

**Z.C. 19-03**

**Masjid Muhammad, Inc.**

**Map Amendment**

MU-4 to MU-5A

Square 5790 Lots 32 - 35, 39, 40, 47, 818, and 819

May 16, 2019

# COMMUNITY ENGAGEMENT

Since November 2018, Masjid Muhammad and its development partner, Banneker Ventures, have conducted significant engagement with the community in connection with the requested map amendment.



Community Meeting attended by over 100 residents (May 1, 2019)

# COMMUNITY ENGAGEMENT

- Knocked on the doors of over 700 residents within ANC 8A06  
*(April - May '19)*
- Over 50 homeowners and businesses around the site have put signs in their yards to support the map amendment  
*(April - May '19)*
- Obtained 340+ signatures in support of map amendment  
*(April - May '19)*



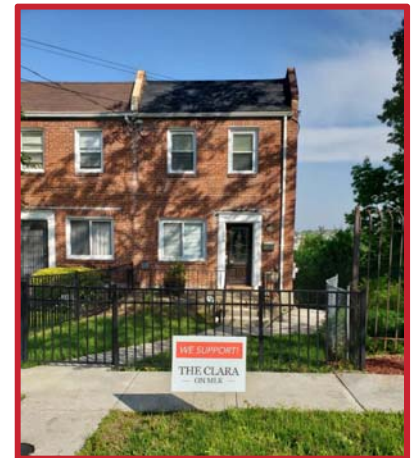
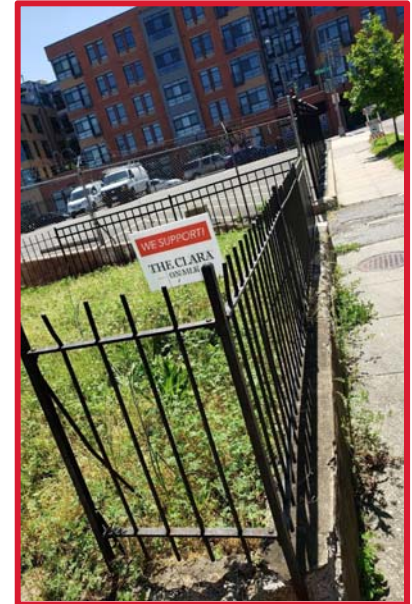
# COMMUNITY ENGAGEMENT

- Met with all adjacent property owners *(Jan - Feb '19)*
- Received letters from 100% of adjacent property owners on 2300 block of MLK to be part of map amendment *(Jan - Feb '19)*
- Held multiple meetings and conference calls with ANC 8A06 Commissioner Tyon Jones *(Dec '18 - May '19)*
- Presented at ANC 8A Executive Committee Meeting *(Jan 19, 2019)*
- Presented at ANC 8A monthly community meeting where 100+ residents attended *(April 2, 2019)*
- Presented map amendment at bi-annual event of all ANCs in Ward 8 and Presidents of Civic Associations in Ward 8 where 75 ANC members and Civic Association Presidents attended *(April 30, 2019)*



# COMMUNITY ENGAGEMENT

- Presented map amendment at Anacostia Coordinating Council monthly meeting (attended by more than 50 residents and organizations in Anacostia)  
*(April 30, 2019)*
- Met with Ward 8 Councilman Trayon White, Sr. to discuss map amendment *(May 6, 2019)*
- Conducted outreach to Thurgood Marshall Academy & Savoy Elementary School *(April - May '19)*
- Received letters of support from various community organizations, including the Anacostia Coordinating Council, Fort Stanton Civic Association and other organizations *(April - May '19)*
- Met with and received support from more than 20 CBE construction businesses in Ward 8 *(Jan - May '19)*
- Met with DC Office of Planning *(Nov '18)*

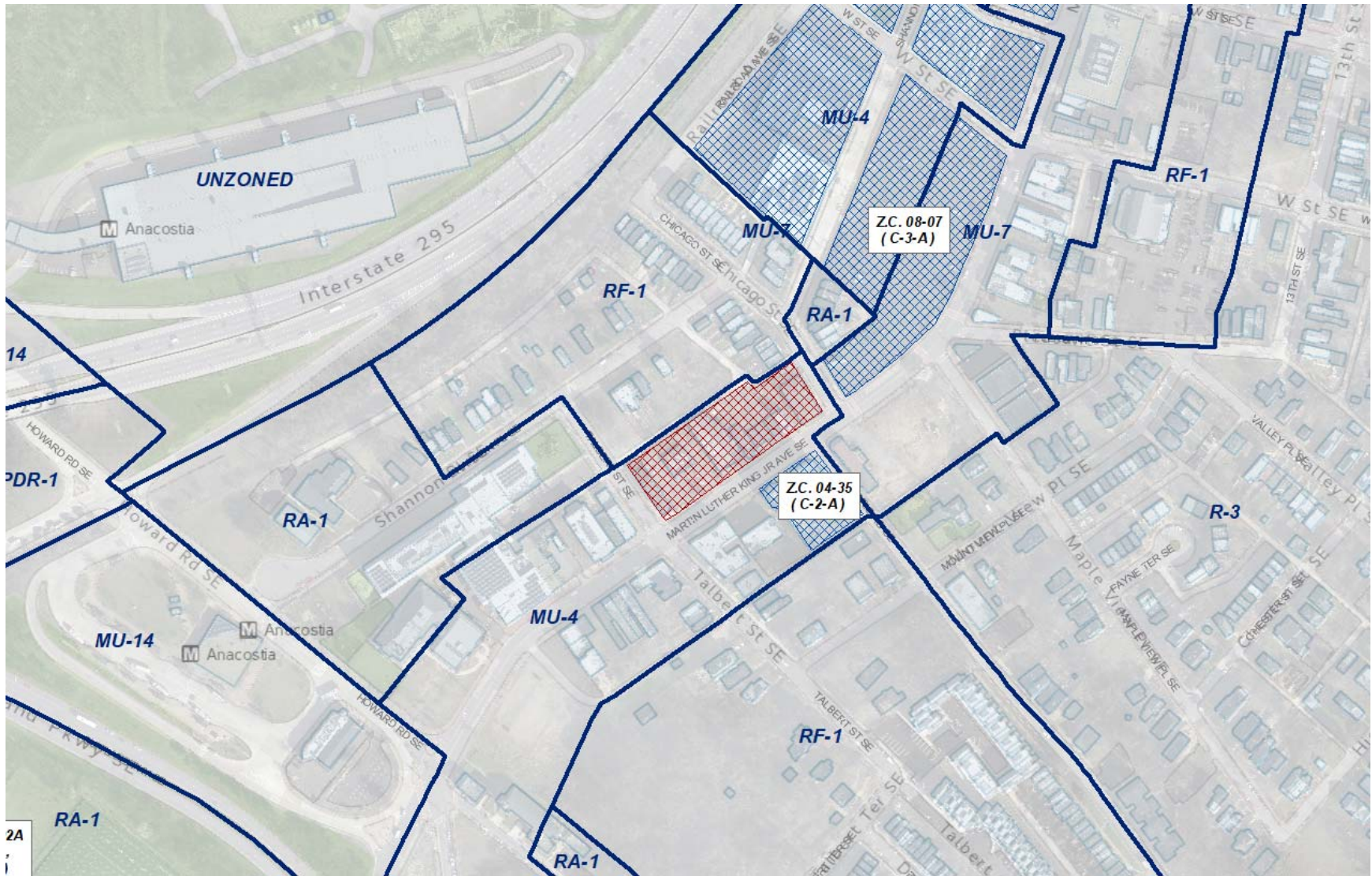


# COMMUNITY ENGAGEMENT



ANC 8A Monthly Meeting attended by 150 residents (May 7, 2019)

# Existing Zoning: MU-4



# Existing Zoning: MU-4

ZR16	MU-4
ZR58	C-2-A
Density	2.5 (3.0 IZ) 1.5 nonres
Height	50
Height (Pent)	12 15 (mech)

## Future Land Use Map

**Low Density Commercial:** This designation is used to define shopping and service areas that are generally low in scale and character. 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. Their common feature is that they are comprised primarily of one- to three-story commercial buildings. The corresponding Zone districts are generally C-1 and C-2-A, although other districts may apply. <sup>225.8</sup>

## ZR16 Description of MU-4 zone

The MU-4 zone is intended to:

- (a) Permit moderate-density mixed-use development;
- (b) 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
- (c) 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.



# Standard of Review

- ZR16 (11-X DCMR § 500.3) – In all cases, the Zoning Commission shall find that the amendment is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site.
  - D.C. Code § 6-641.02 (2001) – [z]oning maps and regulations, and amendments thereto, shall not be inconsistent with the Comprehensive Plan for the National Capital, and zoning regulations shall be designed to lessen congestion in the street, to secure safety from fire, panic, and other dangers, to promote health and the general welfare, to provide adequate light and air, to prevent the undue concentration of population and the overcrowding of land, and to promote such distribution of population and of the uses of land as would tend to create conditions favorable to health, safety, transportation, prosperity, protection of property, civic activity, and recreational, educational, and cultural opportunities, and as would tend to further economy and efficiency in the supply of public services.
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# Anacostia Transit–Area Strategic Investment and Development Plan

Adopted: June 2006

## Core Principles

- Serve the pedestrian
- Take advantage of transit
- Strengthen MLK Jr. Avenue
- Connect
- Celebrate the past, welcome the future
- Go green

## General Guidelines

- Enhance pedestrian quality and connectivity
- Build a transit focused plan
- Create distinctive nodes of activity
- Improve connectivity throughout the neighborhood
- Encourage sensitive development
- Promote sustainable principles



# Anacostia Transit–Area Strategic Investment and Development Plan

Adopted: June 2006



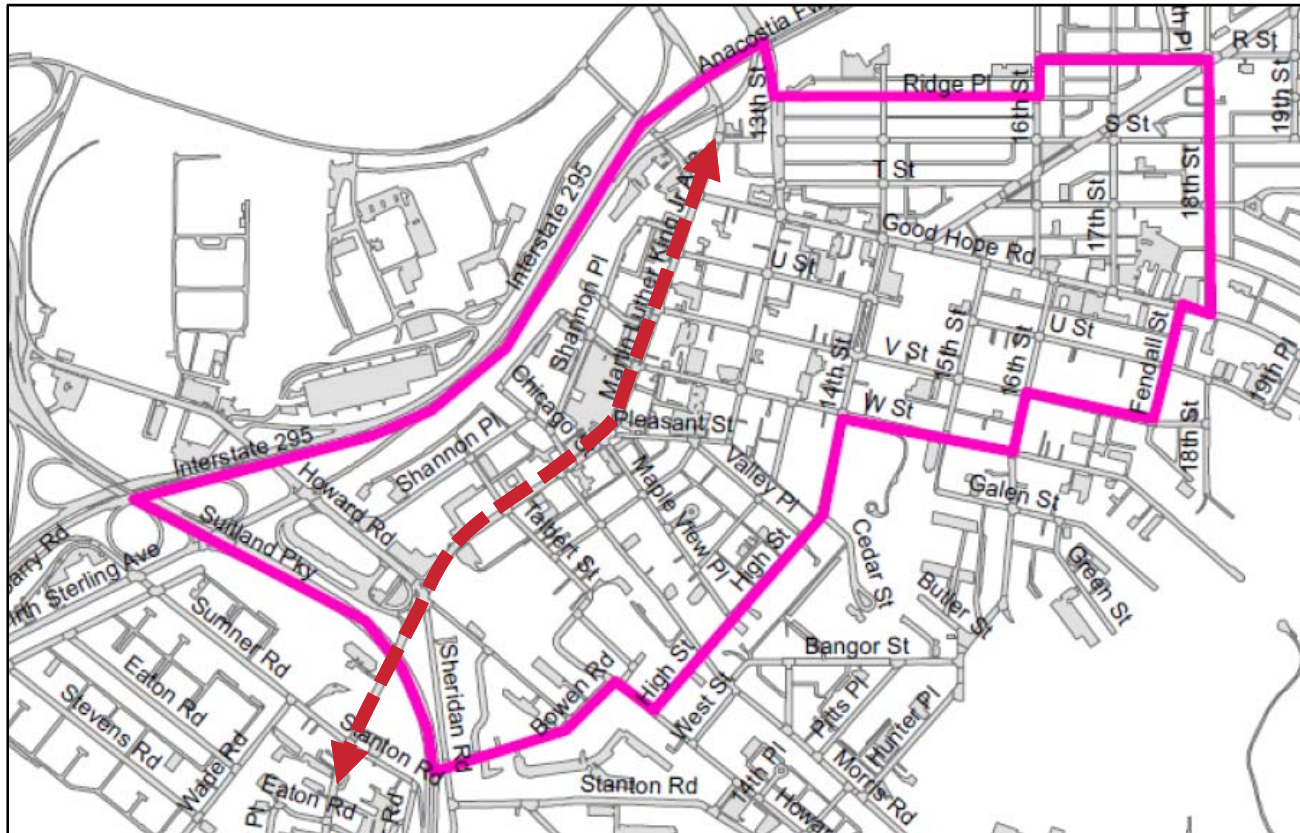
## Metro Station Node Guidelines

- Improve transit amenity
- Optimize development opportunity
- Increase transit access
- Create attractive places
- Improve pedestrian mobility

## W Street Node

- Increase residential support and opportunity
  - Mix uses
  - Start with art
  - Optimize development opportunities
  - Reinvest in existing building stock
  - Extend and connect W Street
  - Strengthen “place”
  - Share parking
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## Martin Luther King Jr. Avenue SE and South Capitol Street Great Streets Initiative



- Goal: Transform the Martin Luther King Jr. Avenue SE and South Capitol Street corridor into a thriving and inviting neighborhood center

Source: DCOP website

# Comprehensive Plan Amendment Act of 2010

## Far Southeast / Southwest Area Element

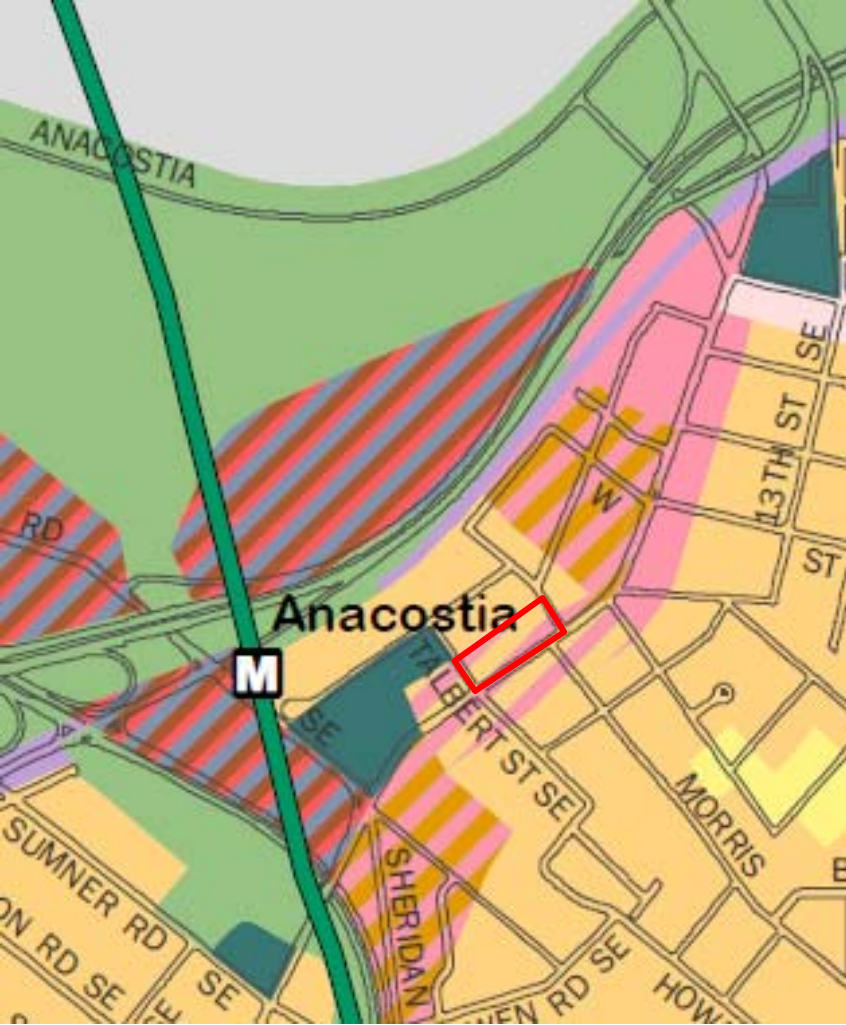
### 2006 Comprehensive Plan

- “Policy FSS–1.1.1: Directing Growth: Concentrate future housing development and employment growth in the Far Southeast/Southwest around the Congress Heights and Anacostia Metro Stations, on the St. Elizabeths Hospital Campus, and along the “Great Streets” corridors of Martin Luther King Jr. Avenue SE ...”

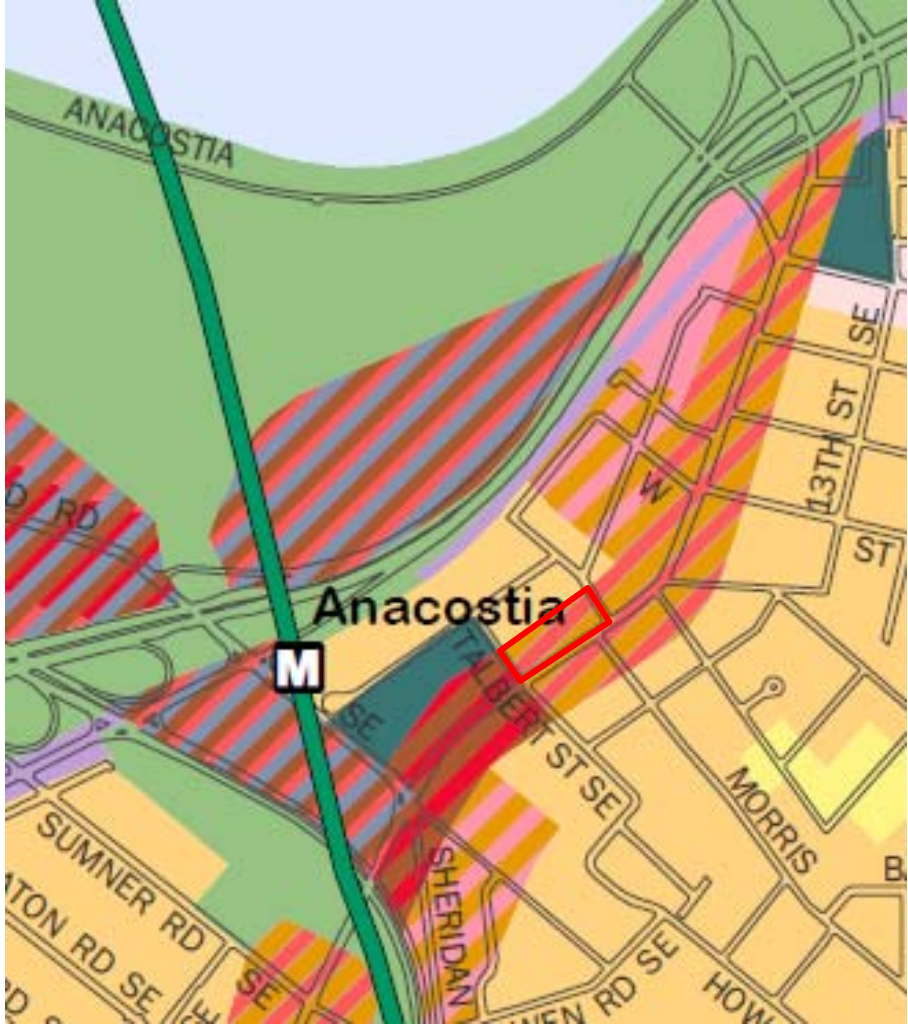
### 2010 Comprehensive Plan

- “Policy FSS–1.1.1: Directing Growth: The presence of the Anacostia Metrorail Station and the coming redevelopment of the St. Elizabeths Hospital site, including the consolidation of the Federal [DHS], offer an unprecedented opportunity to catalyze economic development in the Far Southeast/Southwest area. The “Great Streets” corridor along Martin Luther King, Jr., Avenue from the Anacostia River on the north to just past Malcolm X Avenue on the south, including the St. Elizabeths Hospital site, should be developed with medium to high density mixed uses, offering supporting retail services to office workers and residents alike and providing housing opportunities to people who want to live and work in the area...”
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# Comprehensive Plan Amendment Act of 2010



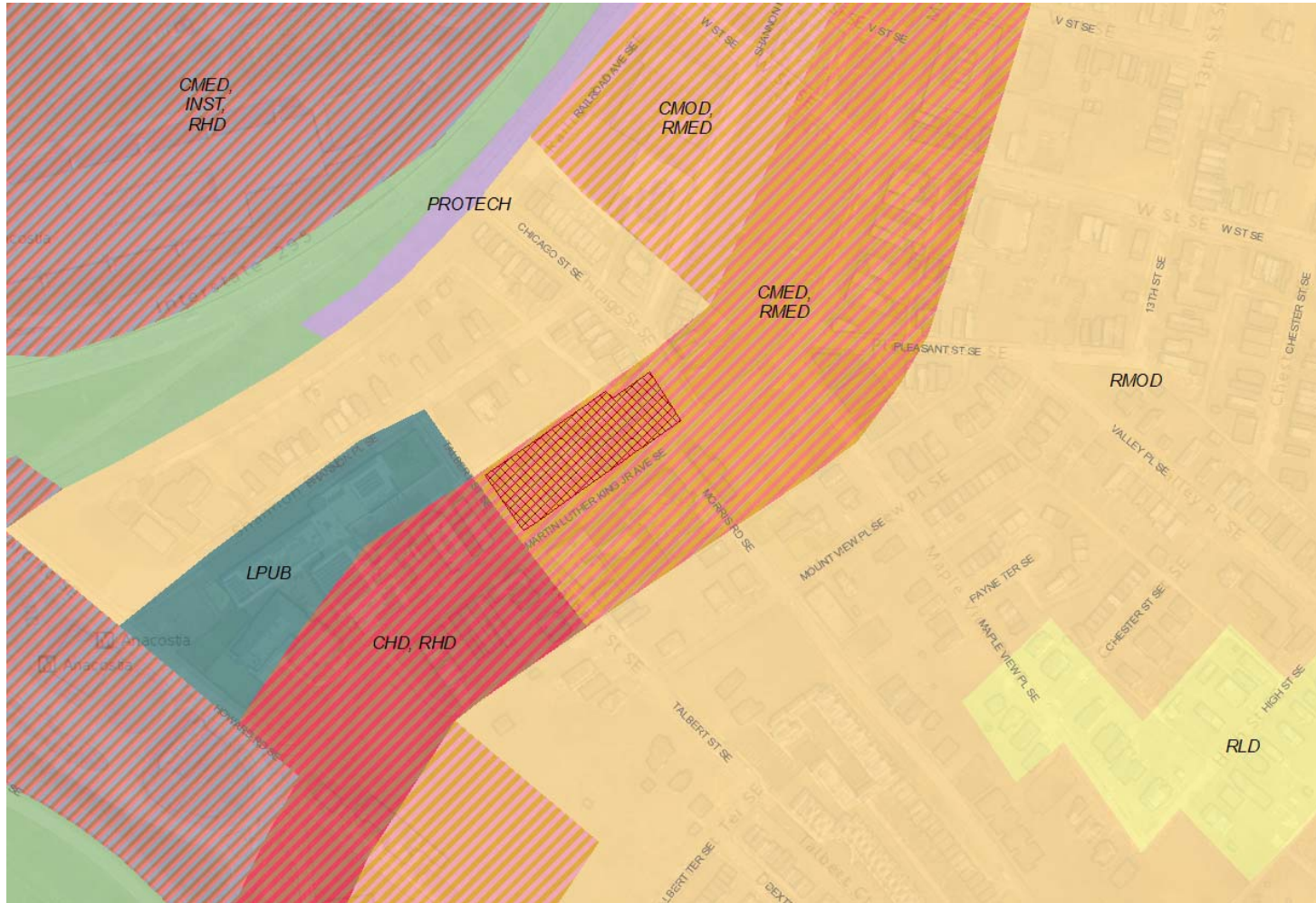
2006 Comprehensive Plan  
Mixed Use (Moderate Comm / Moderate Res)



2010 Comprehensive Plan  
Mixed Use (Medium Comm / Medium Res)

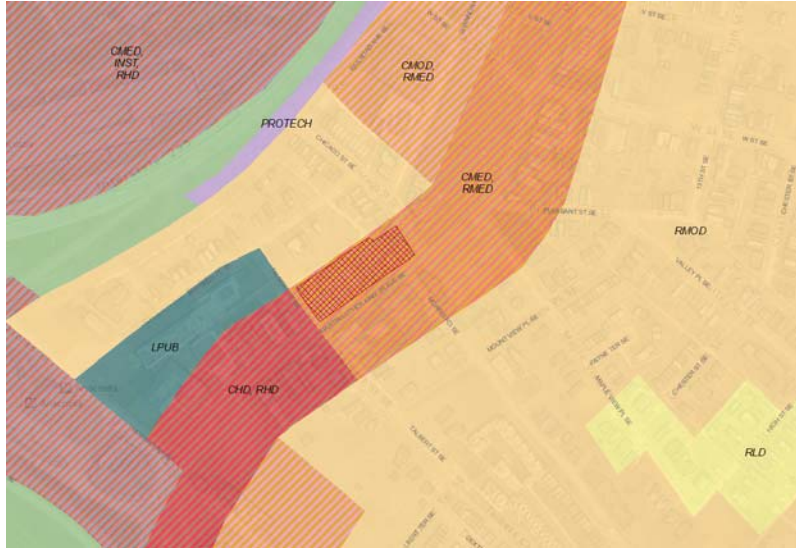


# Future Land Use Map (Current)



Mixed Use (Medium Density Commercial / Medium Density Residential)

# Future Land Use Map (Current)



Mixed Use (Medium Comm / Medium Res)

## *Mixed Use Categories*

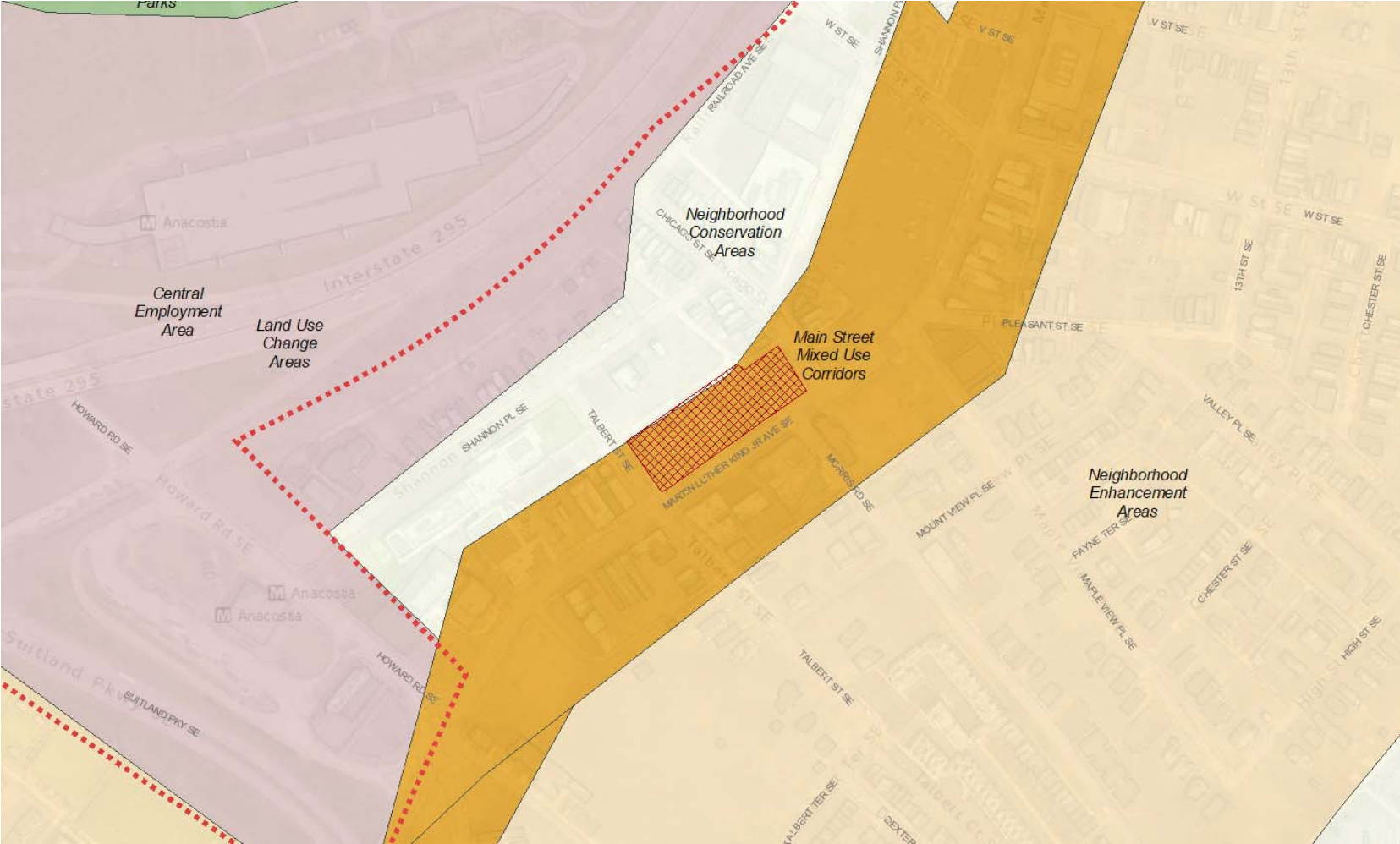
The Future Land Use Map indicates areas where the mixing of two or more land uses is encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. The Mixed Use category generally applies in the following three circumstances:

- a. Established, pedestrian-oriented commercial areas which also include substantial amounts of housing, typically on the upper stories of buildings with ground floor retail or office uses;
- b. Commercial corridors or districts which may not contain substantial amounts of housing today, but where more housing is desired in the future. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, with ground floor retail or office uses and upper story housing; and
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared. <sup>225.18</sup>

The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix (in this case, "Moderate Density Residential/Low Density Commercial"). The Comprehensive Plan Area Elements may also provide detail on the specific mix of uses envisioned. <sup>225.19</sup>



# Generalized Policy Map (Current)



Main Street Mixed Use Corridor

# Generalized Policy Map (Current)



Main Street Mixed Use Corridor

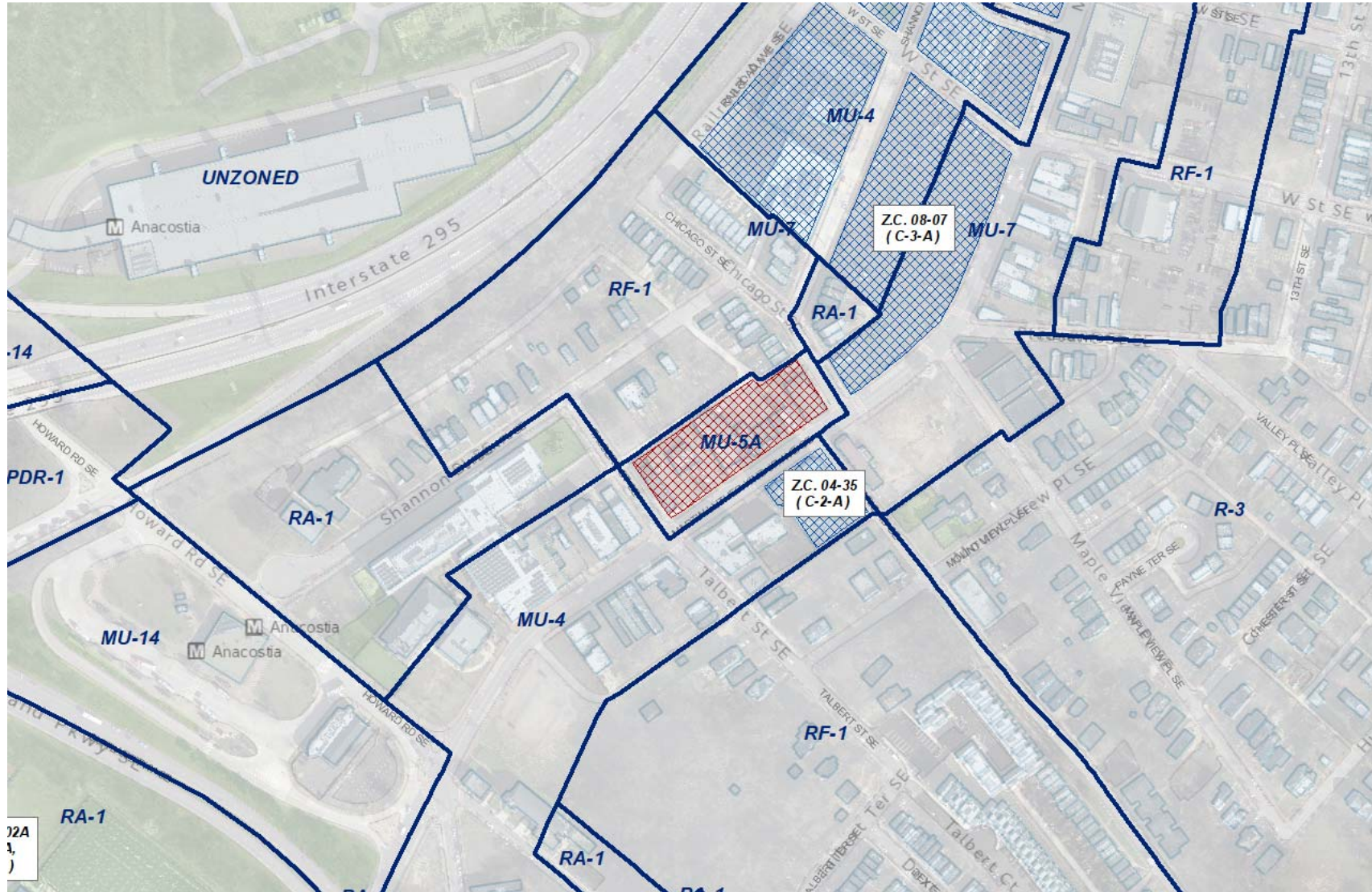
**Main Street Mixed Use Corridors:** These are traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14<sup>th</sup> Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 223.14

## **Commercial/ Mixed Use Areas**

These areas correspond to the city's business districts, many of which form the heart of its neighborhoods. Five categories are used, defining the physical and economic character of each area along with generalized long-range conservation and development objectives. The commercial areas defined are: "Main Street Mixed Use Corridors," "Neighborhood Commercial Centers," "Multi-Neighborhood Commercial Centers," "Regional Commercial Centers," and the "Central Employment Area."

-  **Main Street Mixed Use Corridors**
-  **Neighborhood Commercial Centers**
-  **Multi-Neighborhood Centers**
-  **Regional Centers**

# Proposed Zoning: MU-5A



# Proposed Zoning: MU-5A

ZR16	MU-5A
ZR58	C-2-B
Density	3.5 (4.2 IZ) 1.5 nonres
Height	65 (70 IZ)
Height (Penthouse)	12 18.5 (mech)

## Future Land Use Map

**Medium Density Commercial:** This designation is used to define shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height. The corresponding Zone districts are generally C-2-B, C-2-C, C-3-A, and C-3-B, although other districts may apply. <sup>225.10</sup>

## ZR16 Description of MU-5A zone

The MU-5 zones are intended to:

- (a) Permit medium-density, compact mixed-use development with an emphasis on residential use;
- (b) 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
- (c) Be located on arterial streets, in uptown and regional centers, and at rapid transit stops.

## Comparison of Existing and Proposed Zoning

	MU-4	MU-5A
Purpose	Moderate-density mixed use development	Medium-density, compact mixed use development with emphasis on residential use
Density	2.5 (3.0 IZ) 1.5 nonres	3.5 (4.2 IZ) 1.5 nonres
Height	50	65 (70 IZ)
Height (Penthouse)	12 15 (mech)	12 18.5 (mech)
Lot Occupancy (Residential)	60% (75% IZ)	80%
Rear Yard	15 feet	15 feet