

ZC Application No. 22-22

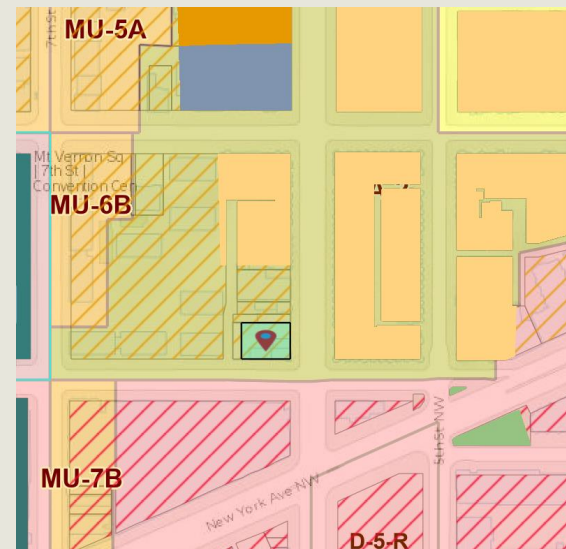
1100 6th Street, NW
RA-2 to MU-8
Preservation DC L&6, LLC
December 19, 2022



Map Amendment Overview

- Property is currently zoned RA-2 and is located in the Mt. Vernon Square Historic District.
- The Applicant is proposing to change the zone to the MU-8A zone, as is consistent with the FLUM designation as Residential Medium Density and Commercial Medium Density. This was a very targeted FLU Map change in the recent Comp Plan update.
- The property has been vacant for many years– and was historically commercial.
- Attempts have been made over the years for a residential project, including a PUD, but those were not successful.
- The Map Amendment will allow for a wider range of uses on site, including but not limited to, lodging, and commercial uses such as service and retail. IZ+ would also apply for any residential development.
- ANC 6E supports (7-0-0) the proposal (See Exhibits 4-5).
- Office of Planning recommends approval and has determined that it is not inconsistent with the Comprehensive Plan.
- DDOT has no objection.

	RA-2 (existing)	MU-8A (proposed)
Height	50 ft.	70 ft.
Lot Occupancy	60%	100%
FAR	1.8, 2.16 w/IZ	5.0, 6.0 (IZ); 1.0 NR
Use	Limited to residential primarily	Mixed-use, including commercial uses
Rear Yard	4 in/1 ft. height, 15 ft.	2.5 in./1 ft., 12 ft.
GAR	0.3	0.25





Comprehensive Plan and Policies:

OUTLINE:

- Framework Element and FLUM
- Generalized Policy Map
- IZ+
- Racial Equity Lens
- Citywide Elements
 - Land Use Element
 - Transportation Element
 - Housing Element
 - Environmental Protection Element
 - Economic Development Element
 - Near Northwest Area Element

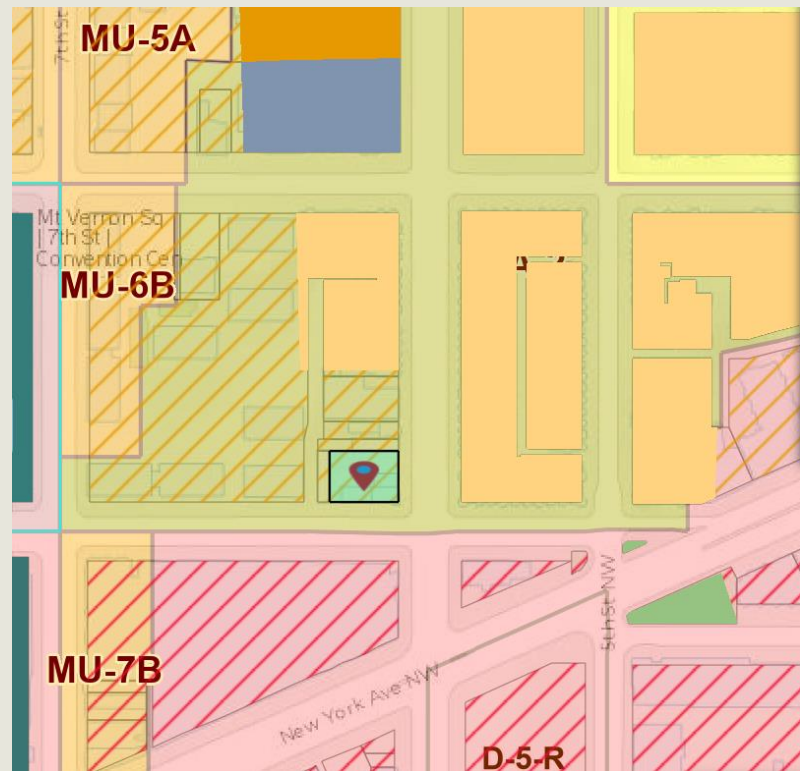


Framework Element and FLUM

- The Subject Property is designated as Residential Medium Density and Commercial Medium Density on the Comprehensive Plan Future Land Use Map; consistent with the proposed MU-8A Zoning.
- The comprehensive plan encourages balancing preservation, housing, and reinvigorating neighborhoods through development:

The preservation of existing affordable housing and the production of new affordable housing both are essential to avoid a deepening of racial and economic divides in the city. Affordable renter- and owner-occupied housing production and preservation is central to the idea of growing more inclusively” (10A DCMR § 218.3.)” and “protecting historic resources through preservation laws and other programs is essential to retain the heritage that defines and distinguishes the city. Special efforts should be made to conserve row houses as the defining element of many District neighborhoods, and to restore neighborhood “main streets” through sensitive renovation and updating.” (10-A DCMR 218.4). It also notes that “redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs.” (217.6).

- The proposal balances these goals by allowing the adaptive reuse and expansion of a Historic resource near a metro station and other public transit.



Generalized Policy Map

- The Property is located in a “Neighborhood Conservation” Area.
- The proposed amendment is not inconsistent with the Generalized Policy Map as Neighborhood Conservation Areas still allow for limited redevelopment opportunities: “The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map.” (10A DCMR § 223.5).

IZ Plus

- In this case, going from the RA-2 Zone to the MU-8A Zone will trigger a 233% increase in FAR if the maximum permitted FAR (6.0) is utilized. The change in percentage will be enough to trigger a 20% set aside requirement per Chapter C of the Zoning Regulations.

Racial Equity Analysis Tool:

Direct Displacement	<p>Will the zoning action result in displacement of tenants or residents?</p>	No existing residential building– building is vacant.
Housing	<p>Will the action result in changes to:</p> <ul style="list-style-type: none"> - Market Rate Housing? - Affordable Housing? - Replacement Housing? 	The action has the potential to result in market rate housing and affordable housing that does not currently exist.
Physical	<p>Will the action result in changes to the physical environment such as:</p> <ul style="list-style-type: none"> - Public Space Improvements? - Infrastructure Improvements? - Arts and Culture? - Environmental Changes? - Streetscape Improvements? 	The action will result in public space improvements, meet new green policies (vs. existing impervious paving), result in new investments in infrastructure, and provide streetscape improvements compatible with the Historic District. As noted in the ANC report: <i>This property has been blighted for decades which has been a site for criminal activity. Redevelopment will activate this corner and be positive for this area of the neighborhood.</i>
Access to Opportunity	<p>Is there a change in access to opportunity?</p> <ul style="list-style-type: none"> - Job Training/Creation? - Healthcare? - Addition of Retail/Access to New Services? 	Increased access to opportunity in that the site will have the potential for new job opportunities and access to new services near a metro.

Other Citywide Elements

- **Land Use Element:** The proposal encourages mixed-use development near a metro station where there is an existing commercial building that has been grandfathered in rather than permitted by-right in this zone. (10-A DCMR 307.9, 307.20, 307.14)
- **Transportation Element:** The proposal allows for transit-oriented development around a major transportation corridor, as it is located a block and a half from the metro. This will naturally incentivize investment into surrounding infrastructure. It will also allow for additional job opportunities near a metro station. (10-A DCMR 403.10, 405.7)
- **Housing Element:** The proposal encourages new development on underutilized land. This will help meet the need for higher-density and affordable housing in the area. (10-A DCMR 503.3, 503.5, 504.17, 504.29).
- **Environmental Protection Element:** The proposal allows for the development of new buildings compliant with the Green Energy codes, which could include green roofs and other planting elements currently not on site. (10-A DCMR 615.3-4).
- **Economic Development Element:** The proposal lowers the barrier to entry and opens the door to business owners who do not have the resources or financial backing to pursue a use variance. Greater commercial uses provide the opportunity for additional employment opportunities in extremely close proximity to a metro station.(10-A DCMR 709.5,703.15-16).
- **Near Northwest Area Element:** The proposal balances the goals of preserving historic resources and encouraging development near metro stations, as the existing building is a contributing building and any additions will go through the Historic Preservation Review Board design process. (10-A DCMR 2109.9, 2111.7)

Questions?