

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Karen Thomas, Development Review Specialist
MBR for Radhika Mohan, Deputy Director, Development, Design and Historic Preservation, AICP

DATE: May 13, 2026

SUBJECT: ZC 25-15 – Hearing Report for a Map Amendment to Rezone 1600 North Capitol St. NW from MU-4 to MU-7B.

I. RECOMMENDATION

Florida and Q Street LLC seek a map amendment for its 18,984-square-foot vacant parcel at 1600 North Capitol Street, NW from the MU-4 zone to the MU-7B zone. The MU-7B zone permits medium-density mixed-use development — residential and commercial — with preference given to residential uses and is not inconsistent with the site's Future Land Use Map (FLUM) and Generalized Policy Map (GPM) designations. The Office of Planning (OP) recommends **approval** of the proposed map amendment from the MU-4 zone to the MU-7B zone with IZ Plus.

The proposed rezoning is not inconsistent with the Comprehensive Plan. The subject property fronts Florida Avenue, NW and North Capitol Street, NW, corridors identified as arterial streets in the Framework Element, and the proposed density is appropriate for that context. Approval of the proposed map amendment would enable future redevelopment of a long-vacant site with market-rate and affordable housing units, advancing the following Comprehensive Plan goals:


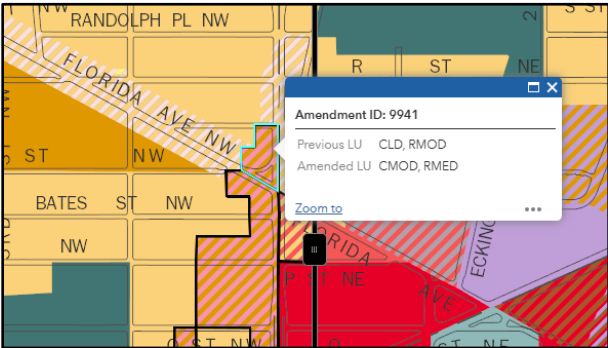
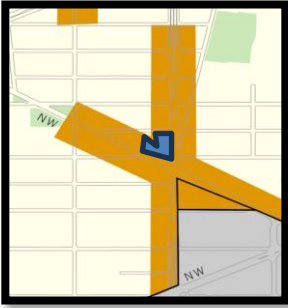
- **Land use:** Promotes infill development and corridor intensification consistent with adopted land use policy.
- **Transportation:** Supports transit-oriented development in a location with existing multimodal access.
- **Housing:** Increases residential supply and expands affordable unit production in a high-opportunity area.
- **Historic preservation:** Conditioned on HPRB review for design compatibility with adjacent historic resources.

II. BACKGROUND

The site has an extended approval history. ZC Order No. 06-04 granted a PUD with a related map amendment to C-2-B (now MU-5A) and the applicant obtained multiple extensions before the approval expired in 2023. Building permits were filed in 2015, but the parcel remains vacant and fenced.

The full zoning history is documented in the OP setdown report ([Exhibit 10](#)). *Notably, the 2021 Comprehensive Plan Update (2019) revised the site's FLUM designation from Mixed Residential Moderate / Commercial Low Density to Mixed Medium Density Residential / Moderate Density Commercial* — the same designation is applied to the North Capitol Street corridor immediately to the south. The proposed MU-7B zone aligns with this updated designation, as detailed in the setdown report.

III. SITE DESCRIPTION

<p>Zoning Map</p> 	<p>The surrounding context is a mix of residential and small commercial uses including properties within:</p> <ul style="list-style-type: none"> • MU-4 zoning along North Capitol and Florida Avenue corridors • RF-1 zoning in adjacent residential areas • D-5 and PDR-2 zones across North Capitol Street <p>The area is well-served by transit, including three Metrorail stations within one mile and multiple Metrobus routes. The site has a Walk Score and Bike Score of 95. The property is within the Bloomingdale Historic District.</p>
<p>Future Land Use Map Designation</p> 	<p>Mixed-Use: Medium Density Residential / Moderate Density Commercial</p> <p>The proposed MU-7B zone would be more in line with these designations than the existing MU-4 zone which existed prior to the amended FLUM and only allows for low- to moderate-density development. The Comprehensive Plan strongly encourages medium-density residential development on the site, and the proposed zone would allow for additional residential density with a limited amount of commercial space. A detailed rationale is also provided in this report.</p>
<p>Generalized Policy Map Designation</p> 	<p>Main Street Mixed Use Corridor</p> <p>This proposed map amendment would not be inconsistent with this designation. The proposed zone would allow for medium-density residential development in Mid City where more housing is encouraged.</p>
<p>Comp Plan Area Element/ Small Area Plan</p>	<p>Mid-City Planning Area/ Mid-City East Small Area Plan</p>
<p>Historic District</p>	<p>Southeast corner of the <i>Bloomingdale Historic District</i></p>

The Future Land Use Map designates the property for **Medium Density Residential** and **Moderate Density Commercial** use categories. The Framework Element describes Medium Density Residential as supporting **1.8–4.0 FAR**, with the ability to achieve **greater density when providing Inclusionary Zoning or through a Planned Unit Development** (Framework Element §227.7). The Moderate Density Commercial category is implemented by zone districts such as **MU-5** and **MU-7**, among others, which typically accommodate **low- to moderate-intensity commercial uses** (§227.11).

Zone Subtitle G § 201	FLUM Residential	FLUM Commercial	Density Consistency (Framework Element)	Suitability for Site Context
MU-5A	Allows moderate residential density (3.5 FAR; 4.2w/ IZ), within Medium Density Residential’s 1.8–4.0 FAR range	Allows up to 1.5 FAR non-residential, at the lower end of low to moderate Density Commercial’s 2.5-4.0 FAR range	Residential FAR within Medium Density target; commercial FAR not to FLUM expectation	Does provide residential capacity but commercial density not consistent with FLUM intention for North Capitol Street.
MU-5B	Allows 3.5 FAR residential (4.2 w/ IZ), same as MU-5A	Allows 1.5 FAR non-residential, same as MU-5A	Residential FAR within Medium Density target; commercial FAR not to FLUM expectation	Does provide residential capacity but commercial density not consistent with FLUM intention for North Capitol Street.
MU-7A	Allows 4.0 FAR residential (4.8 w/ IZ), at upper end of Medium Density Residential’s 1.8-4.0 FAR range	Allows non-residential 1.0 FAR consistent with a lower density commercial intensity.	Residential FAR aligns; commercial FAR too low for FLUM guidance	Provides correct residential scale but is below expectations for the moderate commercial density anticipated under the FLUM.
MU-7B	Allows 4.0 FAR residential (4.8 w/ IZ), at upper end of Medium Density Residential’s 1.8-4.0 FAR range	Allows non-residential 2.5 FAR, consistent with moderate density commercial	Residential FAR aligns and commercial FAR consistent with FLUM guidance; More fully aligns with Framework Element §§227.7 and 227.11	Best match: residential-focused; moderate commercial density, consistent with corridor character

The proposed **MU-7B** zone is consistent with both designations:

- **Residential Density** - MU-7B permits **4.0 FAR residential (4.8 FAR with IZ)**, directly matching the upper end of the Medium Density Residential range and reflecting the Framework Element's explicit allowance for increased density when IZ is provided.
- **Commercial Density** - MU-7B permits non-residential density to **2.5 FAR**, which is consistent with the range anticipated by the **Moderate Density Commercial** category. This is more consistent than other mixed-use zones that allow lower commercial intensities **not envisioned** for this location.
- **Mixed-Use Compatibility** — Because the FLUM calls for both residential and commercial uses, a mixed-use zone is required. MU-7B provides a **residential** intensity consistent with the site's context along North Capitol Street while still enabling neighborhood-serving commercial activity at a scale envisioned by §227.11.

The MU-7B zone is most applicable since the **FLUM calls for Moderate Density Commercial and Medium Density Residential**. The corridor is an **arterial street** with existing or planned transit capacity, and a **balanced mix of uses** is desired without the higher commercial FAR of the MU-5 zone.

IV. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The following comparative analysis is based on the existing MU-4, the formerly approved MU-5A and the proposed MU-7B zone as both the proposed and formerly approved zones are called out in the Framework Element of the Comp Plan as discussed. ([See also Section V Comprehensive Plan Consistency](#))

The intent of the **existing MU-4 zone** is as follows ([Subtitle G § 101.9](#)):

- Permit moderate-density mixed-use development; and*
- Provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District of Columbia outside of the central core; and*
- Be located in low- and moderate-density residential areas with access to main roadways or rapid transit stops, and include office employment centers, shopping centers, and moderate bulk mixed-use centers.*

The intent of the **formerly approved MU-5A zone** is as follows ([Subtitle G § 101.10](#)):

- Permit medium-density, compact mixed-use development with an emphasis on residential use;*
- Provide facilities for shopping and business needs, housing, and mixed uses for large segments of the District of Columbia outside of the central core; and*
- Be located on arterial streets, in uptown and regional centers, and at rapid transit stops*

The intent of the **proposed MU-7B (MU-7 zones)** is as follows ([Subtitle G § 101.12](#)):

- Permit medium-density mixed-use development; and*
- Be located on arterial streets, in uptown and regional centers, and at rapid transit stops.*

Comparison Zoning Chart: Development Standards and Uses of Existing and Proposed Zones

Development Standard	Existing MU-4	Formerly Approved MU-5A under Order 06-04	Proposed MU-7B
FAR	MOR – 2.5 1.5 max non-res.) IZ – 3.0	MOR – 3.5 1.5 max non-res.) IZ – 4.2	MOR – 4.0 (2.5 max non-res.) IZ – 4.8
Lot Occupancy	60% (75% w/ IZ)	80% maximum	75 % (80 % w/ IZ)
Height	50 ft.	65 ft. (70 with IZ)	65 ft. maximum
Penthouse Height	12 ft./1 story 15ft /2 story permitted for mechanical space	12 ft./1 story 18.5 ft /2 nd story permitted for mechanical space	12 ft./1 story+ mezz/ 18.5 ft 2 nd permitted for mechanical space
Green Area Ratio	0.3 min.	0.3 min.	0.25 min.
Use	MU-Use Group E	MU-Use Group E	MU-Use Group F

MU-5A vs MU-7B

The site already has a prior approval history, including the MU-5A zone which was approved under ZC Order 06-04. The neighborhood had already accepted a density increase at this location. The MU-7B zone, while a step above MU-5A zone, is a measured incremental increase and is not considered a radical departure. Concerns regarding height and density are addressed below:

Density:

- **FAR (Floor Area Ratio):** The IZ-bonus FAR rises from 4.2 (MU-5A) to 4.8 (MU-7B) - an increase of just 0.6 FAR. The base (MOR) FAR goes from 3.5 to 4.0, also a modest 0.5 FAR bump. The jump from the *existing* MU-4 to MU-5A was proportionally comparable, and that was already deemed acceptable.

Building Height:

- MU-7B caps height at **65 ft.** - *identical* to the already-approved MU-5A base height, and only 15 feet (or one story) above the existing MU-4.
- MU-5A allows **70 ft. with IZ bonuses**. MU-7B holds the line at 65 ft. with no such upward bonus. In effect, MU-7B is *lower* in practice than what was previously approved.
- Penthouse and mechanical space allowances are the same for MU-5A and MU-7B, so there is no meaningful difference in actual building massing at the top.

Additionally;

- The IZ (Inclusionary Zoning) **FAR bonus in MU-7B reaches 4.8**. Developers can include more affordable units as they receive a higher density under this zone -creating a strong financial incentive to produce affordable housing.

- The shift to **MU-Use Group F** expands the range of permitted uses, giving developers and the community more flexibility to incorporate housing types and ground-floor uses that serve a broader population.
- Lot occupancy remains at the same **80% maximum** established under MU-5A, so there is no new footprint impact beyond what was already approved.

The data shows that MU-7B is a modest, incremental upzone from a density level the community previously accepted. Its height is no taller than prior approvals, its non-residential FAR is higher, and its IZ incentive structure directly rewards affordable housing production.

MU-4 vs. MU-7B

The proposal to rezone from MU-4 to MU-7B seems an excessive density jump. However, data does not support that characterization for the following highlighted reasons:

- The matter-of-right (MOR) FAR rises from 2.5 to 4.0 — an increase of 1.5, or 60%. This is not a radical departure. It is a single step up in density appropriate for a location on North Capitol Street, one of DC's primary arterial corridors connecting the Capitol to the city's northern neighborhoods. The corridor's function, transit access, and regional connectivity all support a measured increase in development intensity.
- Under MU-4, IZ unlocks an additional 0.5 FAR (from 2.5 to 3.0). Under **MU-7B, the IZ bonus rises 0.8 FAR** (from 4.0 to 4.8). The absolute size of the IZ incentive grows by 60%, from 0.5 to 0.8 FAR, providing more development capacity in exchange for delivering affordable units.
- **The IZ bonus represents a larger share of total development at MU-7B.** In the MU-4 zone, the IZ bonus (0.5) represents 20% of the MOR FAR. In the MU-7B zone, the IZ bonus (0.8) represents 20% of the MOR FAR as well, which indicates that the proportional incentive is preserved even as the absolute reward increases. The IZ structure is appropriately scaled to the proposed density level.
- **Inclusionary zoning** functions by financing below-market units with revenue from market-rate units. At 3.0 FAR (MU-4 with IZ), the total unit count on any given site is constrained, reducing the financial margin available to subsidize below-market units. At 4.8 FAR (MU-7B with IZ), the larger market-rate component generates the revenue needed to absorb the cost of deeper or broader affordable unit delivery. Reducing the density ceiling allowed under the MU-7B would directly undermine the financial mechanism that makes IZ work.
- **Lot occupancy** increases from 60% to 75% and 75% to 80% with IZ, which allows buildings to cover more of the ground plane. This would undoubtedly support housing production, which may be particularly important on smaller or irregularly shaped lots where a 60% cap can effectively prevent residential development at any meaningful scale. The 80% cap (allowed under MU-7B with IZ) is consistent with other mid-rise mixed-use zones in DC and reflects the urban, transit-proximate character of the North Capitol Street corridor.

- **The height** increase from 50 ft. to 65 ft. would support additional housing. The additional 15 feet which approximates to an additional story would expand the residential floor plate without triggering cost escalations associated with taller buildings. Critically, the penthouse allowance, while slightly expanded for mechanical space (to 18.5 ft. for a two-story penthouse), remains controlled and does not meaningfully alter the building silhouette beyond what the 65-foot limit already established.

As shown above, every major development standard change is in the direction of support for housing as follows:

- ✓ **Non-residential FAR increases from 1.5 to 2.5**, ensuring the zone matches the intended moderate density commercial anticipated under the FLUM
- ✓ **Lot occupancy rises from 60% to 75%**, removing a physical barrier to housing unit production at the ground plane
- ✓ **IZ bonus FAR increases from 0.5 to 0.8**, strengthening the incentive to include affordable units
- ✓ **Use Group expands from E to F**, broadening the range of permitted residential and mixed uses that can serve a wider population.

Therefore, OP's **recommendation is consistent** with the data of the development parameters.

V. IZ PLUS

IZ Plus requires higher affordable housing set asides than the standard Inclusionary Zoning requirements in the zoning regulations. In this case an IZ Plus set-aside requirement would be appropriate pursuant to Subtitle X § 502 because:

- This map amendment would rezone the property to MU-7B, which allows a higher permitted FAR than the existing MU-4 zone;
- The 2019 Housing Equity Report¹ prepared by the Office of Planning and the Department of Housing and Community Development set a goal for the Mid City East Planning Area to produce 1010 affordable housing units by 2025
- According to DMPED², the Mid City planning area achieved 154.2 percent of its 2025 affordable housing production goal.

OP recommends IZ Plus in this case as the housing targets are considered as minimums, and IZ+ would provide enhanced affordability opportunities to the benefit of future lower-income residents along a corridor with enhanced transit access and access to services.

VI. PLANNING CONTEXT

As part of the 2021 update of the Comprehensive Plan (Comp Plan), Council approved important changes to the Future Land Use Map (FLUM), the Generalized Policy Map (GPM) and the Citywide and Mid-City

¹ [2019 Housing Report](#)

² <https://open.dc.gov/36000by2025/>

Area Elements, including the North Capitol Street corridor and its surroundings. The new Comp Plan places a much stronger emphasis on the provision of new housing and new affordable housing opportunities, particularly in areas where there is a lack of dedicated affordable housing.

A. COMPREHENSIVE PLAN MAP

The guidance of the Comprehensive maps was fully stated in the setdown report of Exhibit 10 and referenced again in Section II of this report.

COMPREHENSIVE PLAN CONSISTENCY

The Comprehensive Plan's Future Land Use Map (FLUM) designates the area around 1600 North Capitol Street for mixed-use development at a density consistent with the corridor's arterial character. The consistency analysis must address two questions: whether MU-7B falls within the range of zones the FLUM supports, and whether OP has justified why MU-7B, rather than a lower zone, is the appropriate choice.

The Comprehensive Plan does not mandate the lowest permissible zone for any FLUM category. The FLUM establishes a ceiling of consistency, not a floor. Any zone within the compatible range may be recommended if supported by site-specific analysis. The MU-7B's FAR, height, and use parameters are consistent with the mixed-use, medium-to-moderate density designation applicable to a principal arterial like North Capitol Street.

The site-specific factors that support MU-7B over MU-4 or an intermediate zone include the corridor's transit access, the reduced non-residential FAR cap that focuses density on housing, the IZ structure that ties maximum density to affordable unit delivery, and the lot occupancy increase that enables residential development on constrained sites. These are not abstract policy preferences but are direct responses to the Comprehensive Plan's housing production and affordability goals, which the Comprehensive Plan and the Mid City Area Plan explicitly prioritize on transit-served corridors. ([See Appendix I- Comp Plan Policies](#))

For the reasons above, OP believes that the **MU-7B is the appropriate implementation of the FLUM.**

B. RACIAL EQUITY TOOL PART 1 – COMPREHENSIVE PLAN GUIDANCE

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity. An outline of Comprehensive Plan policies related to this proposal follows which, when viewed through a racial equity lens, provides the Commission with a framework for evaluating the map amendment. Please refer to Appendix 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, the MU-7B zone would not be inconsistent with the Comprehensive Plan maps, as on balance it would not be inconsistent with the Plan’s Citywide Elements and would particularly further the policies of the ***Land Use, Transportation, Housing, and Economic Development, Historic Preservation Elements***. It would also further many policies in the Mid City Area Element. The full language of the cited policy statements is provided in Appendix I of this report.

Citywide Elements:

The amendment would facilitate redevelopment of a long-vacant site with new housing, including affordable units, and neighborhood-serving retail. It aligns with the Comprehensive Plan’s goals for:

- ***Land Use:*** Supports infill and corridor development
- ***Transportation:*** Promotes transit-oriented development
- ***Housing:*** Expands supply and affordability in a high-opportunity area
- ***Economic Development:*** Encourages retail and job creation
- ***Historic Preservation:*** Subject to HPRB review for compatibility

Land Use Element

- *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*

This proposed map amendment would not be inconsistent with the Land Use Element of the Comprehensive Plan. The new zone would allow the Applicant to redevelop a previously vacant, transit-oriented site with a new residential building. The property is on a portion of the corridor designated for medium-density development, so rezoning would allow it to better fulfill the intent of the Comprehensive Plan’s policies and better reflect the changing character of the corridors’ intersection.

Housing Element

- *Policy H-1.1.1: Private Sector Support*
- *Policy H-1.1.3: Balanced Growth*
- *Policy H-1.1.4: Mixed-Use Development*
- *Policy H-1.1.8: Production of Housing in High-Cost Areas*
- *Policy H-1.2.1: Low and Moderate-Income Housing Production as a Civic Priority*
- *Policy H-1.2.2: Production of Housing in High-Cost Areas*
- *Policy H-1.2.3: Affordable and Mixed Income Housing*

- *Policy H-1.2.11: Inclusive Mixed-Income Neighborhoods*
- *Policy H-2.1.6: Long-Term Affordability Restrictions*

This map amendment would not be inconsistent with the Housing Element of the Comprehensive Plan. It would allow development of a mixed-income residential units on a site that is currently vacant, and one which was not developed with residential use in the near past.

Transportation Element

- *Policy T-1.1.4: Transit-Oriented Development*
- *Policy T-1.2.1: Major Thoroughfare Improvements*

The proposed map amendment would allow additional development, including new housing opportunities, on a major corridor with transit options.

Economic Development

- *Policy ED-2.1.5: Infill and Renovation*
- *Policy ED-2.1.6: Local-Serving Office Space*
- *Policy ED-2.2.3: Neighborhood Shopping*

A map amendment with increased density would allow development with a mix of uses that could include office space or neighborhood serving small businesses outside of the central business core. In addition, new residents would support other local businesses along the corridor and in the area.

Historic Preservation

- *Policy HP-1.6.3: Character Enhancing the District's Historic Character*
- *Policy HP-1.6.4: Downtown and Neighborhood Character*
- *Policy HP-2.4.1: Preservations Standards for Zoning Review*
- *Action HP-2.4.A: Zone Map Amendments in Historic Districts*

The site is located on the south-east edge of the Bloomingdale Historic District. As such, any new development would be subject to HP review, to help ensure that new development is consistent with the area character and design principles.

Mid-City Area Element Policies:

- *Policy MC-1.1.2: Directing Growth*
- *Policy MC-1.1.3: Infill and Rehabilitation*
- *Policy MC-1.1.6: Mixed-Use District*
- *Policy MC-1.1.7: Preservation of Affordable Housing*
- *Policy Focus Area MC 2.7 - Mid-City East's Major Corridors (North Capitol Street/Florida Avenue/New York Avenue*

The proposed map amendment would not be inconsistent with the Mid-City Area Element. The MU-7B zone encourages moderate to medium density mixed use residential /commercial development, and would allow the subject site to be developed with more residential units, to further increase housing units in Mid-City, with the option of retail or commercial development to serve the community. Any new building would add housing diversity in the area through the application of IZ Plus, which requires a mix of incomes with market-rate and affordable units.

Comprehensive Plan policies related to racial equity will potentially not be advanced by approval of the zoning action

OP did not identify specific Comp Plan policies related to advancing racial equity which would be significantly hindered by approval of the proposed rezoning. In Exhibit [3E Section IV.G](#), the applicant notes one policy statement for which new development may not further, related to the provision of a net-zero building. However, this would be the case for any new by-right building, and any new building would be required to meet all District “green building”, stormwater management, and energy efficiency requirements at the time of construction. OP does not find that the proposed rezoning would result in an inconsistency with this policy statement.

RACIAL EQUITY TOOL PART 2 – APPLICANT/PETITIONER COMMUNITY OUTREACH AND ENGAGEMENT

The Applicant description of their community outreach is found in [Exhibit 3E Section V \(C\)](#). The applicant participated in previous ANC meetings in July 2025 which focused on prior PUD approvals, the short-term interim uses of the property and the long-term redevelopment plan under the MU-7B. The Applicant is scheduled to present to the ANC at Tuesday May 19, 2026.

RACIAL EQUITY TOOL PART 3 – DISAGGREGATED DATA REGARDING RACE AND ETHNICITY

The Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens. The data tables comparing the 2019-2023 American Community Survey data with data from the 2012-2016 period, available from [OP’s State Data Center](#) are presented in [OP’s setdown report at Exhibit 10](#).

RACIAL EQUITY TOOL PART 4 – ZONING COMMISSION EVALUATION FACTORS

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	No. The property has been vacant and improved with a surface parking lot since 2008
Indirect Displacement	What examples of indirect displacement might result from zoning action?	<ul style="list-style-type: none"> • <u>Residential</u>: Indirect residential displacement is not anticipated, as the rezoning would permit development opportunities for new market-rate and affordable housing on the site for the neighborhood. The new housing is expected to help reduce pressure on existing housing stock in the area. • <u>Commercial</u>: OP does not anticipate indirect commercial displacement. If ground floor retail space is provided, it is not expected to be large enough to be competitive with establishments in the immediate area. However, new residents would help to support existing commercial businesses in the area.

Housing	Will the action result in changes to: <ul style="list-style-type: none"> • Market Rate Housing • Affordable Housing • Replacement Housing 	The increased density allowed under MU-7B allows for more housing than could be done on the property under the existing zoning. OP is proposing that IZ+ be applied, to increase the amount of IZ affordable housing that would be required to be provided.
Transportation	<ul style="list-style-type: none"> • Access to public transit • Transportation improvements 	Residents would have further access to employment and services via public transportation, as the site is: <ul style="list-style-type: none"> • Located near the NOMA/Gallaudet and Union Station Metrorail stations • Served by 4 priority bus routes.
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> • Public Space Improvements • Streetscape Improvements 	Redeveloping the property would involve bringing the adjacent streetscape up to current DDOT standards. In addition, existing curb cuts would be removed to improve pedestrian activity on the corridor.
New Jobs/ Access to Jobs	Is there a change in access to job opportunities	New housing under the proposed map amendment would bring new units to a transit-oriented site, which would allow new residents to have non-auto commuting options to access employment opportunities.
Environmental	<ul style="list-style-type: none"> • LEED Rating • Stormwater management • Etc. 	If the property redevelops, the project will have to comply with current environmental standards. This would include having improved stormwater infrastructure and resiliency features. The proposed zone would facilitate replacing the vacant lot with a new housing development.
Community	How did community outreach and engagement inform/change the zoning action?	Currently, the proposal remains the Applicant’s initial submission. The Applicant will meet with ANC5E again on May 19, 2026. The ANC’s comments are noted in Exhibits 14 and 14A .

C. OTHER RELEVANT PLANNING DOCUMENTS

MidCity East Small Area Plan (Approved 2014)

The Mid-City East area sits near the center of Washington, DC and showcases historic residential fabric and institutions. The area is made up of neighborhoods flanking the major corridors of North Capitol Street, New York, Florida, New Jersey, and Rhode Island Avenues NE/NW, including: LeDroit Park, Bloomingdale, Eckington, Bates/Truxton Circle, and Hanover.

The Council Approved Plan of 2014 states that the North Capitol Street corridor experiences a lack of neighborhood-serving businesses, high vacancies, crime, and inadequate access to parking and is challenged by congested intersections, diagonal streets and triangles making pedestrian movement difficult.

The goal of the Mid City East Plan is: *For the neighborhoods of North Capitol, Florida Avenue and Rhode Island is to provide **public and private stakeholders** a revitalization and neighborhood conservation strategy in order to:*

- *Renew commercial corridors and enrich physical connections and to*
- *Support neighborhood conservation and revitalization*

The Plan recommends redevelopment and housing opportunities with goals to:

- *Support strategic land use changes to key sites and the redevelopment of publicly owned properties.*
- *Encourage infill of privately held vacant lots and increase site utilization to strengthen neighborhood fabric and create new housing opportunities for new housing, unique retail offerings and/or workplaces. (Mid-City East SAP :Executive Summary, Page 6)*

The proposal to map the MU-7B zone on the subject site would be consistent with these recommendations. This zone would help to implement the Plan's recommendation for strengthening the neighborhood fabric with new housing development or otherwise, particularly on this long vacant site.

D. SUMMARY OF PLANNING CONTEXT ANALYSIS

As discussed above, the proposed map amendment would rezone the site to a zone that is more consistent with the Comprehensive Plan's land use recommendation. The proposed MU-7B could help the site realize the medium-density mixed development recommended in the Future Land Use Map and the Mid-City East Small Area Plan and OP continues to recommend the proposed map amendment from the MU-4A to the MU-7B zone.

ATTACHMENTS

Appendix I – Comprehensive Plan Policies

APPENDIX I -COMPREHENSIVE PLAN POLICIES

Comprehensive Plan Citywide Elements

Land Use Element

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. 307.14

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 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. 310.7

Housing Element

Policy H-1.1.1: Private Sector Support Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.3

Policy H-1.1.3: Balanced Growth Strongly encourages the development of new housing, including affordable housing, on surplus, vacant, and underused land in all parts of Washington, DC. Ensure that a sufficient supply of land is planned and zoned to enable the District to meet its long-term housing needs, including the need for low- and moderate- density single-family homes, as well as the need for higher-density housing. 503.5.

Policy H-1.1.4: Mixed-Use Development Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6

Policy H-1.1.8: Production of Housing in High-Cost Areas Production of Housing in High-Cost Areas Encourage development of both market rate and affordable housing in high-cost areas of the District, making these areas more inclusive. Develop new, innovative tools and techniques that support

affordable housing in these areas. Doing so increases costs per unit but provides greater benefits in terms of access to opportunity and outcomes. 503.10

Policy H-1.2.1: Low and Moderate-Income Housing Production as a Civic Priority *The production and preservation of affordable housing for low- and moderate-income households is a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout all District neighborhoods. 504.8*

Policy H-1.2.2: Production Target *Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. In aggregate, the supply of affordable units shall serve low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8: 30 percent at 60 to 80 percent MFI, 30 percent at 30 to 60 percent MFI, and 40 percent at below 30 percent MFI. Set future housing production targets for market rate and affordable housing based on where gaps in supply by income occur and to reflect District goals. These targets shall acknowledge and address racial income disparities, including racially adjusted MFIs, in the District, use racially disaggregated data, and evaluate actual production of market rate and affordable housing at moderate, low, very-low, and extremely low income levels. 504.9*

Policy H-1.2.3: Affordable and Mixed Income Housing *Focus investment strategies and affordable housing programs to distribute mixed-income housing more equitably across the entire District by developing goals and tools for affordable housing and establishing a minimum percent affordable by Planning Area to create housing options in high-cost areas, avoid further concentrations of affordable housing, and meet fair housing requirements. 504.10*

Policy H-1.2.4: Housing Affordability on Publicly Owned Sites *Require that 20 to 30 percent of the housing units built on publicly owned sites disposed of for housing, co-located with local public facilities, or sites being transferred from federal to District jurisdiction, are reserved for a range of affordable housing with long-term commitments to maintain affordability, seeking to maximize production of extremely low- and very low-income for rental units, and very low- and low-income households for ownership units and family-sized units. Prioritize the provision of affordable housing in areas of high housing costs. Explore strategies at these redeveloping sites to enable seniors in the surrounding community to have opportunities to age in place, and to provide housing opportunities for residents at risk of displacement in the surrounding community. Consider Universal Design and visitability. 504.12*

Policy H-1.2.11: Inclusive Mixed-Income Neighborhood *Support mixed-income housing by encouraging affordable housing in high-cost areas and market rate housing in low-income areas. Identify and implement measures that build long-term affordability, preferably permanent or for the life of the project, to minimize displacement and achieve a balance of housing opportunities across the District. 504.19*

Policy H-2.1.6: Long-Term Affordability Restrictions *Ensure that affordable housing units that are created or preserved with public financing are protected by long-term affordability restrictions and are monitored to prevent their transfer to non-qualifying households. Except where precluded by program requirements, affordable units should remain affordable for as long as possible and align with the length and magnitude of the subsidy. For land disposition and affordable housing tied to zoning relief, affordability should last for the life of the building, with equity and asset buildup opportunities provided for ownership units. 510.10*

Transportation Element

Policy T-1.1.4: Transit-Oriented Development Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. 403.10

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

Economic Development

Policy ED-2.1.5: Infill and Renovation Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space. 707.10

Policy ED-2.1.6: Local-Serving Office Space Encourage the development of small local-serving offices and coworking facilities within neighborhood commercial districts throughout Washington, DC to provide relatively affordable locations for small businesses and local services (such as real estate and insurance offices, accountants, consultants, and medical offices). 707.11

Policy ED-2.2.3: Neighborhood Shopping Create and support additional shopping opportunities in Washington, DC's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately scaled retail infill development on vacant and underused sites. Promote the creation and growth of existing locally owned, nonchain establishments because of their role in creating unique shopping experiences, as well as in generating stronger local supply chains that facilitate community wealth building. 708.8

Historic Preservation

Policy HP-1.6.3: Character Enhancing the District's Historic Encourage new architectural contributions that complement and enrich the District's design heritage and historic character. 1008.5

Policy HP-1.6.4: Downtown and Neighborhood Character Recognize the distinctive character of Washington DC's historic downtown and varied neighborhoods as one of the District's prime attractions and competitive strengths. As Washington, DC grows, encourage compatible new development that enlivens downtown and enhances the character and distinction of its neighborhoods. 1008.6

Policy HP-2.4.1: Preservations Standards for Zoning Review

Ensure consistency between zoning regulations and design standards for historic properties. Zoning for each historic district shall be consistent with the predominant height and density of contributing buildings in the district. Monitor the effectiveness of zoning controls intended to preserve characteristic features of older neighborhoods not protected by historic designation. Where needed, specialized standards or regulations should be developed to help preserve the characteristic building patterns of historic districts and minimize design conflicts between preservation and zoning controls. 1013.2

Action HP-2.4.A: Zone Map Amendments in Historic Districts Identify areas within historic districts where zoning regulations may need adjustment based on the scale and height of contributing buildings, while considering District-wide needs for housing and affordable housing. Following neighborhood planning and public participation, pursue rezoning of such areas with more appropriate designations. 1013.3

Mid-City Area Element:

Policy MC-1.1.2: Directing Growth Stimulate high-quality, transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metro station areas, as well as along the Georgia Avenue NW corridor and the North Capitol Street NW/Florida Avenue NW business district. Opportunities for new mixed-income housing developments that provide a greater mix of affordability as a result of a rezoning effort, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map. 2008.3

Policy MC-1.1.3: Infill and Rehabilitation Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue NW, Florida Avenue NW, 11th Street NW, and North Capitol Street NW and in the Shaw, Bloomingdale, and Eckington communities. Similarly, encourage the redevelopment of vacant lots and the rehabilitation of vacant buildings located at the interiors of the Planning Area's squares. Infill development should be compatible in scale and character with adjacent uses and encourage more housing opportunities. 2008.4

Policy MC-1.1.6: Mixed-Use Districts Encourage preservation of the housing located within Mid-City's commercially zoned areas. Within mixed-use areas, such as Mount Pleasant Street NW and Columbia Road NW, encourage commercial uses that do not adversely impact the established residential uses. 2008.7

Policy MC-1.1.7: Preservation of Affordable Housing Strive to retain the character of Mid-City as a mixed-income community by preserving the area's existing stock of affordable housing units and promoting the construction of new affordable units. Give attention to the most rapidly changing neighborhoods and encourage the use of historic preservation.

MC-2.7 Mid-City East's Major Corridors (North Capitol Street/ Florida Avenue/New York Avenue 2017

Policy MC-2.7.1: Commercial Revitalization

Revitalize neighborhood commercial areas, including retail, dining, and small office space. Upgrade the commercial district at Florida Avenue/North Capitol/New York Avenue NE, restoring vacant storefronts and streetscapes to active use and accommodating compatible neighborhood-serving infill development. 2017.4