

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Crystal Myers, AICP, Project Manager
JS Jennifer Steingasser, Deputy Director, Development, Design, and Preservation

DATE: February 14, 2025

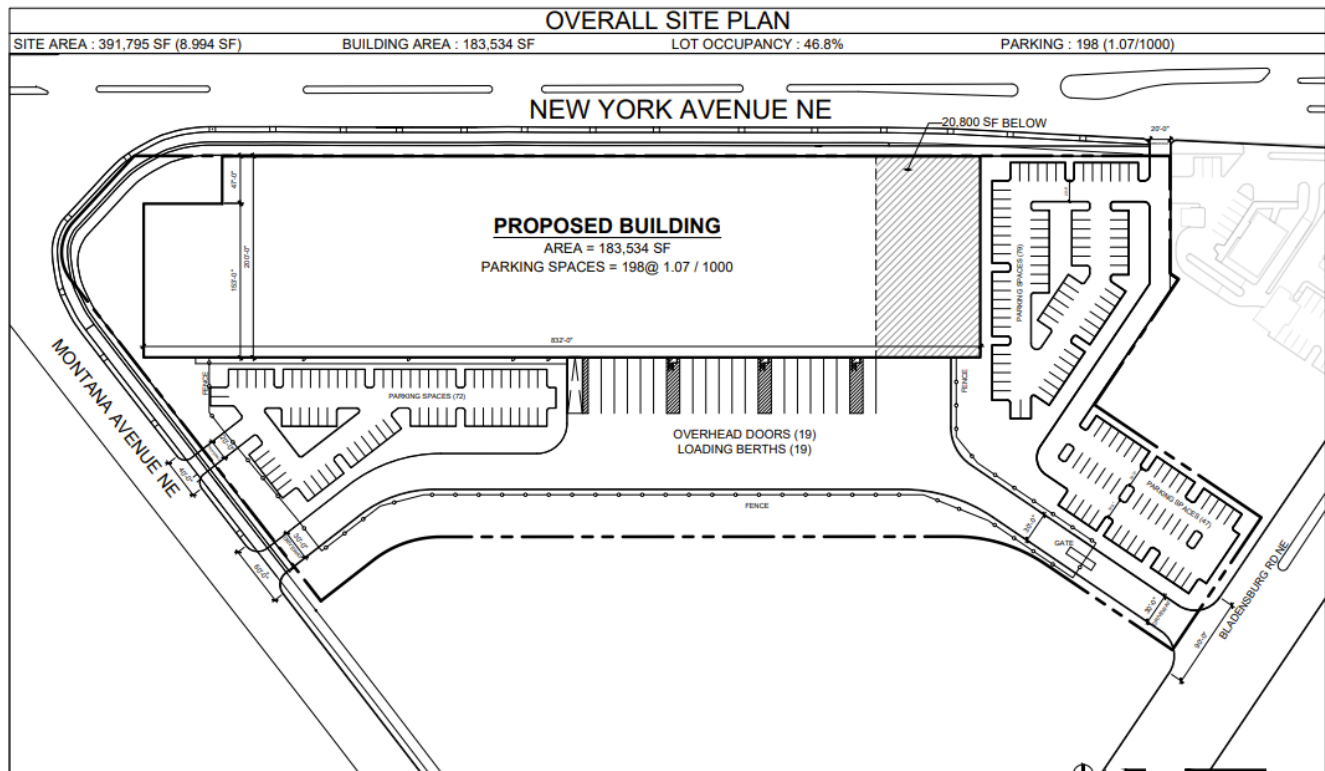
SUBJECT: ZC Case 24-11: Setdown Report for Consolidated Planned Unit Development and Related Map Amendment from MU-5B to PDR-1 Square 4268 (Lots 6, 12, 14, 801, 804 & 819) and Parcels 01530113, 01530152, and 01530153

I. RECOMMENDATION

The Office of Planning (OP) recommends the Commission **set down** the application by Jemal's Schaeffer LLC for a consolidated Planned Unit Development (PUD) with a PUD-related map amendment from MU-5B to PDR-1, to construct a warehouse building with associated office space in Square 4268. This proposal would, on balance, not be inconsistent with the Comprehensive Plan, and the filing generally meets the requirements of 11 DCMR Subtitle X, Chapter 3.

II. APPLICATION-IN-BRIEF

Applicant	Holland and Knight on behalf of Jemal's Schaeffer LLC and Jemal Bumper George LLC
Proposed Map Amendment	MU-5B (moderate density mixed use) to PDR-1 (production, distribution and repair)
Legal Description	Square 4268: Lots 6,12, 14, 801, 804. 819 Parcels 0153/0113, 0153/0152, and 0153/0153
Ward and ANC	Ward 5, ANC 5C
Property Size	391,795 sq. ft.
Existing Development	Mostly vacant but a portion along New York Avenue contains brick buildings that were previously used for auto repair uses.
Future Land Use Map Designation	PDR uses, High Density Commercial, High Density Residential
Generalized Policy Map Designation	Land Use Change Area Within a Future Planning Analysis Area (New York Avenue NE)
Comprehensive Plan Area Element	Upper Northeast Area Element
Other Planning Documents	New York Avenue NE Vision Framework



VI. PROJECT DESCRIPTION

The proposal would develop a predominantly vacant site with a warehouse building that includes associated office use and a surface parking lot. The warehouse portion of the site would be rezoned to PDR-1 and the rest of the site would remain within the MU-5B zone.

This proposal includes streetscape improvements on New York Avenue and Montana Avenue, including a 6 foot wide sidewalk, 10 foot wide bicycle trail, and a 5 foot wide tree box between the bike trail and each street.

The proposed development does not include a height or density beyond what is permitted by-right in either the current or proposed zones. The applicant is pursuing the PUD review process is for the proposed warehouse use, and because the site is within the New York Avenue Northeast Corridor Future Planning Analysis area on the Comprehensive Plan's Generalized Policy Map.

VII. ZONING ANALYSIS

The site is currently zoned MU-5B and the applicant is requesting a PUD-related zoning map amendment to the PDR-1 zone, which is generally not inconsistent with the Comprehensive Plan. Below is a table comparing the existing and proposed zone to the proposal.

	Existing Zone MU-5B	Proposed Zone PDR-1	Proposed PDR-1 PUD	Flexibility
Height	75 ft.	50 ft.	48 ft.	None Requested
Total FAR	3.5/ 4.2 (IZ) 1.5 non-res	3.5- J§ 201.2 uses 2.0- J§ 201.3 uses	0.47	None Requested
Rear Yard	15 ft. min.	2.5 in. per 1 ft. of principal building height, but not less than 12 ft. min.	295 ft. 5 in.	None Requested
Side Yard	Not required; if provided 2in per 1ft. but no less than 5 ft.	Not required;	80 ft. 7 in (west) 188 ft. 1 in. (east)	None Requested
Parking	186 spaces min	186 spaces min	198 spaces	None Requested
Green Area Ratio	0.3 min.	0.2 min. if building is 2 stories in height	0.2	None Requested
Use	Residential and Non-Residential uses PDR uses not allowed	Predominantly commercial and PDR uses.	PDR use: Warehouse building with accessory office use	None Requested

Requested Zoning Flexibility

The applicant requests the following flexibility through this PUD:

Design Flexibility

- Interior Components
- Garage Configuration
- Exterior Details
- Signage
- Streetscape Design
- PDR Use Types

OP will ensure this requested design flexibility is consistent with current regulations and recent Zoning Commission approvals for PUDs.

VIII. COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan Maps

As described in the Guidelines for Using the Generalized Policy Map and the Future Land Use Map

“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.”

Specifically, the Framework Element states:

*The Future Land Use Map is not a zoning map. Whereas zoning maps are parcel-specific, and establish detailed requirements and development standards for setbacks, height, use, parking, and other attributes, the **Future Land Use Map is intended to be “soft-edged”** and does not follow parcel boundaries, and its categories do not specify allowable uses or development standards. **By definition, the Future Land Use Map is to be interpreted broadly and the land use categories identify desired objectives.***

As described below, the proposed PUD and related map amendment would be, on balance, not inconsistent with the map designations.

Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates the portion of the site that would be rezoned is appropriate for mixed use High Density Residential, High Density Commercial, and Production Distribution Repair (PDR) uses. According to the Comprehensive Plan areas striped for PDR are intended to include PDR space. Sites that already have PDR space are intended to substantially preserve a portion of it.



FLUM designations in Map Amendment area

High Density Residential: This designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than a FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High Density Residential category, and other zones may also apply. 227.8

High Density Commercial: This designation is used to define the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Office and mixed office/retail buildings with densities greater than a FAR of 6.0 are the predominant use, although high-rise residential and many lower scale buildings (including historic buildings) are interspersed. The MU-9, D-3, and D-6 Zone Districts are consistent with the High Density Commercial category, and other zones may also apply. 227.13

Production, Distribution, and Repair (PDR): The Production, Distribution, and Repair (PDR) category is used to define areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from housing and other noise-, air- pollution and light-sensitive uses...

A variety of zone districts apply within PDR areas, recognizing the different intensities of use and impacts generated by various PDR activities. The corresponding zone category is PDR, and the present density and height limits set in these districts are expected to remain for the foreseeable future. Other districts may also apply where the PDR map designation is striped with other land uses. In an area striped to include PDR, development must include PDR space, and on sites containing existing PDR space the amount of PDR space on-site should be substantially preserved. 227.14

As such, the PDR designation stipulates that PDR space be included in this area. Therefore, the proposed PUD and related map amendment would, in this respect, be on balance more consistent with the Future Land Use Map than the current zone.

The portion of the site proposed for PDR-1 zoning is the PUD area which includes the PDR stripe in the FLUM designation. Currently the striped portion of the site is under the same MU-5B zoning as the portion of the site that does not have the PDR stripe. MU-5B does not permit PDR or industrial land uses so a change in zoning from the MU-5B is necessary to be fully consistent with the FLUM's PDR recommendation in this area. At present, the zoning regulations do not include a zone which permits the range of residential, commercial, and PDR uses indicated by the FLUM designation.

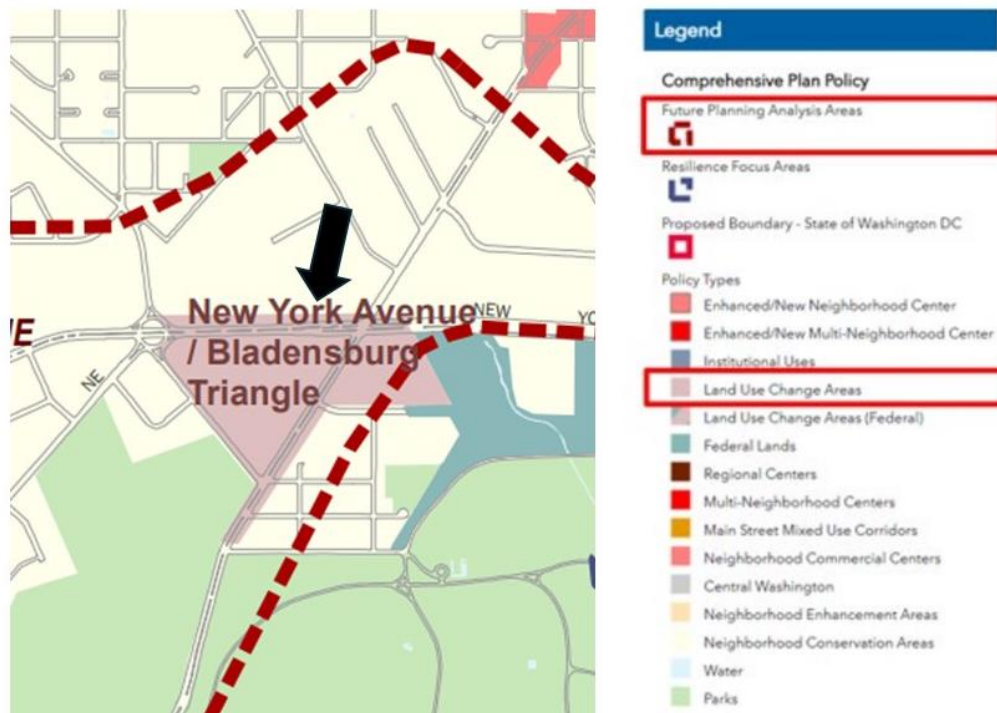
FLUM designations on remaining site

Moderate Density Commercial: This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in Low Density Commercial areas. Density typically ranges between a FAR of 2.5 and 4.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-5 and MU-7 Zone Districts are representative of zone districts consistent with the Moderate Density Commercial category, and other zones may also apply. 227.11

Medium Density Residential: This designation is used to define neighborhoods or areas generally, but not exclusively, suited for mid-rise apartment buildings. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. Pockets of low and moderate density housing may exist within these areas. Density typically ranges from 1.8 to 4.0 FAR, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-3 Zone District is consistent with the Medium Density Residential category, and other zones may also apply. 227.7

The portion of the property that is not striped to include PDR land uses would remain in the MU-5B zone. The MU-5B zone encourages mixed use development, especially residential development and does not permit industrial land uses. The MU-5B zone is not inconsistent with the medium density residential and moderate density commercial land use designations. Because the PDR building would not be located in the area with this designation, which would, instead, include the parking lot, the PUD proposal would on balance, not be inconsistent with the FLUM.

Generalized Policy Map



The Generalized Policy Map indicates the subject property is located mainly within a Land Use Change area and a Future Planning Analysis area.

Future Planning Analysis Area

Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas

*The Generalized Policy Map shows areas of large tracts and corridors where future analysis is anticipated to plan for inclusive, equitable growth and climate resilience. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future analysis process for each area. In certain locations, planning efforts will be undertaken to analyze land use and policy impacts and ways to capitalize on, mitigate, and incorporate the anticipated growth. Current infrastructure and utility capacity should be evaluated against full build-out and projected population growth. The planning process will target issues most relevant to the community that can be effectively addressed through neighborhood planning. Planning analyses generally establish guiding documents, such as Small Area Plans, Development Frameworks, Retail Strategies, or Design Guidelines. Areas anticipated for future planning analysis include the following: **New York Avenue NE corridor**; ...304.8*

IM 1.2- Small Area Planning ... Notwithstanding 2503.2, re-zoning proposals received prior to planning studies in these **Future Planning Analysis Areas** may be considered if the following occur or have occurred: a Small Area Plan, development framework, technical study, design guidelines, Planned Unit Development, master plan already approved by the National Capital Planning Commission, or the re-zoning proposal would have been consistent with the 2012 Future Land Use Map. 2503.3

The proposal would not be inconsistent with the Generalized Policy Map guidance for Future Planning Analysis areas. The site is within the New York Avenue Northeast Corridor future planning analysis area. Rezoning within a future planning analysis area requires that a planning

analysis be done first before a rezoning request is considered. The 2023 New York Avenue NE Framework plan and this project's PUD review process satisfies the analysis requirement.

Land Use Change Area

***Land Use Change Areas** Land Use Change Areas are areas where change to a different land use from what exists today is anticipated. In some cases, the Future Land Use Map depicts the specific mix of uses expected for these areas. ... 225.9*

...The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and promote the adaptive reuse of existing structures. Many of these areas have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks, and civic facilities. The Comprehensive Plan's Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area. 225.11 As Land Use Change Areas are redeveloped, the District aspires to create high quality neighborhoods that demonstrate exemplary site and architectural design and innovative environmental features, compatible with nearby neighborhoods, protect cultural and historic assets, and provide significant affordable-housing and employment opportunities. Measures to ensure that public benefits are commensurate with increased density and to avoid and mitigate undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary. Such measures should prioritize equity by accounting for the needs of underserved communities. 225.12

The proposal is not inconsistent with the Generalized Policy map Land Use Change designation. This well-designed warehouse building would be in an area of New York Avenue with many underutilized and outdated developments. The proposed building would be architecturally attractive with large narrow windows and incorporate design characteristics similar to historic industrial buildings, so its appearance should add to the visual character of the area. The building's showroom with transparent walls should engage people on the street. The proposed use of the building is expected to generate new employment in the area, and attract more redevelopment to this area.

Comprehensive Plan Polices Through a Racial Equity Lens

The Comprehensive Plan requires an examination of zoning actions through a racial equity lens. The direction to consider equity "as part of its Comprehensive Plan consistency analysis" indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission's consideration of whether a proposed zoning action is "not inconsistent" with the Comprehensive Plan. The Comprehensive Plan recognizes that advancing equity requires a multifaceted policy approach and 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

The Commission's four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. The Applicant's Racial Equity Analysis is provided at Exhibit 3G and OP's analysis is provided below.

Equity is conveyed throughout the Comprehensive Plan, particularly in the context of zoning. The rezoning could allow the property to redevelop with more commercial, housing, and services to this area.

Part 1 – Guidance regarding the Comprehensive Plan

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity. Below is an outline of Comprehensive Plan policies relative to this proposal which, when viewed through a racial equity lens, provides the Commission with a framework for evaluating the map amendment. Please refer to Attachment I in this report for the full text of each policy statement, or refer to the Comprehensive Plan available on the Office of Planning website – www.planning.dc.gov.

As noted above, the proposal would not be inconsistent with the Comprehensive Plan Generalized Policy and Future Land Use Maps. The proposed development, on balance, would also not be inconsistent with the Citywide Elements of the Comprehensive Plan, and would particularly further the policies of the Land Use, Transportation, Environmental Protection, Economic Development, and Urban Design Elements. It would also further many of the policies in the Upper Northeast Area Element.

Citywide Elements of the Comprehensive Plan

Chapter 3 - Land Use

Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas

Policy LU-1.4.6: Development Along corridors:

Policy LU-1.5.1: Infill Development

Policy LU-1.5.2: Long-Term Vacant Sites

Policy LU-2.1.1: Variety of Neighborhood Types

Policy LU-2.1.2: Neighborhood Revitalization

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

Policy LU-2.1.5: Support Low-Density Neighborhoods

Policy LU-2.2.4: Neighborhood Beautification

Policy LU-3.2.1 Retain Areas for Industrial Uses

Policy LU 3.2.3: Retain and Support PDR Uses in Areas Designated for Mixed PDR

Policy LU-3.2.7: Mitigating Industrial Land Use Impacts

Policy LU-3.2.10: Cottage Industries and Makers

The proposed PUD would be not inconsistent with the Land Use Element of the Comprehensive Plan. It would return this long vacant site to industrial use and would likely provide new job opportunities to the area. The project's landscape buffer should help to mitigate the potential impacts of having an industrial

use near residential uses. The proposed streetscape and site improvements would help to revitalize the site, and could help to revitalize the area.

Chapter 4 - Transportation

Policy T-1.1.7: Equitable Transportation Access

Policy T-1.2.1: Major Thoroughfare Improvements

Policy T-2.2.1: Multimodal Connections

Policy T-2.2.2: Connecting District Neighborhoods

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning

Policy T-2.3.2: Bicycle Network

Policy T-2.3.3: Bicycle Safety

Policy T-2.4.1: Pedestrian Network

Policy T-2.4.2: Pedestrian Safety

Policy T-2.5.1: Creating Multimodal Corridors Transform

Policy T-3.1.1: TDM Programs

The proposed PUD would not be inconsistent with the Transportation Element of the Comprehensive Plan. The project would improve the non-auto-oriented infrastructure in the area by adding a new sidewalk and a separated bike lane. It also includes landscaping improvements which would help to beautify a major thoroughfare. These non-auto improvements would help to make the area more inclusive and accessible to more people. The proposed large surface parking lot, while not a preferred land use, would provide for the use and could lessen potential concerns from area residents. It would be required to address all zoning parking lot landscape and design requirements.

Chapter 6 - Environmental Protection

Policy E-1.1.2: Urban Heat Island Mitigation

Policy E-1.1.5: Resilient Infrastructure

Policy E-2.1.2: Tree Requirements in New Development

Policy E-2.1.3: Sustainable Landscaping Practices

Policy E-3.1.1: Promoting Water Conservation

Policy E-3.2.7: Energy-Efficient Building and Site Planning

Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff

Policy E-5.1.7: Energy Efficiency and Air Quality

Policy E-6.1.3: Control of Runoff

The proposal would not be inconsistent with the Environmental Protection Element of the Comprehensive Plan. The project would use energy-efficient building practices that comply with the Green Building Code requirements. Doing this would allow the building to contribute to improved air

quality through reduced energy consumption. The building would also use water conservation measures to minimize water consumption.

Sustainable landscaping practices would be utilized by this project. The proposed bioretention basins, tree plantings, and green spaces should reduce stormwater runoff on the property.

Chapter 7 - Economic Development

Policy ED-1.1.3: Diversification

Policy ED-2.5.1: Support for PDR Areas

Policy ED-2.5.2: Improve Environmental Stewardship

Policy ED-2.5.3: Workforce Development

Policy ED-3.1.1: Neighborhood Commercial Vitality

The proposal would not be inconsistent with the Economic Development Element of the Comprehensive Plan. As a primarily light industrial building it would likely have light industrial employment opportunities, which usually have high wages and do not require a college degree requirement. The proposed landscape and streetscape improvements should increase the attractiveness of the area which would likely attract more commercial development and employment opportunities to the area.

Chapter 9 Urban Design

Policy UD-1.4.1: Thoroughfares and Urban Form

Policy UD-1.4.2: District Gateways

Policy UD-1.4.4: Priority Avenues and Gateway Corridors

Policy UD-2.1.1: Streetscapes that Prioritize the Human Experience

Policy UD-2.1.3: Complete Streetscape Design

The proposal would not be inconsistent with the Urban Design Element of the Comprehensive Plan. It includes streetscape and landscape improvements, such as bioretention basins and trees, new sidewalks, and a bike lane. These improvements would help the area's visual character and enhance the experience of pedestrians and cyclists.

The building's design should have a strong visual impact. It acknowledges the area's historic industrial past through use of an elevated design that features brick construction and bronze trim. The use of curved symmetrical windows with grids helps enhance the building's character.

Its landscape, streetscape, and building design should have a positive impact on the New York Avenue gateway corridor.

Chapter 24 - Upper Northeast Area Element

Policy UNE-1.1.8: Untapped Economic Development Potential

Policy UNE-1.1.9: Production, Distribution, and Repair

Policy UNE-1.1.11: Buffering

Policy UNE-1.1.12: Truck Traffic

Policy UNE-1.2.1: Streetscape Improvements

Policy UNE-1.2.5: Increasing Economic Opportunity

Policy UNE-1.2.9: Environmental Quality

Policy UNE-2.3.1: New York Avenue Corridor

Policy UNE-2.3.2: Production, Distribution, and Repair

Policy UNE-2.3.3: Infill Development

The proposal is not inconsistent with the Upper Northeast Area Element of the Comprehensive Plan. It would develop a property along New York Avenue with a warehouse building, which is a production, distribution, and repair (PDR) use. Redeveloping this New York Ave corridor property should help bring new jobs opportunities to this area. Investing in this site and making the proposed landscape and streetscape improvements should also help attract more customers to the area, which could benefit existing area businesses.

There should note be significant negative impacts on the area. The proposal includes screening and buffering, which should help mitigate potential impacts to the nearby residential neighborhoods. The Applicant would also work with DDOT and the neighborhood to ensure that truck traffic through neighborhoods is minimized. The proposal includes plans to reduce emissions from industrial activities and increasing the landscaping on the site which is in line with guidance in the Upper Northeast Element.

Comprehensive Plan Policies that would potentially not be advanced by this proposal

The Applicant identifies that the proposal may be inconsistent with T-1.2.3: *Discouraging Auto-Oriented Uses*:

Discourage certain uses, like drive-through businesses or stores with large surface parking lots and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.6

The project includes a large surface parking lot and multiple curb cuts. It also includes pedestrian and bike infrastructure, which should help to mitigate concerns being addressed in this policy.

Additionally, the Applicant also states the proposal may not be consistent with T-1.4.1: *Street Design for Placemaking* because the proposal does not include seating, extensive plantings, or thoughtfully designed spaces for activities.

Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. 406.2

OP notes that the proposal does include the provision of a protected bike lane and a new sidewalk. Both would be significant street design improvements.

In their filing the Applicant indicates the proposal may be inconsistent with H-1.1.4: *Mixed Use Development* and H1.2.2: *Production Targets* because no housing is included in the proposal. In general, the proposal would not advance Housing related policies as the proposed PUD does not include a

residential component. Although the Comprehensive Plan Future Land Use Map designation includes High Density Residential use and anticipates a high-density mixed-use corridor along New York Avenue NE, the existing MU-5B zone is also not a high density mixed use zone, and does not require residential use on the site. Although housing is highly encouraged by the Comprehensive Plan and District policy as a whole, the Plan envisions different types of land use development, which is evidenced by the Future Land Use map recommending industrial development as an option in this location. In addition, the MU-5B zone would remain on most of the site, which would permit a residential component in the future.

Part 2 – Applicant/Petitioner Community Outreach and Engagement

The Applicant states they have had three meetings so far with ANC 5 and the Arboretum Civic Association:

- May 14, 2024 – Arboretum Civic Association
- May 15, 2024 – ANC 5C Meeting
- June 11, 2024 – Arboretum Civic Association

The Applicant states that community outreach will continue throughout the review process. OP encourages the applicant to continue these discussions and to provide an update as part of any additional filings prior to a hearing on this case.

Part 3 – Disaggregated Data by Planning Area

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area. The data source is the 2012-2016 and 2018-2022 (most recent) American Community Survey 5 Year Estimates by Planning Area available via the OP State Data Center (ACS DATA). Part 3 also asks if the planning area is on track to meet affordable housing goals.

Data Trends Over Time

Analysis of census data over time can yield insights into trends in the planning area. The following data compares the 2018-2022 American Community Survey data with data from the 2012-2016 American Community Survey (ACS), available from OP's State Data Center. Each table below covers both 5-year periods and compares the data for the Upper Northeast Planning Area (UNE) planning area, in which the subject site is located, with District-wide data.

Population by Race or Ethnicity

The property is within the Upper Northeast Planning area, which has a predominantly Black and a growing Hispanic population (see table below). Overall, the population has grown between the 2012-2022 time period and most racial or ethnic groups increased, including Hispanic and Two or more races. However, the Black alone population decreased.

Population/Race or Ethnicity Districtwide and in the Upper NE Planning Area (2012-2016 and 2018-2022)

Race or Ethnicity	District-wide 2012-16	District-wide Percent	UNE 2012-16	UNE 2012-16 Percent	District-wide 2018-22	District-wide Percent	UNE 2018-22	UNE 2018-22 Percent
Total Population	659,009	100%	70,682	100%	670,587	100%	73,167	100%
White alone	266,035	40.4%	12,983	18.4%	265,633	39.6%	15,917	22%
Black alone	318,598	48.3%	50,450	71.4%	297,101	44.3%	46,405	63%
American Indian and Alaskan Native alone	2,174	0.3%	438	0.6%	2,209	0.33%	436	1%
Asian alone	24,036	3.6%	1,351	1.9%	27,067	4%	1,961	3%
Native Hawaiian and Other Pacific Islander alone	271	0.04%	12	0.02%	420	0.06%	96	0.1%
Some other race alone	29,650	4.5%	3,673	5.2%	30,879	4.6%	4,092	6%
Two or more races	18,245	2.8%	1,775	2.5%	47,278	7.1%	4,260	6%
Hispanic	69,106	10.5%	6,799	9.6%	77,168	11.5%	8,278	11%

Median Income

The median income of the Upper Northeast Planning Area was significantly lower than that of the District in both the 2012-2016 and 2018-2022 time periods. However, between time periods, the planning area's median income increased by over \$26,000. Some Other Race had the lowest median income of all segments of the population in both time periods. In the 2018-2022 period, Black/African Americans had the fourth lowest median income in the planning area but their income was higher than Districtwide Black residents. During both periods white and Asian households in the planning area had the highest median incomes, which is the same Districtwide.

Median Income Districtwide and in the Upper NE Planning Area (2012-2016 and 2018-2022)

Median Income	Districtwide (2012-2016)	Upper NE (2012-2016)	Districtwide (2018-2022)	Upper NE (2018-2022)
Median Household Income	\$72,935	\$55,720	\$101,722	\$82,016
White alone	\$119,564	\$107,152	\$160,745	\$158,586
Black or African American alone	\$40,560	\$47,712	\$57,076	\$69,018
American Indian and Alaskan Native alone	\$51,306	NA	\$60,390	\$65,718
Asian alone	\$91,453	\$70,238	\$123,660	\$158,377
Native Hawaiian and Other Pacific Islander alone	NA	NA	NA	NA

Median Income	Districtwide (2012-2016)	Upper NE (2012-2016)	Districtwide (2018-2022)	Upper NE (2018-2022)
Some other races	\$ 41, 927	\$38,781	\$61,851	\$49,106
Two or more races	\$ 83,243	\$78,598	\$108,455	\$82,994
Hispanic or Latino	\$ 60,848	\$47,581	\$94,203	\$54,228

General Economic Characteristics

The unemployment rate and the poverty rate improved in both the District and in the Upper Northeast Planning area over this ten year period. However, the Upper Northeast planning area had a higher unemployment rate than the District as a whole during both five year periods. Its poverty rate, on the other hand, was only slightly higher than the District's poverty rate.

General Economic Characteristics of the Planning Area and District

Characteristic	Districtwide (2012-2016)	Upper NE (2012-2016)	Districtwide (2018-2022)	Upper NE (2018-2022)
Unemployment Rate	8.7%	13%	7.1%	9.2%
Poverty Rate	17.9%	18.6%	15.1%	16.92%

Higher Education

Though the percentage of Upper Northeast residents with a Bachelor degree increased over the ten-year period it is still considerably less than the District as a Whole during both periods. As with the District as a Whole, the planning area's Black, Hispanic/Latino, and Some Other Race residents have the lowest percentage of residents with a Bachelor or higher degree.

Higher Education in the Planning Area and District

Bachelor's Degree or Higher	Districtwide (2012-2016)	Upper NE (2012-2016)	Districtwide (2018-2022)	Upper NE (2018-2022)
Total	55.4%	36.7%	62.6%	47.1%
White alone	87.7%	76.9%	91.2%	83.8%
Black or African American alone	24.8%	26.9%	32.3%	34.4%
American Indian and Alaskan Native alone	43.5%	34.4%	38%	44.9%
Asian alone	77.9%	69.5%	85.3%	87.6%
Native Hawaiian and Other Pacific Islander alone	63.7%	100%	70.6%	96.9%
Some other races	26.2%	21.1%	37.5%	21.6%
Two or more races	67.8%	55.2%	70.3%	49%
Hispanic or Latino	42.8%	27.7%	55.7%	33.4%

Racial Equity benefits of the project

The proposal includes public space enhancements with pedestrian and bike infrastructure improvements. It should also attract more development to the area and bring new employment

opportunities at a variety of skill and education levels. The new warehouse may seek local employees, and it could also encourage new commercial development to the area. This could be beneficial to the area's predominantly Black residents and other non-white groups.

Upper Northeast planning area is predominantly Black but has a growing number of non-white residents from other race/ethnic groups. The Black population in this planning had a higher household income than the District as a whole but their income was lower than many other race/ethnic groups in the planning area. Black residents along with Some other Race and Hispanic/Latino residents had the lowest percentage of Bachelors degrees than any other race/ethnic group in the area. The new jobs brought by this project would likely be beneficial to these groups because Industrial jobs usually do not require a college degree and they can offer higher wages than many other jobs.

The proposal includes pedestrian and bikeway improvements which would strengthen the surrounding area's connectivity. These improvements would allow better access to jobs and services.

Part 4 – Zoning Commission Evaluation Factors

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The property is vacant so no residents or businesses would be displaced by this zoning action.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	The proposed new warehouse and public space improvements may lead to increases in surrounding property values and rents.
Economic Impact		The proposal could bring more employment opportunities, including higher paying jobs that do not require a college degree.
Public Space and Infrastructure Improvements	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> ▪ Public Space Improvements ▪ Urban Design Improvements ▪ Streetscape Improvements 	Project includes: <ul style="list-style-type: none"> • New sidewalks • Protected bicycle lane • Includes a bioretention basin • Possibly more will be added
Transportation Improvements		<ul style="list-style-type: none"> • The property is served by Metrobus. There is a stop along Montana Ave. and NY Ave. • The new sidewalks and bike lane would make the site more accessible to pedestrians and cyclists.
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none"> ▪ Job Training/Creation ▪ Healthcare ▪ Addition of Retail/Access to New Services 	<ul style="list-style-type: none"> • The project would likely bring new industrial jobs to the area. These jobs usually offer high wages and do not require a college degree. • Project may attract more commercial development to the area.

Factor	Question	OP Response
Community	How did community outreach and engagement inform/change the zoning action?	The applicant participated in three community meetings and attended an ANC meeting. The community outreach informed the benefits and amenities package. The proposed benefits intend to upgrade these community facilities: Arboretum Recreation Center, Community Room, and the 5 th District Police station.

IX. OTHER PLANNING DOCUMENTS

New York Avenue, NE Vision Framework (“Vision Framework plan”)

The subject property is within the New York Avenue NE Vision Framework plan. In this plan, the entire Square 4268 is referred to as Montana Triangle. The Montana Triangle is expected to be redeveloped with a mix of housing and retail, and it is envisioned to become a center for the community.

The proposal does not fully realize this vision but it complies with many of the Vision Framework’s general recommendations. This is seen when comparing the proposal with the Vision Framework’s action items:

- *Produce and preserve housing to prevent displacement, maximize dedicated affordable housing and to keep rents low for all residents.*

The proposal does not include housing but would add development to a large vacant site, and make streetscape and transportation improvements to the area that could make help to enhance the experience of residents in the area and help to attract more residential development.

- *Increase resilience to sudden events, such as severe storms, and help residents overcome persistent stressors including high air temperatures.*

The Vision framework recommends improving resilience by improving streetscape, landscaping, renewable energy, and vehicle charging infrastructure. The proposal includes making some of these improvements. The project includes stormwater improvements and green building technology. Adding street trees to the area would also be done in compliance with public space requirements.

- *Strengthen Connections both within the study area and to jobs and services throughout the District.*

The Vision Framework plan includes recommendations to improve bike, sidewalk and street grid connections to improve the transportation network and pedestrian safety. Specifically, the plan recommends having a shared use path and a bike lane along the New York Avenue East side of the subject property. The plan also recommends long and short-term bicycle parking in excess of the minimum requirement.

The proposal would help to realize some of these recommendations by installing a bike lane and a new sidewalk along New York Avenue East. The PUD would also result in an employment opportunity on this major corridor and accessible to area residents.

- *Uplift the Corridors Industrial Legacy with shared spaces, human-centric urban design, and public art.*

The Vision Framework plan recommends celebrating the New York Avenue area's long industrial history through public art and urban design. The plan envisions the corridor becoming a gateway into the District.

The proposal's urban design is in line with this guidance. The warehouse building would have features that would reflect the area's industrial past. These include using arched windows that are reminiscent of those in historic industrial buildings and using brick as the primary exterior material because it is commonly associated with industrial architecture.

X. SUMMARY OF PLANNING CONTEXT ANALYSIS

On balance, the proposal would not be inconsistent with the Comprehensive Plan and would further the District's efforts towards meeting its economic development and land use goals by developing a vacant site recommended by the Comprehensive Plan's Future Land Use map for industrial and mixed use development with a new warehouse building with accessory office use.

XI. PUD EVALUATION STANDARDS

The Zoning Regulations define a Planned Unit Development (PUD) as "A plan for the development of residential, institutional, and commercial developments, industrial parks, urban renewal projects, or a combination of these, on land of a minimum area in one (1) or more zones irrespective of restrictions imposed by the general provisions of the Zoning Regulations, as more specifically set forth in Subtitle X, Chapter 3." (Subtitle B-28). The purpose and general standards for a Planned Unit Development are established in Subtitle X 300:

- 300.1 *The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that the PUD:*
- (a) Results in a project superior to what would result from the matter-of-right standards;*
 - (b) Offers a commendable number or quality of meaningful public benefits; and*
 - (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.*
- 300.2 *While providing for greater flexibility in planning and design than may be possible under conventional zoning procedures, the PUD process shall not be used to circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.*

Public Benefits and Amenities:

Chapter X Section 305.2 states that "Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title."

Subtitle X § 305.5 provides a summary of categories for PUD benefits and amenities. While the final benefits and amenities proffer is typically refined and resolved later in the PUD process, at this point, the applicant has proffered the following for the proposed PUD:

Superior urban design and architecture

The proposal proffers the design and architecture of the warehouse building as a public benefit. Its design includes a mix of historical and modern architectural features. This is done through incorporating traditional materials and features echoing industrial buildings of the past. It is also done through having a modern showroom that extensively uses glass on the ground floor. This helps it to feel open and welcoming which invites pedestrian interaction.

Streetscape Plans

The proposal proffers its New York Ave NE comprehensive streetscape plan, which includes adding a sidewalk and protected bike lane.

Superior landscaping, or creation or preservation of open spaces

The proposal proffers its landscaping, which includes installing bioretention areas, street trees, and low plantings.

Transportation Infrastructure

The proposal proffers its transportation infrastructure. The Applicant considers the Transportation demand management plan to be a major benefit of the project because it would improve the area's transportation network, including installing a protected bike lane and a sidewalk.

Uses of special value to the neighborhood or the District of Columbia as a whole

Improvements to 5th District Police Station

The Applicant is proposing to upgrade the community meeting room at the 5th District Police Station and the landscaping in front of the station. These improvements would be approximately \$125,000.

Improvements to Arboretum Recreation Center

The Applicant is proposing to make \$5,000 worth of improvements to the Arboretum Recreation Center. These improvements include adding benches and ADA-compliant features to make the center more accessible to all residents.

In general, OP finds that the application is sufficient to move forward. OP will provide detailed analysis of the final benefits and amenities proffer prior to the public hearing.

XII. AGENCY REFERRALS

If this application is set down for a public hearing, the Office of Planning will refer it to the following District agencies for review and comment:

- Department of Energy and the Environment (DOEE)
- District Department of Transportation (DDOT)
- Department of Public Works (DPW)

- Department of Employment Services (DOES)
- Fire and Emergency Medical Services Department (FEMS)
- Metropolitan Police Department (MPD)
- District of Columbia Water and Sewer Authority (DC Water)

Attachment I - Comprehensive Plan Citywide and Area Element Policy Statements

Attachment II - Disaggregated Demographic Data

ATTACHMENT I – COMPREHENSIVE PLAN POLICY STATEMENTS

Land Use

Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas

The Generalized Policy Map shows areas of large tracts and corridors where future analysis is anticipated to plan for inclusive, equitable growth and climate resilience...

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.

Policy LU-1.5.1: Infill Development

Encourage infill development on vacant land within Washington, DC, particularly in areas where there are vacant lots that create gaps in the urban fabric and detract from the character of a commercial or residential street. Such development should reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern. 308.6

Policy LU-1.5.2: Long-Term Vacant Sites

Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these constraints. 308.7

Policy LU-2.1.1: Variety of Neighborhood Types

Maintain a variety of neighborhoods, ranging from low-density to high density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity.

Policy LU-2.1.2: Neighborhood Revitalization

Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, as described in Section 213 of the Framework Element, and create opportunities for disadvantaged persons and for deeply affordable housing. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. 310.9

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 District-wide needs, such as affordable housing, public facilities, and more.

Policy LU-2.1.5: Support Low-Density Neighborhoods

Support and maintain the District's established low-density neighborhoods and related low-density zoning.

Carefully manage the development of vacant land and alterations to existing structures to be compatible with the general design character and scale of the existing neighborhood and preserve civic and open space. 310.12

Policy LU-2.2.4: Neighborhood Beautification

Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. 311.5

Policy LU-3.2.1 Retain Areas for Industrial Uses

Retain an adequate, appropriate supply of industrial land designated for the range of Production, Distribution, and Repair (PDR) uses to meet the District's current and future PDR activities and economic needs include public works functions, retail warehousing, transportation storage and maintenance, construction staging, such as concrete manufacturing, and back-office service needs. These services are essential to support the local economy...316.2

Policy LU 3.2.3: Retain and Support PDR Uses in Areas Designated for Mixed PDR

Uses To promote long term retention of PDR uses, development on areas striped to include PDR on the Future Land Use Map must include industrial space intended for use during the life of the project, and on sites containing existing industrial space the amount of industrial space on-site should be substantially preserved...316.4

Policy LU-3.2.7: Mitigating Industrial Land Use Impacts

Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses. Industrial uses shall meet all environmental and operational requirements to reduce or eliminate impacts such as pollution to the surrounding neighborhoods and to the environment. Uses shall provide buffers, screening, operational strategies and other measures to reduce or abate nuisances including noise, light, odor, vibration, and trash to adjacent residential communities. As appropriate, create amenities for adjacent residents through art, creative uses, retail, and other services. Encourage continuing outreach to adjoining neighborhoods to identify and reduce impacts. 316.8

Policy LU-3.2.10: Cottage Industries and Makers

Support low-impact cottage industries and makers in neighborhood commercial districts and on appropriate industrial lands. Maintain zoning regulations that regulate such uses in residential areas to avoid land use conflicts and negative business-related impacts while allowing residents to explore low-impact entrepreneurship in or near their homes. 316.11

Chapter 3 Economic Development

Policy ED-1.1.3: Diversification

Diversify the District's economy by targeting fields with the greatest potential for growth, including the impact economy, smart cities and civic solutions, professional services innovation, hospitality innovation, security technology, and data science and analytics. Established industries with significant growth potential include retail, international business, infrastructure, and building construction. 703.14

Policy ED-2.5.1: Support for PDR Areas

Support business attraction, business retention, and technical assistance targeted toward PDR areas. Partner with stakeholders to develop and implement initiatives. 711.6

Policy ED-2.5.2: Improve Environmental Stewardship

Improve the environmental performance of PDR areas by capturing and treating stormwater on-site, generating renewable energy on-site, implementing energy efficiency upgrades, and improving air quality. 711.7

Policy ED-2.5.3: Workforce Development

Encourage PDR businesses and training programs to link unemployed and underemployed residents to career pathways. PDR industries are particularly effective entry-level jobs for populations with barriers to employment. 711.8

Policy ED-3.1.1: Neighborhood Commercial Vitality

Promote the vitality and diversity of Washington, DC's neighborhood commercial areas by retaining existing businesses, attracting new businesses, supporting a strong customer base through residential density, and improving the mix of goods and services available to residents. 713.5

Transportation

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

Policy T-1.2.1: Major Thoroughfare Improvements

Beautify and stabilize gateways and major thoroughfares by implementing coordinated multimodal transportation, economic development, and urban design improvements. 404.4

Policy T-2.2.1: Multimodal Connections

Create more direct connections between the various transit modes. This change is consistent with the federal requirement to plan and implement intermodal transportation systems. Make transit centers into locations of multimodal activity, with welcoming paths for users of all modes and supportive infrastructure, including wide sidewalks, marked crosswalks, and bicycle parking and storage. 409.6

Policy T-2.2.2: Connecting District Neighborhoods

Improve connections among District neighborhoods by upgrading transit, auto, pedestrian, and bike connections, and by removing, ameliorating, mitigating, or minimizing existing physical barriers, such as railroads and highways. Recognize where transportation infrastructure has separated communities, particularly low-income residents and communities of color, and encourage strategies that rebuild connections. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan and that plan's approval by the District government. 409.7

Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning

Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks such that residents of each of the District's wards have access to high-quality bicycling and pedestrian facilities. 410.9

Policy T-2.3.2: Bicycle Network

Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks, and other key destinations. Eliminate

system gaps to provide continuous bicycle facilities. Increase the amount of protected bike lanes, wayfinding signage, and Capital Bikeshare stations. 410.10

Policy T-2.3.3: Bicycle Safety

Increase bicycle safety through continued expansion of protected bike lanes (cycle tracks) and other separated facilities, traffic-calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improved bicycle access where barriers to bicycle travel now exist. 410.11

Policy T-2.4.1: Pedestrian Network

Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC. 411.5

Policy T-2.4.2: Pedestrian Safety

Improve safety and security at key pedestrian nodes throughout the District. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, high-intensity activated crosswalk pedestrian signals, rectangular rapid flashing beacons, accessible pedestrian signal hardware, leading pedestrian interval timing, and pedestrian countdown signals. 411.6

Policy T-2.5.1: Creating Multimodal Corridors Transform

District arterials into multimodal corridors that incorporate and balance a variety of mode choices, including us, streetcar, bicycle, pedestrian, and automobiles. 412.11

Policy T-3.1.1: TDM Programs

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. 415.10

Environmental Protection

Policy E-1.1.2: Urban Heat Island Mitigation

Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives.

Policy E-1.1.5: Resilient Infrastructure

Design infrastructure, such as roads and parks, to withstand future climate impacts, and increase Washington, DC's' resilience by having roads and parks serve multiple purposes where possible, including flood risk reduction, urban heat island mitigation, and stormwater management. 603.9

Policy E-2.1.2: Tree Requirements in New Development

Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6

Policy E-2.1.3: Sustainable Landscaping Practices

Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government,

private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the right-of-ways in schools, parks, and housing authority lands. 605.7

Policy E-3.1.1: Promoting Water Conservation

Promote water conservation efforts in Washington, DC. This conservation will be necessary to keep current overall consumption levels as the District continues to grow. 611.3

Policy E-3.2.7: Energy-Efficient Building and Site Planning

Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9

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

Policy E-5.1.7: Energy Efficiency and Air Quality

Encourage making energy-efficiency upgrades to provide the co-benefit of improving air quality. 620.16

Policy E-6.1.3: Control of Runoff

Continue to implement water pollution control and management practices aimed at reducing runoff and pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 622.8

Urban Design

Policy UD-1.4.1: Thoroughfares and Urban Form

Use Washington, DC's major thoroughfares to reinforce the form and identity of the District, connect its neighborhoods, and improve its aesthetic and visual character through context-sensitive landscaping, tree planting, and streetscape design. Special attention should be placed on how public space, building restriction areas, and adjacent buildings contribute to each thoroughfare's character. Focus improvement efforts on thoroughfares with limited amenities. 906.3

Policy UD-1.4.2: District Gateways

Create more distinctive and memorable gateways at points of entry to the District and in neighborhoods, parks and open spaces, and neighborhood centers. Gateways should provide a sense of transition, orientation, and arrival through improvements in the form of landscaping, art work, commemoration, and roadway design. They should be designed to make a strong and positive visual impact. 906.9

Policy UD-1.4.4: Priority Avenues and Gateway Corridors

Focus the District's avenue and gateway corridor design improvements on historically important or symbolic streets, including 16th Street, Rhode Island Avenue, North Capitol Street, Pennsylvania Avenue SE, and New York Avenue. Support federal efforts to preserve Constitution and Independence Avenues as major boulevards. Coordinate with NCPC to preserve and enhance the character of avenues and streets with shared federal and local interests that have important viewsheds and connections to federal and cultural structures and open spaces. 906.11

Policy UD-2.1.1: Streetscapes that Prioritize the Human Experience

Commercial streetscapes should be designed to be comfortable, safe, and interesting to pedestrians. At a minimum, commercial corridor sidewalks should be designed with clear, direct, accessible walking paths that accommodate a range of pedestrian users and facilitate a sense of connection to adjacent uses. Where width allows, corridors should have a generous presence of shade trees and café seating areas, as well as bicycle facilities. In areas with large pedestrian volumes, streetscapes should provide seating, drinking fountains, publicly accessible restrooms, and other infrastructure that supports increased frequency and duration of walking. 908.3

Policy UD-2.1.3: Complete Streetscape Design

Co-locate multiple forms of transportation amenities such as bus shelters and bikeshare stations to better integrate them into a complete streetscape design. Design access for delivery trucks, valets, and rideshare services within the street and not at the expense of the pedestrian sidewalk or bike lanes. 908.5

Upper Northeast Element

Policy UNE-1.1.8: Untapped Economic Development Potential

Recognize the significant potential of the area's commercially and industrially zoned lands, particularly along the New York Avenue corridor, V Street NE, West Virginia Avenue, and Bladensburg Road, and around the Florida Avenue Market, to generate jobs, provide new shopping opportunities, enhance existing businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. The uses, height, and bulk permitted under the existing PDR zones are expected to remain for the foreseeable future. 2408.9

Policy UNE-1.1.9: Production, Distribution, and Repair

Uses Encourage existing PDR uses in Upper Northeast to incorporate higher design standards, landscaping, and improved screening and buffering. Emphasize a mixture of new uses to be co-located with the PDR 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. 2408.10

Policy UNE-1.1.11: Buffering

Improve the interface between residential neighborhoods, industrial/ commercial areas, and the railroad and Metro rail lines. Buffer neighborhoods such as Gateway, South Central, Ivy City, North Michigan Park, Riggs Park, and Brentwood from noise, truck traffic, commuter traffic, odor, and compromised infrastructure, and take steps to reduce the damaging effects of excessive noise and vibration from Metro and commercial train traffic for homes along the CSX and Metro lines in Brookland, Queens Chapel, North Michigan Park, Brentwood, and Gateway. 2408.12

Policy UNE-1.1.12: Truck Traffic

Continue to work with the community and area businesses to reduce heavy truck traffic on residential streets, particularly along W Street, West Virginia Avenue, Taylor Street NE, and 8th Street NE. Assess the circulation needs of businesses in these areas to determine if there are alternate means of access that would reduce impacts on adjacent neighborhoods. 2408.13

Policy UNE-1.2.1: Streetscape Improvements

Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street,

Rhode Island Avenue, Bladensburg Road, New York Avenue, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, West Virginia Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways. 2409.1

Policy UNE-1.2.5: Increasing Economic Opportunity

Create new opportunities for small, local, and minority businesses within the Planning Area, and additional community equity investment opportunities as development takes place along New York Avenue, Bladensburg Road, Benning Road, West Virginia Avenue, and around the Metro stations. 2409.5

Policy UNE-1.2.9: Environmental Quality

Improve environmental quality in Upper Northeast, with particular attention given to the reduction of emissions and particulates from trucks and industrial uses in the area. Increase the tree canopy in Ivy City and other areas where tree cover is limited. 2409.9

Policy UNE-2.3.1: New York Avenue Corridor

Improve the appearance of New York Avenue as a gateway to Washington, DC. Support road design changes and streetscape improvements, that improve traffic flow and enhance the road's operation as a multimodal corridor that meets both regional and local needs. 2413.5

Policy UNE-2.3.2: Production, Distribution, and Repair

Land Uses Retain the concentration of PDR land uses in the New York Avenue corridor. While some industrial land was converted to other uses on select sites, such as 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. Mixed-use redevelopment should complement PDR uses within the building envelope as a primary use when PDR zoned. 2413.6

Policy UNE-2.3.3: Infill Development

Support infill development and redevelopment on underused commercial sites along New York Avenue. Particularly encourage retail development that would provide better access to goods and services for residents, and sales tax dollars for the District. 2413.7