoning along major corridors; and e. Ensure that there will not be a proliferation of transient accommodations in any one neighborhood
Group Housing	Action LU-3.4.C	Analyze spatial standards used to regulate group homes and homeless shelters, and determine whether modifications are necessary to create additional siting opportunities. Consider allowing group homes and homeless shelters in the CM-1 and CM-2 zones.
Child Care Centers	Action CSF-2.2.A	Identify barriers to the development of child care centers in the District.
<p>Sustainability (Subtitle C)</p> <ul style="list-style-type: none"> • Pervious surface requirements • Green Area Ratio- adjust for mature tree canopy • Parking lot landscape requirements • Tree and Slope protection standards • Define and allow urban agriculture • Define sustainable energy equipment as mechanical for roof structure purposes • Allow green roof extra inches for height 		
Conserving and Expanding Our Urban Forest	Policy E-1.1	The benefits of a healthy urban forest, including street trees, trees in parks and other public places, and trees on private lands, are well documented. Trees add beauty, improve mental health, reduce water pollution, absorb noise, produce oxygen and absorb greenhouse gases, and provide habitat for birds and small animals.

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Tree Requirements in New Development	Policy E-1.1.2	Use planning, zoning, and building regulations to ensure that trees are retained and planted when new development occurs, and that dying trees are removed and replaced. If tree planting and landscaping are required as a condition of permit approval, also require provisions for ongoing maintenance.
Grading and Vegetation Removal	Policy E-1.3.2	Encourage the retention of natural vegetation and topography on new development sites. Grading of hillside sites should be minimized and graded slopes should be quickly revegetated for stabilization.
Conservation of Steep Slopes	Policy E-1.4.1	Strongly discourage development on steep slopes (<i>i.e.</i> , greater than 25 percent), such as those found along stream valleys in Upper Northwest and Southeast D.C.
Energy Efficient Building and Site Planning	Policy E-2.2.5	Include provisions for energy efficiency and for the use of alternative energy sources in the District’s planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals.
Conserving Energy	Action E-2.2.F	Review local building codes and regulations to identify potential barriers to achieving energy efficiency goals, and to identify possible changes which would support energy goals.
Low Impact Development	Policy E-3.1	Low Impact Development (LID) refers to a variety of construction and design techniques that conserve the natural hydrology of development or redevelopment sites. It includes small-scale practices that allow water to infiltrate, evaporate, or transpire on-site rather than flowing off and entering local storm drains and waterways. In urban areas like the District of Columbia, typical LID measures include green roofs (which absorb rainwater and also reduce energy costs), porous pavement, limits on impervious surface cover, rain barrels, and rain gardens. On larger development sites in the city, LID measures could include such features as artificial wetlands, stormwater detention ponds, and earthen drainage swales.
Maximizing Permeable Surfaces	Policy E-3.1.1	Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff.
Using Landscaping and Green Roofs to Reduce Runoff	Policy E-3.1.2	Promote an increase in tree planting and landscaping to reduce stormwater runoff, 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.

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Low Impact Development Criteria	Action E-3.1.A	Establish LID criteria for new development, including provisions for expanded use of porous pavement, bioretention facilities, and green roofs. Also, explore the expanded use of impervious surface limits in the District’s Zoning Regulations to encourage the use of green roofs, porous pavement, and other means of reducing stormwater runoff.
Mitigating Development Impacts	Policy E-3.4.1	Take measures to ensure that future development mitigates impacts on the natural environment and results in environmental improvements wherever feasible. Construction practices which result in unstable soil and hillside conditions or which degrade natural resources without mitigation shall be prohibited.
Improving Water Quality	Policy E-4.2.1	Improve the quality of water in the District’s rivers and streams to meet public health and water quality standards, and maintain the physical, chemical, and biological integrity of these watercourses for multiple uses, including recreation and aquatic life.
Control of Urban Runoff	Policy E-4.2.3	Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.
Parking and Transit (Subtitle C) <ul style="list-style-type: none"> • Creation of Transit Area Tools <ul style="list-style-type: none"> 1) Reduce minimum requirements 2) Establish street facing design • Revising parking requirements in all zones • Establish one consistent parking standard for apartments in all RA zones • Establish landscape standards for parking lots • Special exception for parking lots over 100,000 sf in area • Bike parking standards • Maintain school parking standards • Maintain parking requirement in the R-1, R-2 and R-3 zones when there is an alley for access 		
Transit-Oriented and Corridor Development	Policy LU-1.3	A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking... While transit-oriented development is most commonly thought of as a strategy for Metrorail station areas, it is also applicable along premium transit corridors and the city’s “Great Streets.”

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TOD Overlay Zone	Action LU-1.3.B	During the forthcoming revision to the zoning regulations, create a TOD overlay district. The overlay should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. Work with land owners, the DC Council, local ANCs, community organizations, WMATA, and the Zoning Commission to determine the stations where such a zone should be applied. The emphasis should be on stations that have the capacity to accommodate substantial increases in ridership and the potential to become pedestrian-oriented urban villages. Neighborhoods that meet these criteria and that would welcome a TOD overlay are the highest priority.
Central Employment Area	Policy LU-1.1.3	The Plan directs planning and zoning efforts to 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.
Residential Parking Requirements	Policy LU-2.1.11	Revisions to the District’s Zoning Regulations should ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated.
Housing Around Metrorail Stations	Policy LU-1.3.3	Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations.
Design To Encourage Transit Use	Policy LU-1.3.4	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.
Transportation Demand Management (TDM) Programs	Policy T-3.1.1	Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system.

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Employing Innovations in Parking	Policy T-3.2.2	Consider and implement new technologies to increase the efficiency, management, and ease of use of parking. These include consolidated meters, changeable parking meter fees by time of day or day of the week, shared-use parking, vertical/stacked parking, electronic ticketing of parking offenders and other innovations.
Surface Parking	Policy UD-2.2.10	Encourage the use of shade trees and landscaping or screening of surface parking areas. Parking should be designed so that it is not the dominant element of the street, and should be located behind development rather than in front of it.
Strip Shopping Centers	Policy UD-2.2.12	Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs within designated neighborhood centers.
Bicycle and Car-Pool Parking	Action T-2.2.C	Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key bus stops, and future streetcar stations.
Bicycle Facilities	Action T-2.3.A	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.
Bicycle Master Plan	Action T-2.3.B	Provide bicycle parking in public space and encourage bicycle parking in private space.
Unbundle Parking Cost	Action T-3.2.D:	Find ways to “unbundle” the cost of parking from residential units, allowing those purchasing or renting property to opt out of buying or renting parking spaces. “Unbundling” should be required for District-owned or subsidized development, and the amount of parking in such development should not exceed that required by Zoning. Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued during the revision of the Zoning regulations. These efforts should be coupled with programs to better manage residential street parking in neighborhoods of high parking demand, including adjustments to the costs of residential parking permits.
Central Washington Multi-modal Transportation System	Policy CW-1.1.14	Develop and maintain a balanced multi-modal transportation system for Central Washington which makes optimal use of the existing street network, the Metrorail and commuter rail networks, the bus system, and public spaces including sidewalks and alleys. Mass transit should be supported as the dominant form of transportation to, from, and around the area.

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Loading (Subtitle C) <ul style="list-style-type: none"> • Allow for shared loading docks • Allow for smaller loading docks • Remove 55' loading berth requirement 		
Goods Movement and Service Delivery within Central Washington	Policy CW-1.1.19	Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by: <ol style="list-style-type: none"> a. Maintaining and improving interior alleys where needed to provide for off street loading facilities and minimize curb cuts on streets; b. Encouraging the consolidation of loading areas within new development and limiting on-street service deliveries; c. Requiring adequate off-street or below grade loading and service parking areas; d. Converting on-street loading facilities to off-street facilities whenever possible; and e. Managing goods and service delivery times.
	Policy CW-1.2.2	Preserve alleys that provide for off-street loading, deliveries, and garage access
	Policy T-3.3, T-3.4	Parking spaces for loading and unloading of small trucks such as courier vans and pickup trucks
Inclusionary Zoning (Subtitle C) <ul style="list-style-type: none"> • Housing affordability • Expand requirements to new D zones 		
Inclusionary Zoning	Action H.1.2.A	Require affordable units for low income households in all new residential developments of 10 units or greater, with accompanying provisions for density bonuses and long-term affordability.

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<p>Low-Moderate Density Residential (R-1 through R-4) (Subtitles D and E)</p> <ul style="list-style-type: none"> • Create New rowhouse zones, RF • Limit on residents in boarding houses • Limit on roof structure heights on residential building • Clarify how height is measured • Allow for accessory apartments interior to principal building by right in the R-1, R-2 and R-3 zones • Allow for accessory apartments in existing accessory buildings by right with conditions in the R-1, R-2 and R-3 zones • Allow for accessory apartments in accessory buildings with new construction by special exception • Allow corner stores subject to conditions in RF (rowhouse) zones • Prohibit alley dwellings in in the R-1, R-2 and R-3 zones • Require special exception for alley dwellings in other RF and RA zones • Establish front yard setback range 		
Preserving neighborhood scale: Pop-ups	Policy LU-2.1.7: Conservation of Row House Neighborhoods	Protect the character of row house neighborhoods by requiring the height and scale of structures to be consistent with the existing pattern
		Upward and outward extension of row houses which compromise their design and scale should be discouraged.
New Rowhouse Zone	Action LU-2.1.A	Develop a new zoning district or divide the existing R-4 district into R-4-A and R-4-B to better recognize the unique nature of row house neighborhoods and conserve their architectural form (including height, mass, setbacks, and design).
Preserving neighborhood building form and scale	Policy UD-2.2.1: Neighborhood Character and Identity	Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.
	Policy UD-2.2.6: Maintaining Facade Lines	Generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings.
	Action LU-2.1.D	Consider adjustments to the zoning regulations to address the construction of excessively large homes that are out of context with the surrounding neighborhood.
Housing for Families	Policy H-1.3.1	Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments.

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Diversity of housing types	Action H-1.3.A	Make necessary changes (R-4 zone, in particular) to preserve row houses as single-family units to conserve the city’s inventory of housing for larger households. Create an R-4-A zone for one and two family row houses and another zone for multi-family row house flats.
Accessory apartments	Action H-1.5-B	Explore changes which would facilitate development of accessory apartments (also called “granny flats” or in-law units), English basements, and single room occupancy housing units. Any changes to existing regulations should be structured to ensure minimal impacts on surrounding uses and neighborhoods.
	Action AC-3.1.A	Zoning should be revised to facilitate the creation of live-work space and make it easier to use garages or accessory buildings as artist studios.
Retention of Non-Conforming Retail	Action NNW-2.1.B	Investigate zoning tools to retain Shaw’s non-conforming retail corner stores and other existing retail uses within residential zones.
High Density Residential and Mixed Use (Subtitles F and G)		
Multi-Family Neighborhoods	Policy LU-2.1.10	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, and make these areas more attractive, pedestrian-friendly, and transit accessible.
Transitional and Buffer Zone Districts	Policy LU-2.3.4	Maintain mixed use zone districts which serve as transitional or buffer areas between residential and commercial districts, and which also may contain institutional, non-profit, embassy/chancery, and office-type uses. Zoning regulations for these areas (which currently include the SP-1 and SP-2 zones) should ensure that development is harmonious with its surroundings, achieves appropriate height and density transitions, and protects neighborhood character.
Transient Accommodations in Residential Zones	Policy LU-2.3.9	Continue to distinguish between transient uses—such as hotels, bed and breakfasts, and inns—and permanent residential uses such as homes and apartments in the District’s Zoning Regulations. The development of new hotels on residentially-zoned land should continue to be prohibited, incentives for hotels (such as the existing Hotel Overlay Zone) should continue to be provided on commercially zoned land, and owner-occupancy should continue to be required for transient accommodations in residential zones.
Co-operatives and Co-housing	Policy H-1.3.4	Encourage cooperatives, shared housing, and co-housing (housing with private bedrooms, but shared kitchens and common areas) as a more affordable alternative to condominiums. Ensure that such housing is appropriately regulated to avoid adverse effects on surrounding residences and neighborhoods.

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Single Room Occupancy Units	Policy H-1.3.6	Allow the development of single room occupancy (SRO) housing in appropriate zone districts.
Commercial Corridors	Policy UD-3.1.6 and Policy UD-3.1.7	<p>Along walkable shopping streets create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort.</p> <p>Create attractive and interesting commercial streetscapes by... avoiding windowless facades and gaps in the street wall.</p>
Neighborhood Commercial Zones (Subtitle H) <ul style="list-style-type: none"> • Use categories with existing limitation 		
Downtown and Neighborhood shopping	Policy ED-2.2.2 and Policy ED-2.2.3	Call for the expansion of retail shopping opportunities in the downtown and neighborhood areas, respectively.
Reduce Land Use Conflicts in Commercial Zones	Action LU-2.4.B	Control the uses which are permitted by-right in commercial zones; avoid concentration of particular uses with the potential for adverse effects; and consider performance standards to reduce potential conflicts.
Downtown (Subtitle I) <ul style="list-style-type: none"> • New D zones and expanded provisions to boundaries of land designated for high density commercial on the Comp Plan Land Use Map • Retail requirements in designated areas with minimum ground floor height • Arts requirements in designated areas • Housing requirements and incentives • Combine Transfer of Development Rights and Combined Lot provisions into Credits program for housing and arts • Historic preservation • Apply Inclusionary Zoning requirements to new D zones 		
Public Space Regulations	Action CW-1.1.E	Simplify public space regulations for Downtown to avoid duplicative or inconsistent standards and overly complex permitting requirements.
Strengthening the Retail Core	Policy CW-2.1.1	Strengthen the traditional retail core along F and G Streets between 9 th and 15 th Street N.W. Encourage the extension of the retail core eastward to 6 th Street N.W. to create greater synergy between this area and Gallery Place.

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Metro Center Retail Core	Action CW-2.1.A	Review land use, zoning, and urban design regulations for the Downtown retail district to ensure that they are producing the desired results, including continuous ground floor retail space, pedestrian-friendly streetscapes, adaptive reuse of historic buildings, and increased patronage by visitors and workers.
Promoting Central Washington Shopping	Policy CW-2.1.2	Facilitate District and private sector efforts to market the Central Washington Retail Core as a shopping destination for District residents as well as for tourists and suburban residents, and to promote Central Washington as a preferred alternative to suburban shopping malls.
Creating a Critical Mass of Retail Choices	Policy CW-2.1.3	Improve Downtown’s viability as a shopping destination by encouraging additional small retailers to locate around existing retail anchors, adding new major retail anchors, and requiring continuous ground floor retail space wherever appropriate.
Pedestrian Movement in the Retail Core	Policy CW-2.1.5	Emphasize and encourage pedestrian movement in the Downtown Retail Core, particularly along F, G, and H Streets N.W. Future development in this area should create and support street-level activity.
Old Convention Center Redevelopment	Policy CW-2.1.9	Support the redevelopment of the Old Washington Convention Center as a mixed use development with residential, office, institutional, community, open space, and recreational uses.
Art and Entertainment District	Policy CW-2.2.1	Promote the development of the Gallery Place and 7 th Street area as a pedestrian-oriented arts and entertainment district, with nightlife and restaurants, theaters, galleries, and independent and national retailers.
Re-envisioning Mount Vernon Square	Policy CW-2.4.1	Improve Mount Vernon Square as a center of cultural activity, a memorable civic landmark, and a crossroads between Downtown on the south and the historic Shaw neighborhood on the north.
Convention Center Area Land Uses	Policy CW-2.4.3	Encourage land uses around Mount Vernon Square which capitalize on the presence of the Washington Convention Center. Such uses include hotels, restaurants, retail, and entertainment uses.
Mount Vernon Triangle Residential Development	Policy CW-2.4.4	Develop the Mount Vernon Triangle (east of Mount Vernon Square) as a high-density residential neighborhood. Zoning incentives for this area should encourage the production of housing, as well as local-serving ground floor retail, arts, and small office uses.
NoMA Land Use Mix	Policy CW-2.8.1	Promote NoMA’s development as an active mixed use neighborhood that includes residential, office, hotel, commercial, and ground floor retail uses. A diverse mix of housing, serving a range of household types and incomes, should be accommodated.

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Edge Conditions Around Transit Stations	Policy LU-1.3.5	Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should “step down” as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards.
Housing in the Central City	Policy H-1.1.6	Absorb a substantial component of the demand for new high-density housing in Central Washington and along the Anacostia River. Absorbing the demand for higher density units within these areas is an effective way to meet housing demands, create mixed-use areas, and conserve single-family residential neighborhoods throughout the city. Mixed income, higher density downtown housing also provides the opportunity to create vibrant street life, and to support the restaurants, retail, entertainment, and other amenities that are desired and needed in the heart of the city.
Density Bonuses for Affordable Housing	Policy H-1.2.7	Provide zoning incentives to developers proposing to build low- and moderate-income housing. Affordable housing shall be considered a public benefit for the purposes of granting density bonuses when new development is proposed. Density bonuses should be granted in historic districts only when the effect of such increased density does not significantly undermine the character of the neighborhood.
Retail Ceiling Heights	Action ED-2.2.B	Determine the feasibility of zoning amendments which would permit higher ground floor retail ceiling heights in commercial and mixed use districts. The building height limits in several zone districts preclude the development of ground floor space in keeping with national standards without reducing overall gross leasable building area or placing a portion of the ground floor below the street level.
TDR Benefits for Historic Preservation	Action HP-3.1.B	Evaluate the effectiveness of existing TDR programs, and consider revisions to enhance their utility for preservation.
<p>Production, Distribution and Repair (PDR) (Subtitle J)</p> <ul style="list-style-type: none"> • Limit non-industrial uses in PDR zones • Create new PDR zones with various FAR splits • Apply a buffer requirement between residential and industrial uses; including solid fencing and landscaping • Expand external effect limitations to all industrial zones • Restrict industrial uses in lowest density waterfront zone • Require special exception for certain uses when proposed with a certain distance of residential 		

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Economic Development and Environmental Protection Elements	Policy ED-2.5 and Policy E-5	The Economic Development Element discusses retaining Production, Distribution, and Repair (PDR) land as a way to help foster a diverse economy that maintains and creates living wage jobs. In the Environmental Protection Element, the discussion of industrial uses is framed by issues of environmental justice and our efforts to prevent a concentration of industrial uses in a particular community or geographic area. This section of the Plan also discusses the need for better measurement and enforcement of existing regulations that address the external effects often associated with industrial uses (e.g., noise regulations), and the need to study the health impacts of industrial uses when making land use decisions.
Lower Anacostia Waterfront/Near Southwest	Policy AW-1.1	Suggested actions included reducing the amount of industrial land and uses along the waterfront.
Upper Northeast	Action UNE-1.1.A	Develop additional solutions to buffer residential and industrial areas from one another. One possibility is to consider extending the Langdon Overlay zone, which prohibits certain types of industrial uses in immediate proximity to residential uses and which requires screening to protect residential areas.
	Action UNE-1.1.B	Implement the applicable recommendations of the 2006 Industrial Land Use Study as they relate to Upper Northeast.
Far Northeast and Southeast and Rock Creek East	FNS-1.2 & RCE-1.2	Plan policies focused on providing adequate buffers between residential and industrial uses, improving the appearance and screening of industrial uses, and suggesting areas where it may be appropriate to consider land use changes from industrial to mixed or residential uses.
Industrial Land Retention	Policy ED-2.5.1	Retain an adequate supply of industrially zoned land in order to accommodate the production, warehousing, distribution, light industrial, and research and development activities which sustain the local economy, support municipal services, and provide good employment opportunities for District residents.
Retaining Heavy Industry	Policy ED-2.5.2:	Ensure that basic manufacturing (M-zoned) land is retained within the District to support the heavy industries that are essential to the local economy, such as concrete and asphalt batching plants and waste transfer facilities.
Production, Distribution, and Repair Uses	Policy UNE-1.1.9	Retain the existing concentration of PDR uses in Upper Northeast, but encourage the upgrading of these uses through higher design standards, landscaping, and improved screening and buffering. Emphasize new uses, including retail and office space, that create jobs for Upper Northeast area residents, and that minimize off-site impacts on the surrounding residential areas.

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Production, Distribution, and Repair Land Uses	Policy UNE-2.3.2	Retain a significant concentration of PDR land uses in the New York Avenue corridor. While the conversion of industrial land to other uses can be considered on key sites, including the Bladensburg/Montana/New York “triangle,” these changes should not diminish the area’s ability to function as an industrial district meeting the needs of government and District businesses and residents. Retail and office uses have existed historically along both sides of V Street between Bladensburg Road and South Dakota Avenue N.E. and should continue in accordance with the existing CM- and M- zoning.
Conservation of Industrial Land	Policy LU-3.1.1	Ensure that zoning regulations and land use decisions protect active and viable PDR land uses, while allowing compatible office and retail uses and development under standards established within CM- and M- zoning. Economic development programs should work to retain and permit such uses in the future.
Industrial Zoning Use Changes	Action LU-3.1.A	Provide a new zoning framework for industrial land, including limiting non-industrial uses in the M zone to avoid encroachment by uses which could impair existing industrial and public works activities (such as trash transfer).
Industrial Land Use Compatibility	Action LU-3.1.B	Develop performance standards and buffering guidelines to improve edge conditions where industrial uses abut residential uses, and to address areas where residential uses currently exist within industrially zoned areas.
<p>The Design of New Neighborhoods (Subtitle K)</p> <p>New zones that reflect adopted specific plans</p> <ul style="list-style-type: none"> • SEFC (Southeast Federal Center) • USN (Union Station North) • StE (Saint Elizabeth) • WR (Walter Reed) 		
Form-Based Zoning Codes	Action UD-2.3.B	Explore the use of form-based zoning codes on selected large sites as a way of establishing desired urban design characteristics without rigidly prescribing allowable uses.

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<p>Planned Unit Development (Subtitle X)</p> <ul style="list-style-type: none"> • Early referral to ANC • Expanded text on benefit types • Standardize density increase at 20% • Inclusion of overlay restrictions • Limitations of post-approval administrative flexibility • Limitations on time extensions • Distinction between degrees of approved PUD modifications • Referral to NCPC only when the PUD includes an associated map amendment 		
PUD Regulations	Action IM-1.1.A	Evaluate the District’s Planned Unit Development (PUD) regulations and procedures, including a “best practices” assessment of PUD practices in other large cities.
Review of Zoning Requirements	Action UD-4.1.C	Review the processes and requirements for PUDs, site plans in the R-5-A zoning districts, and large tract reviews in order to strengthen design amenities and promote higher design quality.
	Action T-1.1.B	Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, and bicycle facilities in large development projects and major trip generators, including projects that go through the PUD process.
Design of public space in PUDs	Policy PROS-4.3.2: Plazas in Commercial Districts	Use the PUD process to promote such spaces for public benefit and to encourage tree planting, public art, sculpture, seating areas, and other amenities within such spaces.
	Policy 1-7	Incorporate a park and open space classification system into residential development requirements through the planned unit development process.
Historic Structures	Policy HP-2.2.2	Give full consideration to preservation concerns in applications for planned unit developments.
<p>Institutional Uses (Subtitle X)</p> <ul style="list-style-type: none"> • BZA and ZC review for institutional uses other than colleges and universities • Requiring special exception for institutional housing • Allow campus plans for medical campuses 		
Zoning Review of Institutional Uses	Action LU-3.2.A	Study residential zoning requirements for institutional uses other than colleges and universities. Determine whether additional BZA or ZC review should be required in the event of a change in use.

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Institutional Housing	Action LU-3.2.B	Require a special exception for dormitories, rooming houses, boarding houses, fraternities, sororities, and similar uses.
Institutional Uses	Policy LU-3.2.3	Ensure that large non-profits, service organizations, private schools, seminaries, colleges and universities, and other institutional uses that occupy large sites within residential areas are planned, designed, and managed in a way that minimizes objectionable impacts on adjacent communities. The zoning regulations should ensure that the expansion of these uses is not permitted if the quality of life in adjacent residential areas is significantly adversely affected.
Foreign Missions (Subtitle X)		
Modifications to diplomatic overlay	Action LU-3.3.A	Develop a new methodology to determine appropriate additional chancery development areas; and revise the mapped diplomatic areas, reflecting additional areas where foreign missions may relocate. Avoid concentrations of chanceries in low density neighborhoods, as consistent with the Foreign Missions Act.