

Advisory Neighborhood Commissioner, 5B05

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DC Zoning Commission (DCZC)
441 4th Street NW, Suite 200-S
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October 19th, 2025

Re: Opposition to ZC Case 24-11 concerning New York Avenue NE between Montana Avenue NE and Bladensburg Road NE in Ward 5

Dear DC Zoning Chairperson Anthony Hood and members of the Zoning Commission:

I am writing this letter to voice my opposition to Case 24-11 as Commissioner in ANC 5B. As we know, Ward 5 carries a disproportionate share of truck-heavy and pollution-prone use for decades. As a pedestrian and bus user who frequents this area for medical appointments, I can tell you that it is an underserved area for all DC residents who are not driving. Without bus service in this portion of New York Avenue and almost no tree canopy, this area is often one of the examples I use to illustrate how much an area can improve when placing people at the center. This case is an opportunity to give Ward 5 a mixed-use neighborhood where more residents can bring life to what is otherwise a multi-lane high-speed road. Converting large portions of the Montana Triangle area to industrial zoning only would lock in single-use warehousing and heavy truck activity at a key Ward 5 area that already bears an undue burden from industrial zoning. This undercuts Washington, DC's goals for housing, equity, health, and walkability.

Conflicts with the District's adopted vision

The New York Avenue NE Vision Framework sets a clear direction to guide the corridor's transition from an industrial hub to a mixed-use community, explicitly identifying the Montana Triangle as a

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mixed-use center with housing, retail, and safe streets. A broad industrial map amendment would reverse that trajectory and foreclose the outcomes the Framework calls for.

Undermining housing and neighborhood vitality

The District's Housing Equity Report established a goal of 36,000 new homes, including 12,000 affordable homes, and emphasized distributing those homes across all wards. The Framework identifies New York Avenue NE as a corridor that can accommodate **substantial new housing**. Industrial rezoning that removes mixed-use capacity at the Triangle pushes in the opposite direction and squanders a rare chance to add homes near jobs, services that would also improve the much needed public transit access this part of the city needs.

Adds environmental burdens where they are already concentrated

OP's Production, Distribution, and Repair (PDR) Land Use Report documents that most PDR land is concentrated in and around Ward 5 and that nearby residents are disproportionately Black and lower income. Many already face worse health outcomes. Expanding warehouse uses here will intensify truck traffic, noise, and air quality concerns, contrary to the Framework's call for safer, more walkable streets and improved public health.

Reverses long-standing public expectations for mixed-use

For years, the Montana Triangle was publicly advanced as "New City DC," a large mixed-use district with housing and retail. Coverage in 2024 reported a pivot to a 186,000-square-foot warehouse tied to a rezoning filing. That shift erodes community trust built around mixed-use commitments.

Better tools exist than a broad industrial map amendment

OP's PDR Report recommends new mixed-use PDR approaches that co-locate low-impact production with housing and neighborhood retail where compatible. The Zoning Regulations already treat PDR uses as carrying external effects that must be managed, and the Zoning Handbook explains that PDR zones are oriented to production, distribution, and repair while constraining residential use. Where some PDR functions are warranted, they should be tightly designed, mitigated, and integrated rather than enabled through a sweeping industrial upzoning that forecloses mixed-use.

Please deny the requested industrial map amendment. In the alternative, require a mixed-use program consistent with the New York Avenue NE Vision Framework and the Comprehensive Plan's

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High-Density Mixed-Use guidance for this corridor, including new homes, neighborhood-serving retail, safe street design, and only low-impact PDR that is demonstrably compatible with residential uses, paired with enforceable truck, loading, and air-quality mitigation.

Thank you for protecting a rare opportunity to transform this site into a vibrant, mixed-use neighborhood that advances Ward 5 quality of life. As a Commissioner who lives in a light industrial zone, I appreciate that you please reconsider your position on this matter.

Sincerely,

A handwritten signature in black ink that reads "Mónica Martínez López". The script is cursive and fluid.

Mónica Martínez López
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