

Z.C. 20-23

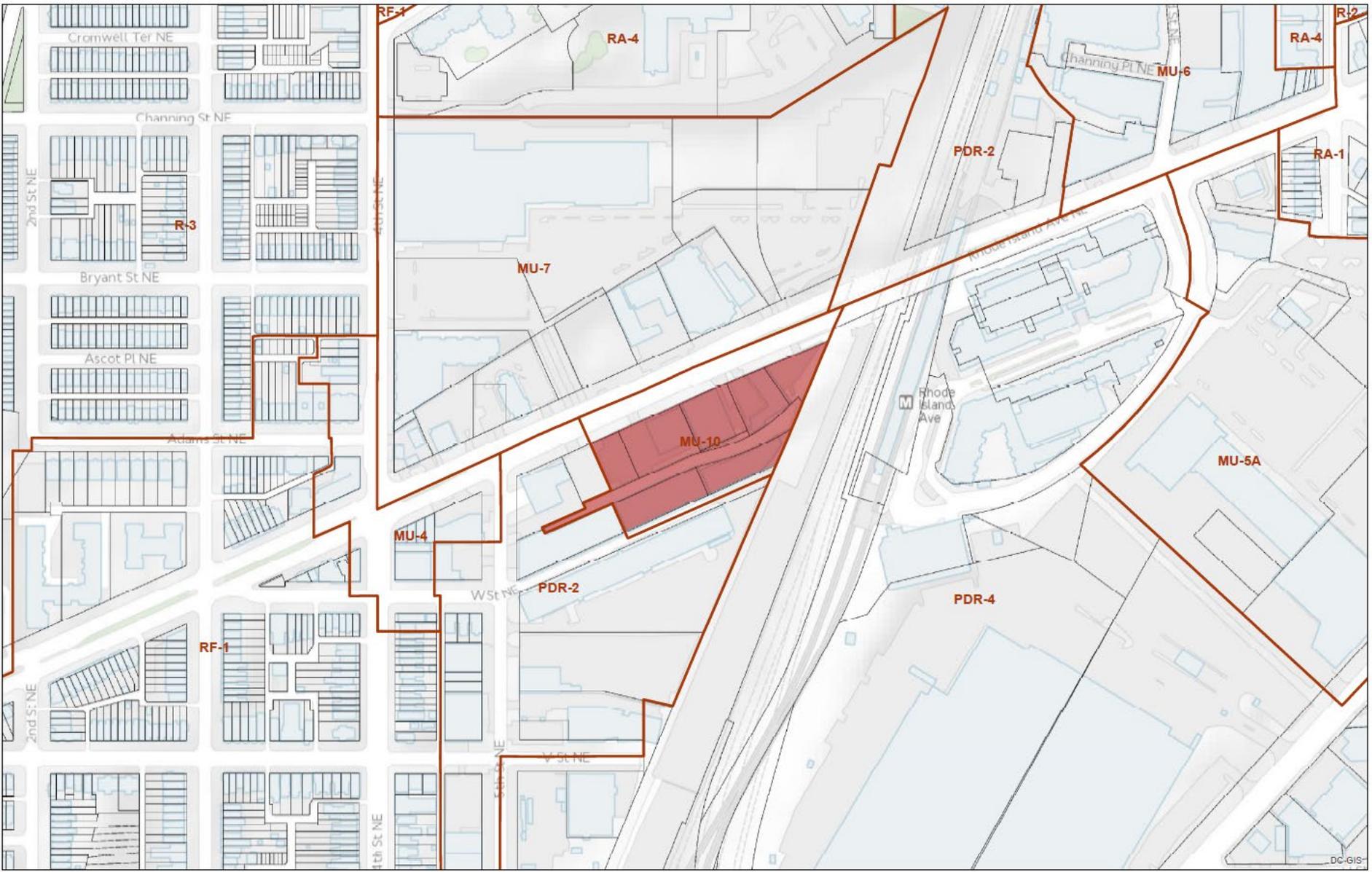
LDP ACQUISITIONS, LLC & 525 RHODE ISLAND AVENUE LP

ZONING MAP AMENDMENT

PDR-2 TO MU-10

SQUARE 3623 LOTS 1 AND 2, AND
PARCELS 131/94, 131/146, 131/147, 131/155, 131/161, 131/162, AND 131/217

PROPOSED ZONING



STANDARD OF REVIEW

- Comprehensive Plan
- Other Adopted Policies and Programs
- Zoning Act

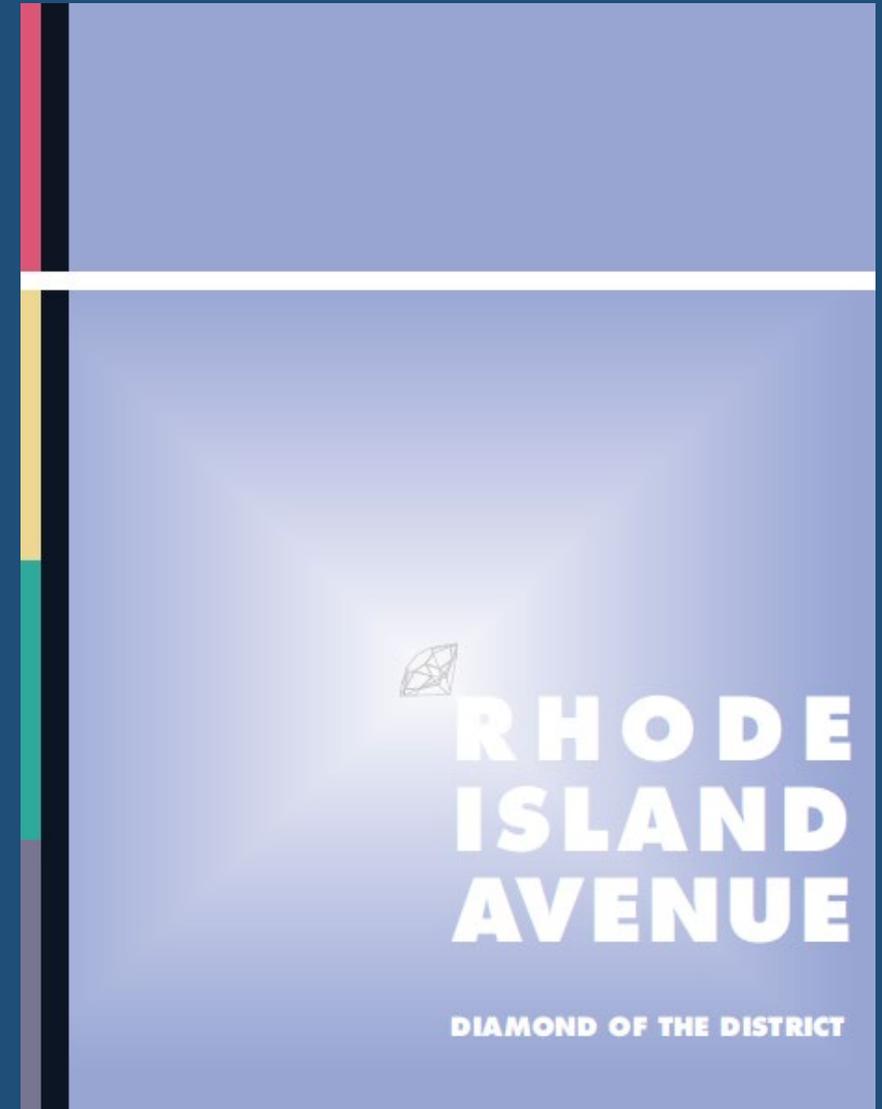
COMPARISON OF EXISTING AND PROPOSED ZONING

ZR16	PDR-2	MU-10
Purpose	Medium-density commercial and PDR activities employing a large workforce and requiring some heavy machinery.	Medium- to high-density mixed-use development with a balance of uses conducive to a high quality of life and environment
Density (FAR)	4.5 (non-restricted uses*) 3.0 (restricted uses) <i>Residential not permitted</i>	6.0 (7.2 IZ) 3.0 nonres
Height (Ft)	60	90 (100 IZ)
Penthouse (Ft)	12 (habitable) / 18.5 (mechanical)	20 (habitable and mechanical)
Lot Occupancy: Resi. (%)	100	75 (80 IZ)
Rear Yard (Ft)	12 (min)	12 (min)

* Non-restricted (permitted uses) include those falling into the following use categories: Agriculture, large; Animal care and boarding and animal shelter; Arts, design, and creation; Basic utilities; Large-scale government; Production, distribution, and repair; Waste-related services.

RHODE ISLAND AVENUE “DIAMOND OF THE DISTRICT” PLAN (2011)

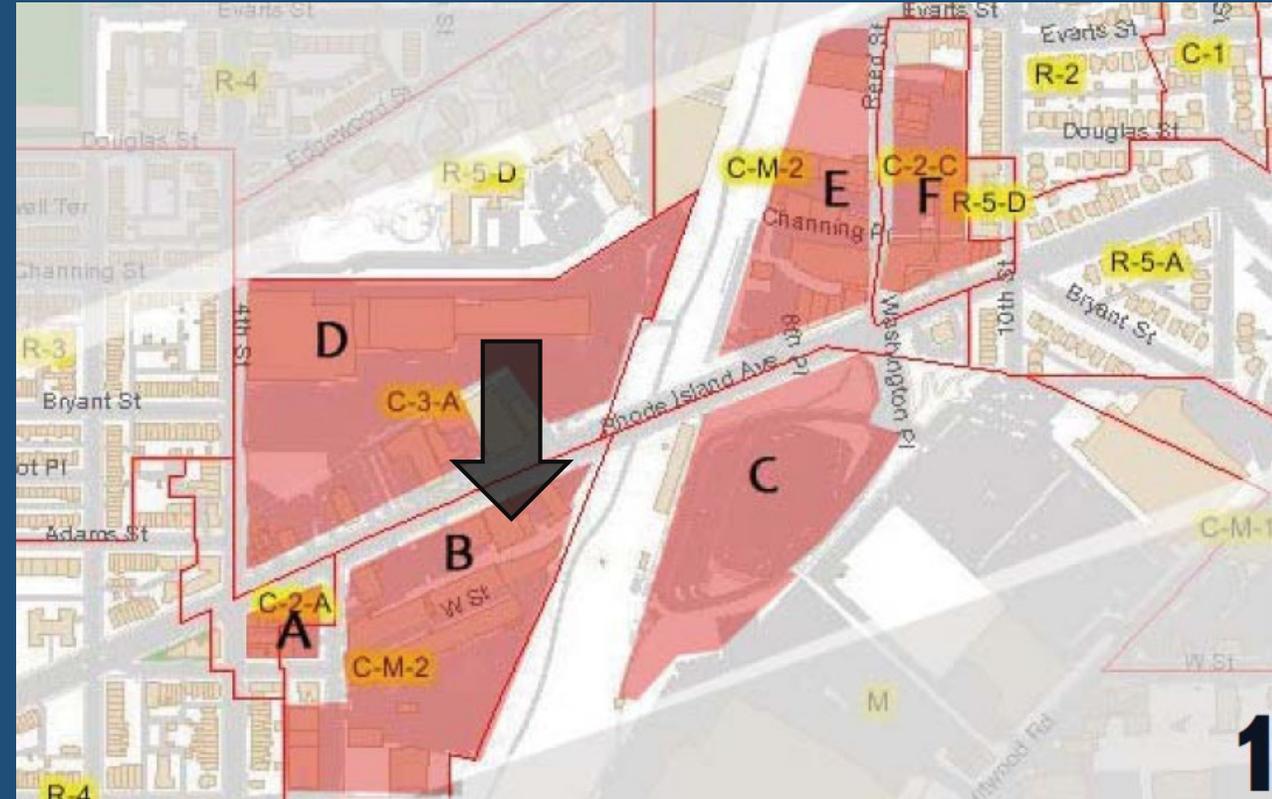
- “The Rhode Island Avenue – Brentwood Metro station area contains tremendous potential to become a diverse mixed use center at densities which are suitable near major transit rail stations.”
- “The successful realization of this plan depends heavily upon the ability to construct new housing at greater densities.”
- “The retail uses which community residents prefer will only appear following the creation of new “rooftops” or new units of housing.”
- “...building new housing in higher density, multifamily apartment/condominium buildings and stacked townhomes along the Avenue is very important to generating the foot traffic to make the retail viable. “
- “As this plan specifically focuses on commercially-zoned properties which contain no housing, this plan does not encourage or support displacement of any existing residents.”



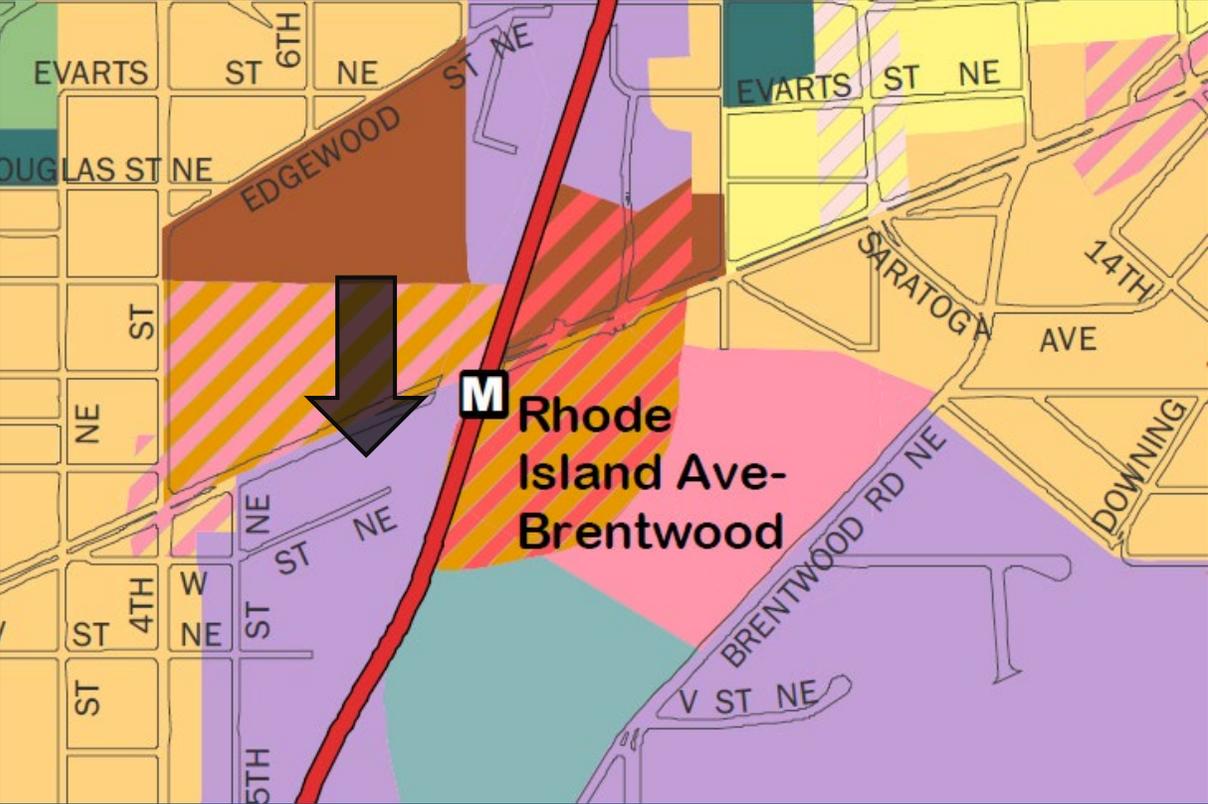
RHODE ISLAND AVENUE “DIAMOND OF THE DISTRICT” PLAN

SUBAREA 1 - SITE B

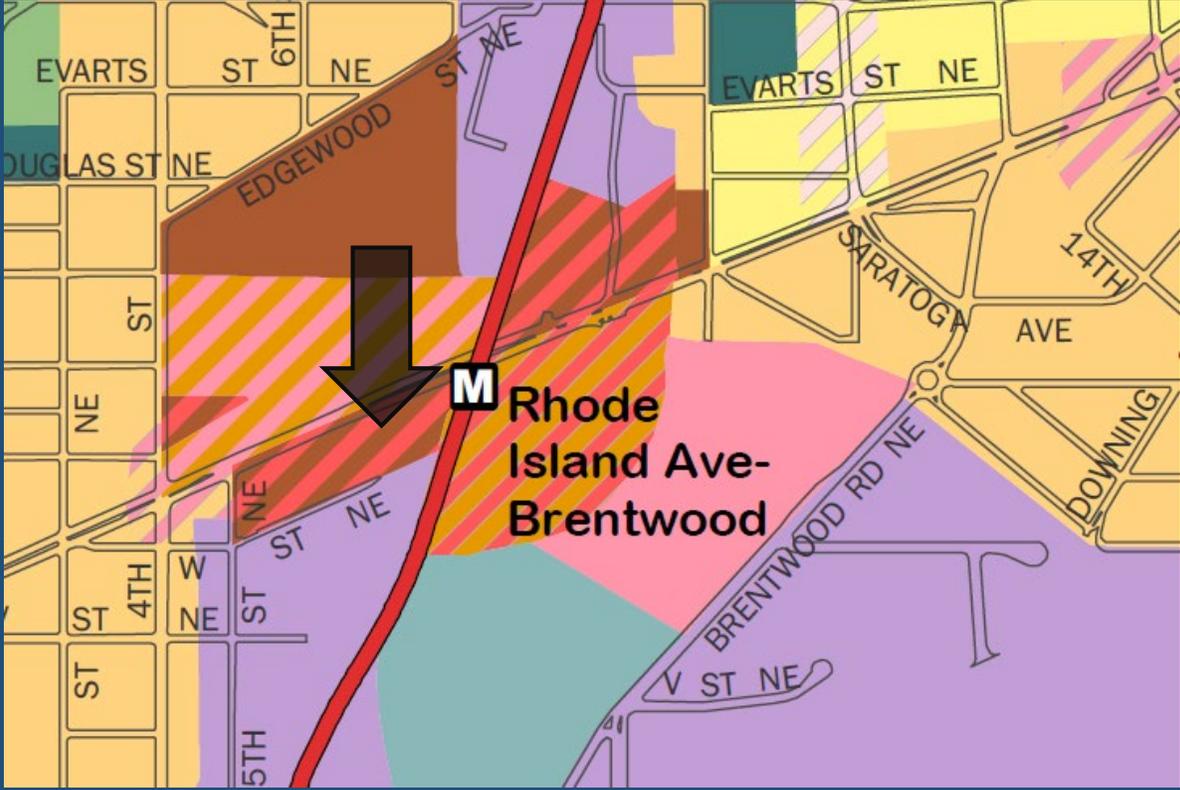
- Opportunities for potential development sites to realize available density.
- Significant unused development potential.
- Change in zoning to allow more housing along Rhode Island Avenue in a mix of office, retail and housing.
- Push industrial zoning back to W Street.
- Rezone to allow up to 6.0 FAR and 90 feet.



COMPREHENSIVE PLAN AMENDMENT ACT OF 2012



2006



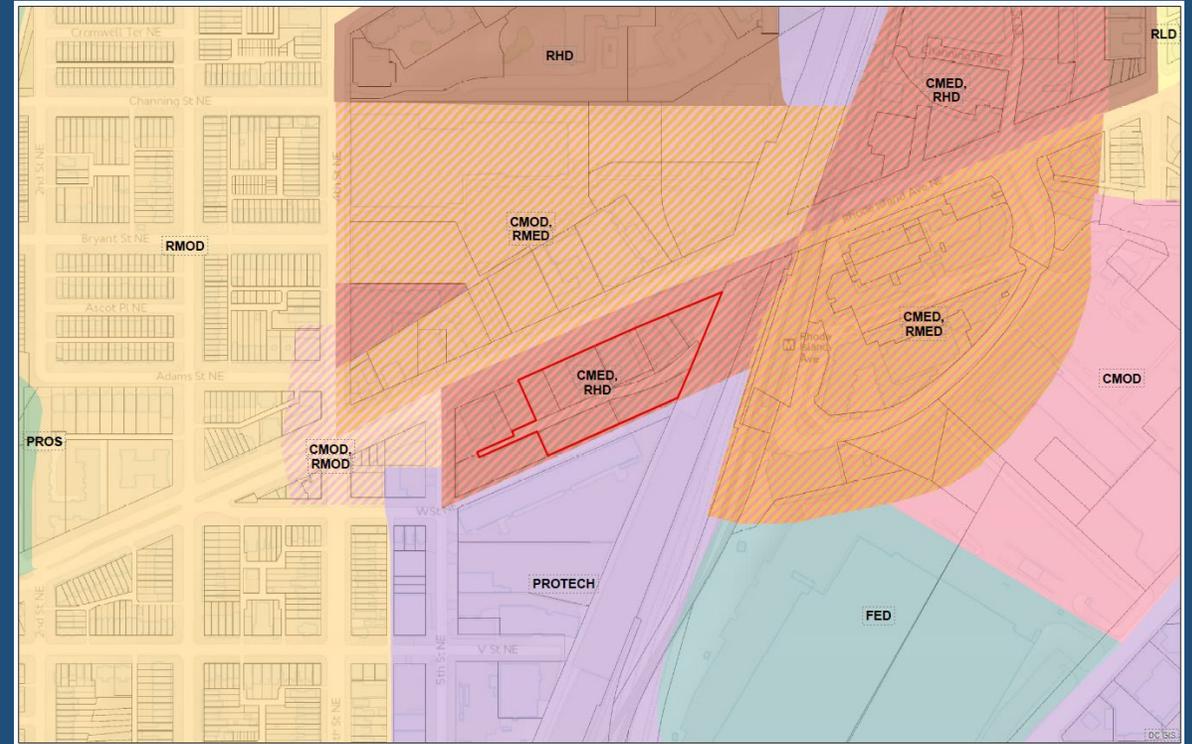
2012

FUTURE LAND USE MAP:

MIXED USE (HIGH DENSITY RESIDENTIAL / MEDIUM DENSITY COMMERCIAL)

Mixed Use

- Mixing of two or more land uses encouraged.
- Established at pedestrian-oriented corridors that include housing with ground floor retail or office uses.
- Established on commercial corridors or districts where more housing is desired.
- Density and intensity determined by mix of uses shown.
- Guidance provided by Area Elements.
- MU-10 consistent with medium density commercial FLUM designation.



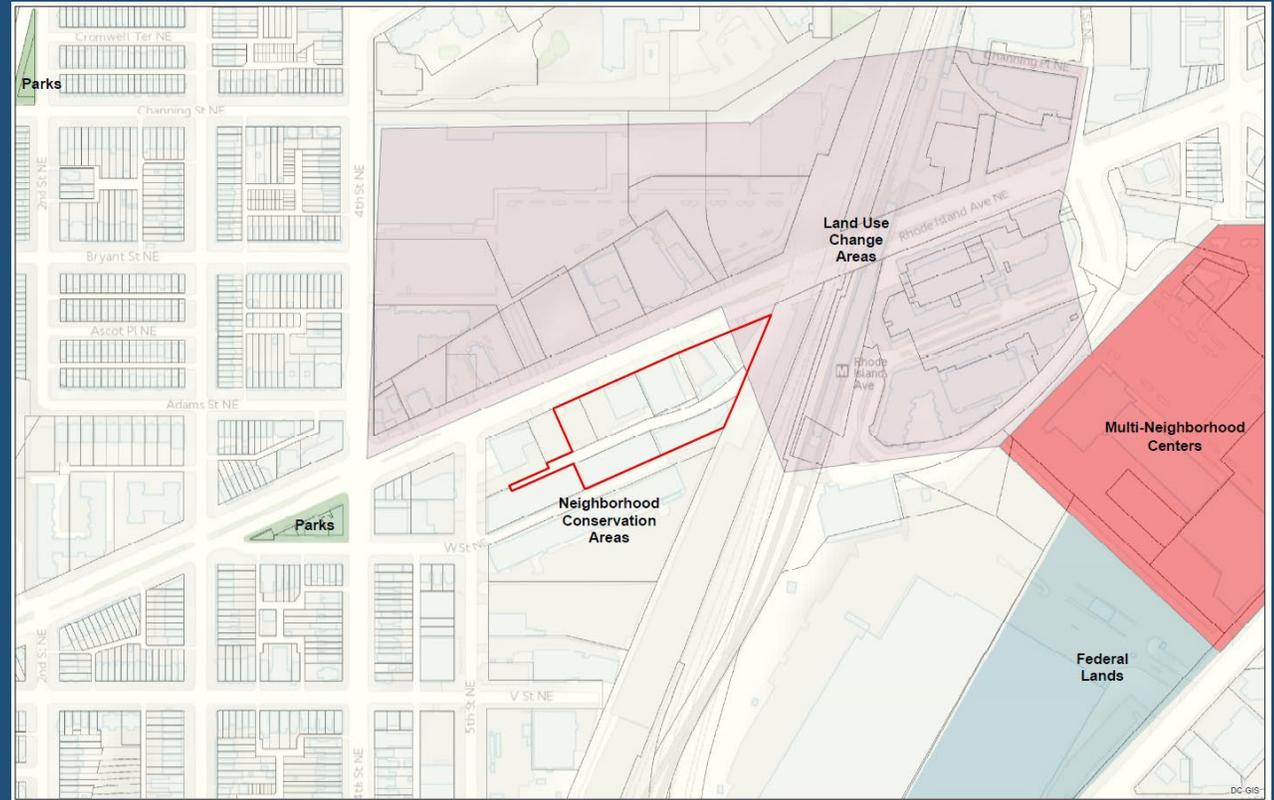
GENERALIZED POLICY MAP:

LAND USE CHANGE AREA / NEIGHBORHOOD CONSERVATION AREA

“Because it is a generalized view, boundaries shown should be interpreted as approximate and not precise delineations.”

Land Use Change Area:

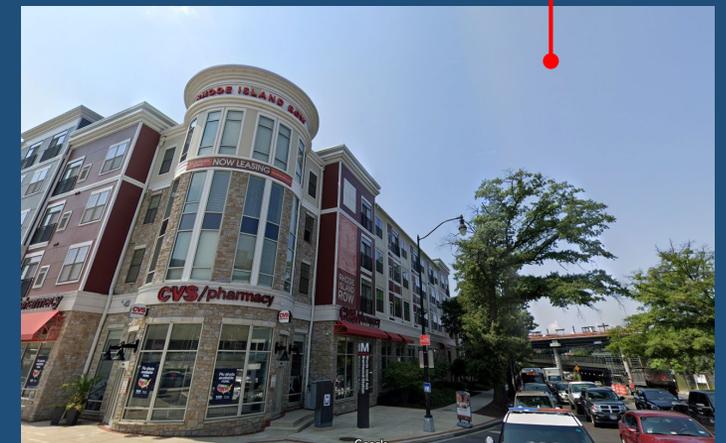
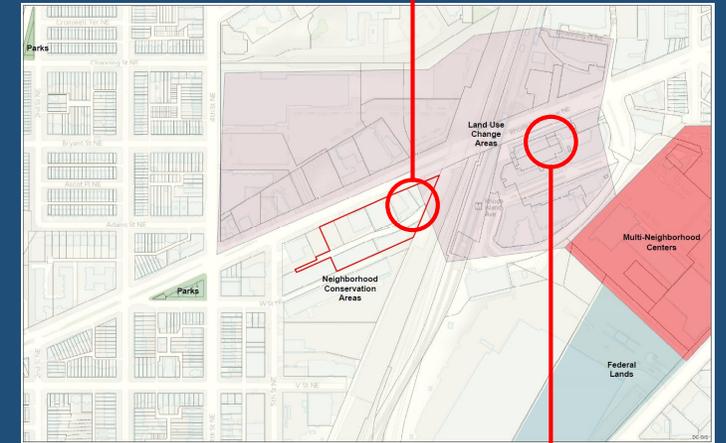
- Change to different land is anticipated.
- Guiding philosophy is to encourage and facilitate new development and adaptive reuse.
- Potential to become mixed-use communities containing housing, retail shops, services, workplaces, parks, and civic facilities.
- Guidance provided by the FLUM and Area Elements.



GENERALIZED POLICY MAP: LAND USE CHANGE AREA / NEIGHBORHOOD CONSERVATION AREA

Neighborhood Conservation Area

- Major changes in density 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 FLUM.
- Guiding philosophy is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs.”
- Densities are guided by the FLUM and Comprehensive Plan policies.



UPPER NORTHEAST AREA ELEMENT

RHODE ISLAND AVE-BRENTWOOD METRO STATION AND CORRIDOR POLICY FOCUS AREA

- Metro Station Development (UNE-1.1.3)
- Neighborhood Shopping (UNE-1.1.6)
- Streetscape Improvements (UNE-1.2.1)
- Rhode Island Avenue/Brentwood Metro Station (UNE-2.5.1).
- Redevelopment of Older Commercial and Industrial Sites (UNE-2.5.2)



POTENTIAL COMPREHENSIVE PLAN INCONSISTENCIES

Potential Inconsistency	Outweighing Policies / Considerations*
<ul style="list-style-type: none"> • Generalized Policy Map <ul style="list-style-type: none"> • <i>Neighborhood Conservation Area</i> • Redevelopment of Obsolete Industrial Use (LU-3.1.2) • Location of PDR Areas (LU-3.1.3) • Industrial Land Retention (ED-2.5.1) • Untapped Economic Development Potential (UNE-1.1.8) • PDR Uses (UNE-1.1.9) 	<ul style="list-style-type: none"> • Rhode Island Avenue Small Area Plan <ul style="list-style-type: none"> • Rezone to allow medium- to high-density mixed-use development to allow new residential and push industrial uses away from Rhode Island Avenue. • FLUM designation • Station Areas as Neighborhood Centers (LU-1.3.1) • Mixed Use Development (H-1.1.4) • Metro Station Development (UNE-1.1.3) • Avenues/Boulevards and Urban Form (UD-1.4.1) • Rhode Island Avenue/Brentwood Metro Station (UNE-2.5.1). • Redevelopment of Older Commercial and Industrial Sites (UNE-2.5.2) • Mayor’s Order on Housing / Housing Equity Report • Great Streets Initiative
<p>* See Exhibit 3 for additional outweighing policies</p>	

ZONING ACT CONSISTENCY

Purpose	Assessment
Congestion	<ul style="list-style-type: none"> • Transit accessible location. • Walkable location. • Adjacent to Metropolitan Branch Trail.
Health, Welfare, and Safety	<ul style="list-style-type: none"> • Better utilization of site. • Additional housing near transit. • New neighborhood-serving retail. • Elimination of PDR uses and surface parking on a designated Great Street. • Elimination of substantial curb cuts. • Transportation and streetscape infrastructure improvements.
Light and Air	<ul style="list-style-type: none"> • Increase height appropriate along wider avenues. • North: commercial / mixed-use development at comparable densities. • South: PDR uses. • East: Metrorail. • Southwest: moderate density residential (over 350 - 500 feet away). • Shadows will be case to the north.
Overcrowding of Land	<ul style="list-style-type: none"> • Efficient use of land near Metrorail and other modes of transit. • Location along commercial corridor.
Distribution of Uses	<ul style="list-style-type: none"> • Mixed-use development adjacent to Metrorail. • Location along commercial corridor. • New retail opportunities for neighborhood.

CONCLUSION

- Not inconsistent with the Comprehensive Plan.
- Any potential inconsistencies with the GPM or individual Comprehensive Plan policies are outweighed by:
 - Consistency with the FLUM
 - Consistency with other competing Comprehensive Plan priorities relating to housing, transit-oriented development, and urban design.
 - Rhode Island Avenue Small Area Plan recommendations for rezoning and increased density to support new housing and retail.
 - Other District planning policies and programs.
- Consistent with the Zoning Act and will create conditions that are favorable to public health, safety, welfare, and convenience.

