

Standard of Review

Zoning Commission may approve a map amendment if the amendment is not inconsistent with the Comprehensive Plan and other adopted public policies and action programs related to the subject site.

11-X DCMR § 500.3.

EQUITY AND THE COMPREHENSIVE PLAN

Equity is both an outcome and a process.

- **As a process**, we apply a racial equity lens when those most impacted by structural racism are **meaningfully involved** in the creation and implementation of the institutional policies and practices that impact their lives, particularly people of color.
- **As an outcome**, the District achieves racial equity when race no longer determines one's socioeconomic outcomes; **when everyone has what they need to thrive, no matter where they live or their socioeconomic status**; and when racial divides no longer exist between people of color and their white counterparts.

10-A DCMR § 213.9

The Zoning Commission shall “evaluate all actions through a racial equity lens **as part of its Comprehensive Plan consistency analysis**.”

10-A DCMR § 2501.8

Comparison of Development Standards

	PDR-1	RA-1	MU-5B
Uses	Moderate-density commercial and PDR uses	Low- to moderate-density residential (incl. detached, row houses, and low-rise apartments)	Medium density, compact mixed-use development with emphasis on residential use on arterial streets and at rapid transit stops.
Height	50 ft.	40 ft. (3 stories)	75 ft.
Penthouse Height	12 ft. (habitable), 15 ft. (mech.)	12 ft.	20 ft.
Density (FAR)	3.5 (2.0 for restricted uses)	0.9 (1.08 w/ IZ)	3.5 (4.2 w/ IZ), 1.5 non-res. max.
Lot Occupancy	60%	40%	80% (residential)
Rear Yard	2.5 inches per 1 ft. of height (12 ft. min.)	20 ft.	15 ft.
Side Yard	None required	3 in. per 1 ft. of building height (8 ft. min.)	None required, if provided: 2 in. per 1 ft. of building height (5 ft. min.)
Green Area Ratio	0.3 (0.2 for lot with 2-story building)	0.4	0.3

Generalized Policy Map

Neighborhood Enhancement Area & Enhanced / New Neighborhood Center



Neighborhood Enhancement Area

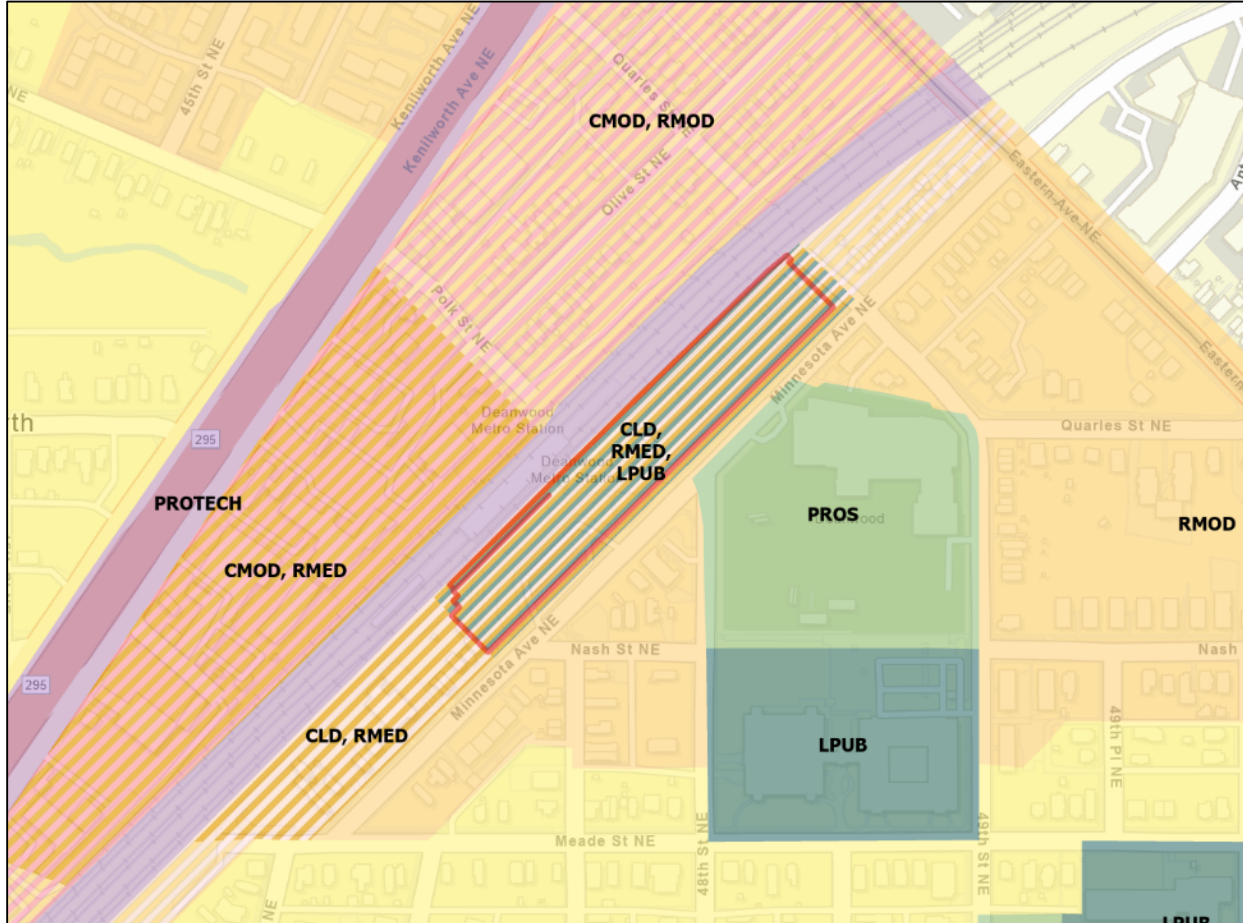
- Opportunities for compatible infill development, including new single-family homes, townhomes, **other density housing types, mixed-use buildings.**
- **New housing should be encouraged** to improve the neighborhood and must be **consistent with the land-use designation on the Future Land Use Map and with Comprehensive Plan policies.**

Enhanced / New Neighborhood Center

- Meet the day-to-day needs of residents and workers in the adjacent neighborhoods.
- Many buildings have upper-story residential uses.

Future Land Use Map

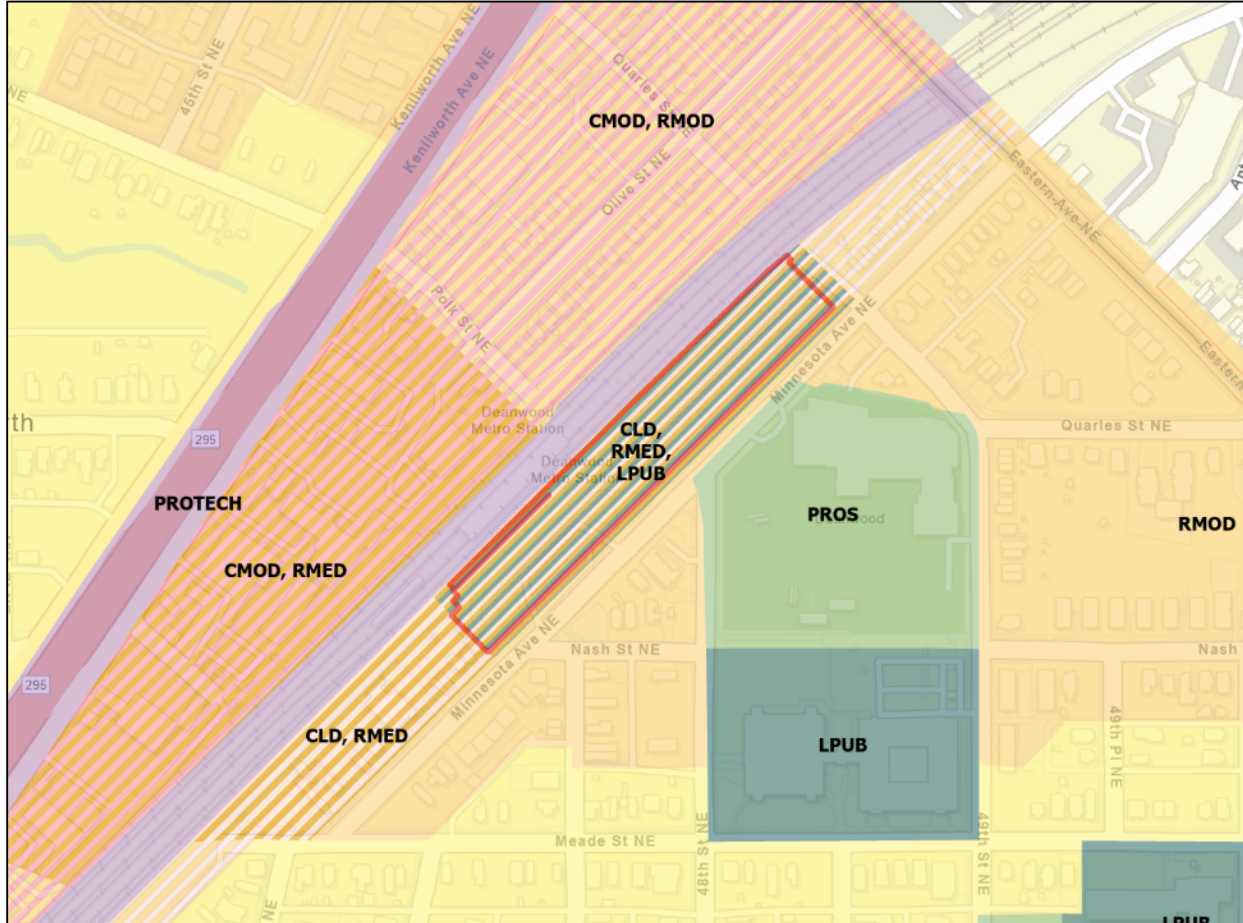
MIXED USE (LOW DENSITY COMMERCIAL / MEDIUM DENSITY RESIDENTIAL / LOCAL PUBLIC FACILITY)



- **Mixed Use:**
 - Density and intensity of development determined by specific mix of uses shown.
 - Guidance provided in Area Elements and small area plan(s).
- Mixed Use - A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. 10-A DCMR § 227.23.
- **FLUM generally envisions medium-density mixed-use development with a preference for residential use that may be co-located with local public facilities.**
- MU-5B zone permits **medium-density**, compact mixed-use development with an **emphasis on residential use**, and providing facilities for shopping and business needs outside of the central core along and arterial streets and at rapid transit stops. 11-G DCMR 101.10

Future Land Use Map

MIXED USE (LOW DENSITY COMMERCIAL / MEDIUM DENSITY RESIDENTIAL / LOCAL PUBLIC FACILITY)



- **Typical [matter-of-right] density contemplated by FLUM**
 - Low Density Commercial: typical [matter-of-right] density generally up to 2.5 FAR (greater with IZ or PUD).
 - Medium Density Residential: typical [matter-of-right] density 1.8 - 4.0 FAR (greater with IZ or PUD).
- Deanwood Strategic Development Small Area Plan (2008) supplements the FLUM and envisions “moderate-medium density mixed-use” on the subject property.
- **Proposed MU-5B zone**
 - Permitted Density: 3.5 FAR (4.2 FAR with IZ), 1.5 FAR max. non-residential.

Future Land Use Map

CONSIDERATION OF MIXED-USE ZONES

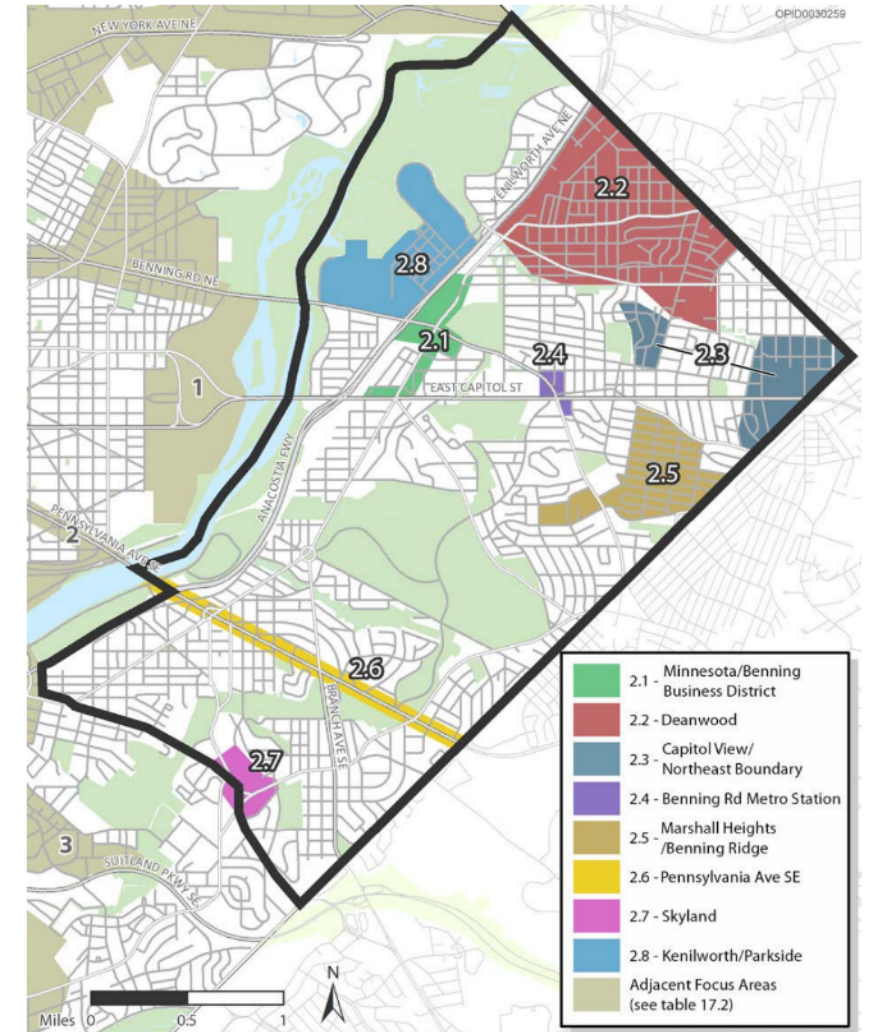
- **Mixed Use Categories:**
 - The particular combination of uses desired in a given area is depicted in striped patterns.
 - If the desired outcome is to emphasize one use over the other the [FLIUM] may note the dominant use by showing it at a slightly higher density than the other use in the mix.
 - A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities.

	MU-5A	MU-5B	MU-7A	MU-7B	MU-8A	MU-8B	MU-10
FLUM Category	Moderate	Moderate	Moderate	Moderate	Medium	Medium	Medium
FLUM Density (more with IZ and PUD)	2.5 – 4.0	2.5 – 4.0	2.5 – 4.0	2.5 – 4.0	4.0 – 6.0	4.0 – 6.0	4.0 – 6.0
ZR16	Medium-density, compact mixed-use (resi. emphasis)	Medium-density, compact mixed-use (resi. emphasis)	Medium-density, compact mixed-use	Medium-density, compact mixed-use	Medium-density mixed-use (emp and resi. focus)	Medium-density mixed-use (emp and resi. focus)	Medium- to high-density mixed-use (balance of uses)
Height	65 ft. (70 ft. w/ IZ)	75 ft.	65 ft.	65 ft.	70 ft.	70 ft.	90 ft. (100 ft. w/ IZ)
Density (FAR)	3.5 (4.2 w/ IZ) 1.5 non-res. max.	3.5 (4.2 w/ IZ) 1.5 non-res. max.	4.0 (4.8 w/ IZ) 1.0 non-res. max.	4.0 (4.8 w/ IZ) 2.5 non-res. max.	5.0 (6.0 w/ IZ) 1.0 non-res. max.	5.0 (6.0w/ IZ) 1.0 non-res. max.	6.0 (7.2 w/ IZ) 3.0 non-res. max.

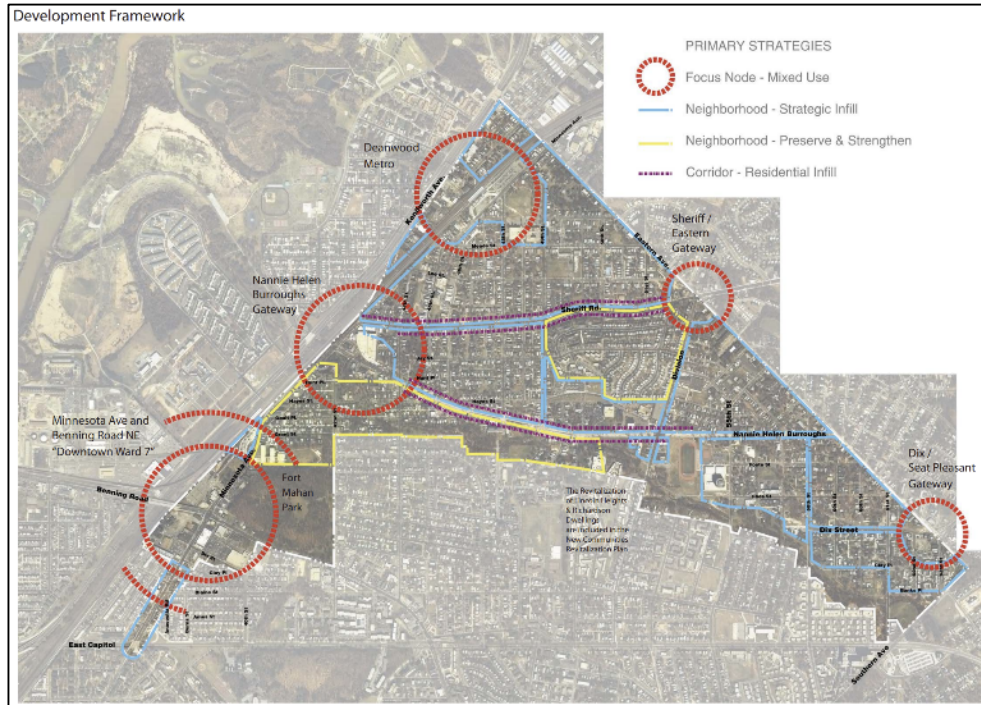
Far Northeast and Southeast Area Element Guidance

Deanwood Policy Focus Area

- FNS-2.2.4: Deanwood Metro Station - **Provide for additional mixed-use development consisting of medium-density housing and low-density neighborhood commercial uses** in the vicinity of the Deanwood Metro station and along Kenilworth Avenue NE. Appropriate transitions should be provided between new development and the adjacent residential areas. (10-A DCMR § 1712.13)
- FNS-2.2.5: Neighborhood-Serving Commercial Uses - **Encourage the development of a variety of neighborhood-serving commercial uses along Nannie Helen Burroughs Avenue, Sherriff Road, and Minnesota Avenue** to create and invest into community-owned small businesses, adding and creating jobs for District residents and establish retail and service uses that support the surrounding residential community...Medium-density development is appropriate, particularly near the intersection of Nannie Helen Burroughs and Minnesota Avenues. (10-A DCMR § 1712.14)



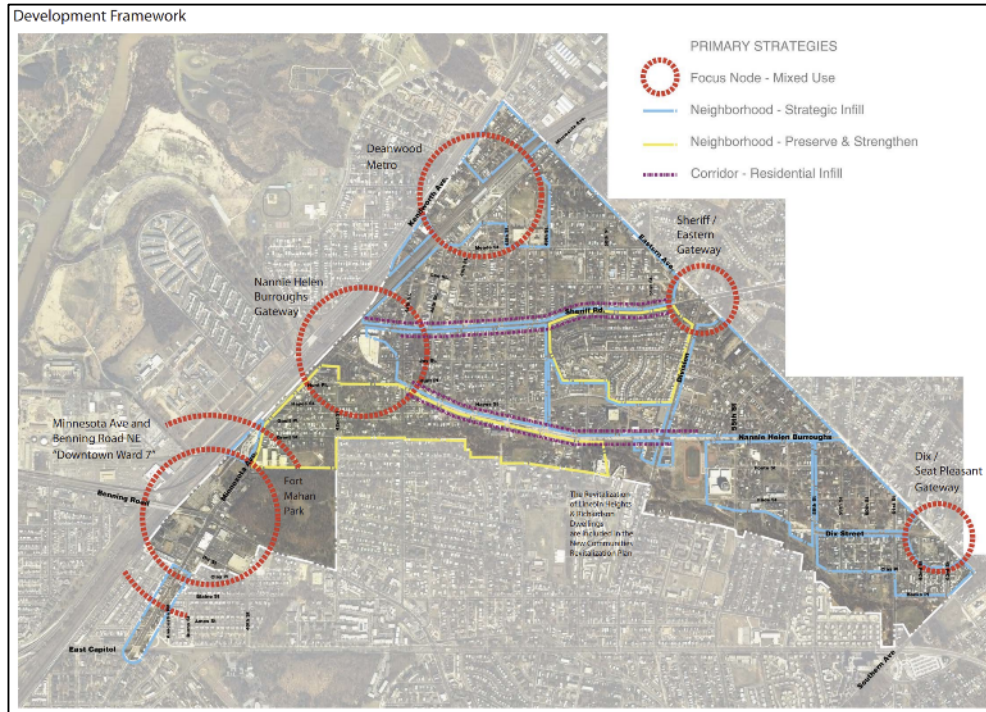
Deanwood Strategic Development Plan (March 2008)



Focus Node: Deanwood Metro Station

- Acres of underdeveloped land within walking distance offer a **prime opportunity for future mixed-use development**, but the adjacent residential neighborhoods suggest careful attention to the scale and intensity of that development. (p.56)
- Limited traffic exposure and very little pedestrian activity except at commuter hours...**no significant generator of retail demand** other than the Metro itself. Even there, commuter activity is lower than anticipated, with parking lot spaces remaining vacant. Much of the ridership at this station is generated from within the community. (p.56)
- The 2006 District of Columbia Industrial Areas Study supports the land use change recommended in this plan from light industrial to **moderate-medium density mixed-use** between Minnesota Avenue and the CSX rail line. This land use change will provide **additional housing, retail, and service opportunities** while reducing potential conflicts between industrial and non-industrial land uses. (p.56)

Deanwood Strategic Development Plan (March 2008)



Focus Node: Deanwood Metro Station

Opportunity Sites

- New development at this focus node can be categorized as a high priority goal.

Metro Development

- Opportunities for development of multi-family housing at the Deanwood Metro.
- Expressed interest in the concept of a residential building with some minor convenience retail serving transit commuters and residents.
- Residential with commuter-convenience retail (5K – 10K sf) (p.57)

Zoning Commission Racial Equity Tool

Comprehensive Plan
Policy Guidance

Community Guidance
and Engagement

Disaggregated Data Regarding
Race and Ethnicity

Evaluate the Zoning Action
Through a
Racial Equity Lens

COMPREHENSIVE PLAN POLICY GUIDANCE

Land Use Element

- LU-1.4.1: Station Areas as Neighborhood Centers
- LU-1.4.2: Development Around Metrorail Stations
- LU-1.4.3: Housing Around Metrorail Stations
- LU-1.4.4: Affordable Rental and For Sale Multi-Family Housing Near Stations
- LU-1.4.6: Development Along Corridors
- LU-1.4.7: Parking Near Metro Stations
- LU-1.4.9: Public Facilities
- LU-1.4.B: Zoning Around Transit
- **LU-2.1.1: Variety of Neighborhood Types**
- **LU-2.1.2: Neighborhood Revitalization**
- LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods
- LU-2.4.1: Promotion of Commercial Centers
- LU-2.4.2: Hierarchy of Commercial Centers
- LU-2.4.6: Scale and Design of New Commercial Uses
- LU-3.2.6: Rezoning of Industrial Areas

Transportation Element

- T-1.1.2: Land Use Impact Assessment
- T-1.1.4: Transit-Oriented Development
- T-1.1.5: Joint Development
- **T-1.1.7: Equitable Transportation Access**
- T-1.1.8: Minimize Off-Street Parking

Housing Element

- H-1.1.1: Private Sector Support
- H-1.1.2: Production Incentives
- H-1.1.3: Balanced Growth
- H-1.1.4: Mixed-Use Development
- H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority
- **H-1.2.2: Production Targets**
- **H-1.2.3: Affordable and Mixed Income Housing**
- **H-1.2.9: Advancing Diversity and Equity of Planning Areas**
- H-1.2.11: Inclusive Mixed-Income Neighborhoods
- H-1.3.2: Tenure Diversity
- **H-1.4.6: Whole Neighborhood Approach**

Environmental Protection Element

- **E-1.1.2: Urban Heat Island Mitigation**
- E-2.1.2: Tree Requirements in New Developments
- E-2.1.3: Sustainable Landscape Practices
- E-4.2.1: Support for Green Building

Economic Development Element

- ED-1.1.1: Core Industries
- ED-2.2.3: Neighborhood Shopping
- ED-2.2.9: Clustered Retail at Transit
- ED-3.1.1: Neighborhood Commercial Vitality
- ED-4.3.B: Increasing Access to Employment

Urban Design Element

- UD-2.1.1: Streetscapes That Prioritize the Human Experience
- UD-2.1.2: Neighborhood Streetscapes
- UD-2.2.3: Neighborhood Mixed-Use Centers
- UD-3.3.1: Neighborhood Meeting Places

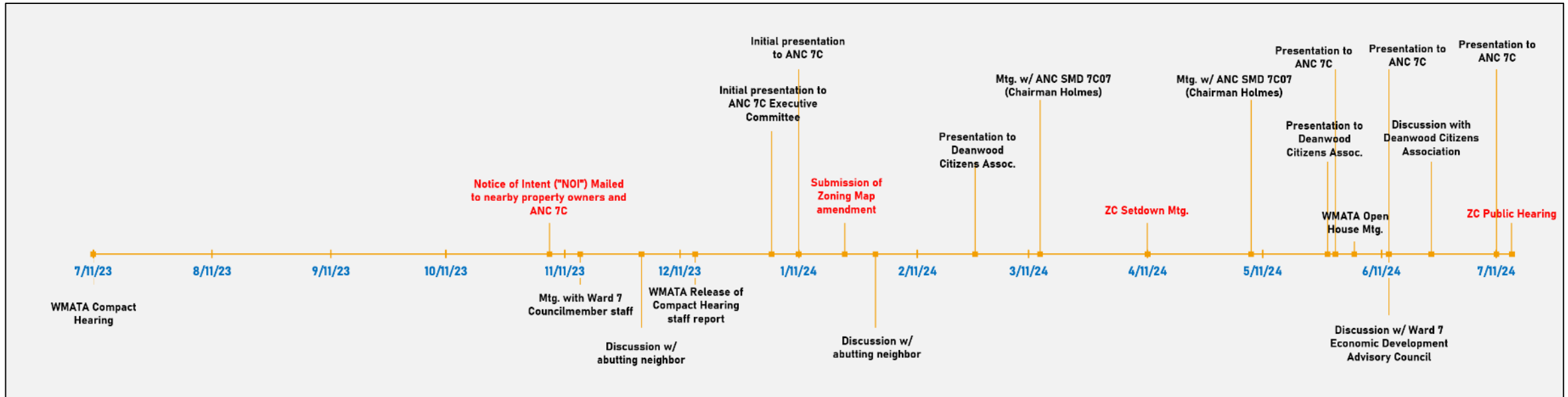
Community Services and Facilities Element

- CSF-1.1.2: Adequate Facilities
- CSF-1.1.8: Public Facilities, Equity, and Economic Development
- CSF-3.1.2: Libraries as Civic Infrastructure
- CSF-3.1.B: Branch Libraries
- CSF-3.2.1: Location of Branch Libraries
- CSF-3.2.5: Libraries in Mixed Use

Far Northeast / Southeast Area Element

- FNS-1.1.1: Conservation of Low-Density Neighborhoods
- FNS-1.1.2: Development of New Housing
- FNS-1.1.3: Directing Growth
- FNS-1.1.4: Retail Development
- FNS-2.2.4: Deanwood Metro Station
- FNS-2.2.5: Neighborhood-Serving Commercial Uses

Community Guidance and Engagement



- Community engagement on plans for the Deanwood Metrorail site commenced in July 2023 with the WMATA Compact Hearing process.
- WMATA has directly engaged with the ANC, Deanwood Citizens Assoc., and the community approx. 14 times during the Zoning Map amendment process
- WMATA's Joint Development RFP process requires respondents to submit a community engagement strategy and plan for working with public stakeholders which is part of WMATA's evaluation criteria.

EVALUATE ZONING ACTION THROUGH A RACIAL EQUITY LENS

Indicator	Anticipated Outcome	Positive / Negative / Neutral
Direct Displacement	<ul style="list-style-type: none"> No direct residential displacement as the Property does not contain any residential or commercial uses. 	
Indirect Displacement	<ul style="list-style-type: none"> Economic: New housing (likely rental) and modest commercial use on subject property not expected to cause indirect displacement of existing residents given percent homeownership in the area and trends in income, unemployment rate, poverty level, and housing cost burden. 	
	<ul style="list-style-type: none"> Cultural: Increased housing will help residents remain in the neighborhood, increase retail will offer opportunities to gather, new public library will provide access to arts and cultural programming. 	
Housing	<ul style="list-style-type: none"> Potential for increased housing (market rate and affordable) in proximity to transit, civic uses (schools, recreation center, future library) to help achieve District housing goals. Additional housing can help temper increases in housing costs. 	
Physical	<ul style="list-style-type: none"> Public realm and pedestrian safety improvements along Minnesota Avenue. Improved storm water management. Access to arts and cultural with future public library. 	
Access to Opportunity	<ul style="list-style-type: none"> Construction jobs New job opportunities in retail, residential building management, and public library New jobs created will be close to transit, new housing close to transit will increase access to jobs elsewhere in the District and region. 	

Conclusion

- Not inconsistent with the Comprehensive Plan when read [as a whole] through a racial equity lens.
- The height and density of the proposed MU-5B zone is consistent with the type of mixed-use development that is contemplated by the GPM and the FLUM, particularly when read together with Comprehensive Plan policies and the Deanwood Small Area Plan.
- The proposed Zoning Map amendment is consistent with the density and use recommendations of the Deanwood Small Area Plan.
- The proposed Zoning Map amendment is consistent with the purposes of the Zoning Act to promote public health, safety, morals, convenience, order, property, and general welfare by:
 - No impact to light and air due to significant buffers provided by abutting streets and infrastructure;
 - No undue concentration of population and overcrowding of land due to multi-family development on an underutilized site adjacent to transit; and
 - Favorable outcomes to transportation, protection of property, civic activity, and the efficiency in the supply of public services.

