

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING



Office of the Director

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**MEMORANDUM**

**TO:** District of Columbia Zoning Commission  
**FROM:** *H.S. Fox*  
Eileen McCarthy, Director, Office of Planning  
**DATE:** September 1, 2006  
**SUBJECT:** **Setdown Report for ZC 06-31**  
5220 Wisconsin Avenue, N.W.  
Zoning Map Amendment and Consolidated Planned Unit Development

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**I. SUMMARY RECOMMENDATION**

The Office of Planning recommends that the Zoning Commission set down for a Public Hearing Case #06-31, 5220 Wisconsin Avenue, N.W., as a zoning map amendment and a consolidated PUD application.

**II. APPLICATION-IN-BRIEF**

**Location:** Square 1657, Lots 810, 811, 812  
Ward 3, ANC 3E

**Applicant:** Akridge Real Estate Services

**Current Zoning:** R-5-B

**Proposed Development:** Develop a seven story residential building with ground floor retail

**Relief and Zoning:** Pursuant to 11 DCMR Chapter 24, the applicant is seeking a PUD-related map amendment from R-5-B to C-2-B. The applicant is also seeking relief for lot occupancy (§772), residential recreation space (§773), rear yard, (§774), and loading space requirements (§2201). The Office of Planning also notes that relief appears to be required for rooftop structures (§770.6(b)).

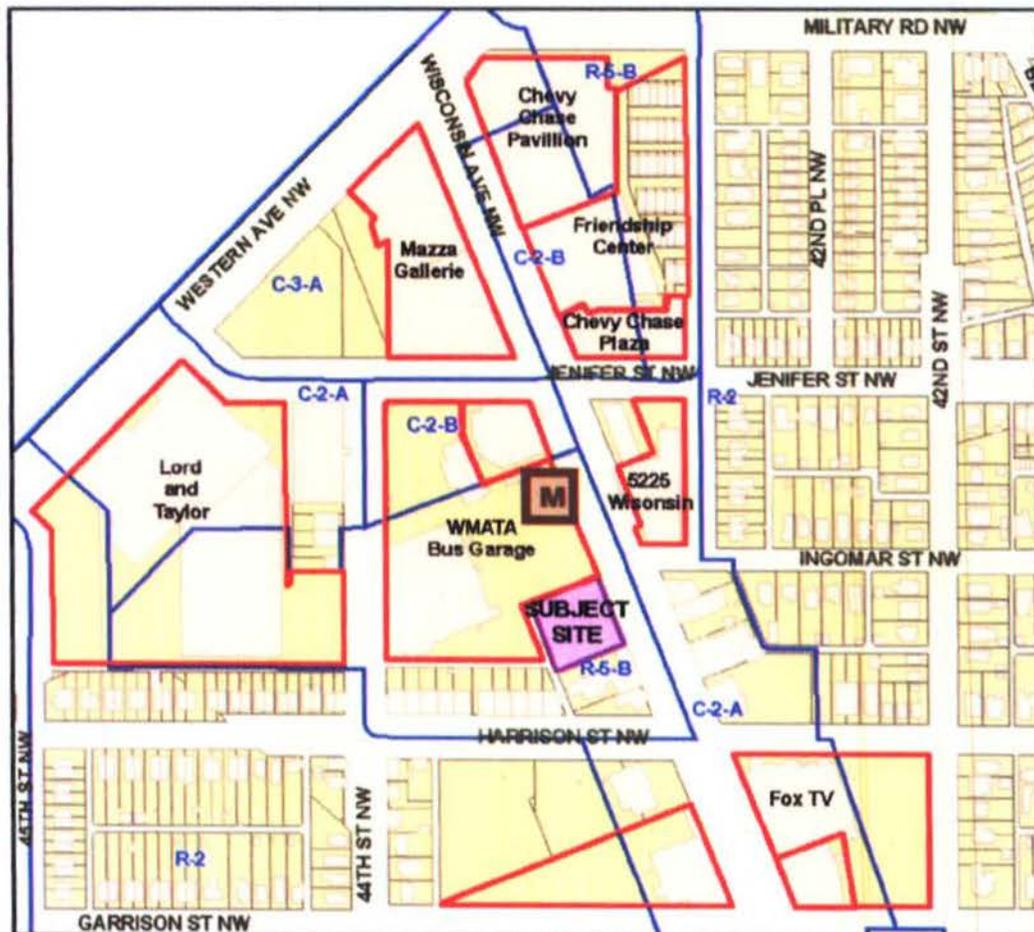
ZONING COMMISSION  
District of Columbia

CASE NO. 06-31 ZONING COMMISSION  
District of Columbia  
EXHIBIT NO. 15 CASE NO.06-31  
EXHIBIT NO.15

### III. SITE AND AREA DESCRIPTION

The subject property is located on the west side of Wisconsin Avenue between Harrison and Jenifer Streets. Ingomar Street terminates at Wisconsin Avenue to the north of and across the street from this site. The property is bounded by a PEPCO substation to the south, a 20 foot wide alley to the west and a WMATA bus garage to the north. An entrance to the Friendship Heights Metro station is located just north of the bus garage, approximately 300 feet from the property. The subject property is currently developed with a used-automobile dealership and a flower shop. The property drops approximately 10 feet from Wisconsin Avenue down to the alley at the west of the property.

The Wisconsin Avenue right-of-way is 120 feet wide and there is no significant change in elevation along Wisconsin at this location. Wisconsin Avenue is a mix of retail and office development and much of the street has been developed in recent years. Some major developments are identified in the map below. The maximum heights of the major buildings range from 100 feet for Chevy Chase Pavilion and 90 feet for Chevy Chase Plaza to 54 feet for the Friendship Center. In addition to these larger buildings, Wisconsin is also currently home to smaller buildings such as the PEPCO substation and the bank to the south of the property and the bank, beverage store, camera shop and other small businesses opposite the subject site.



The subject site is currently zoned R-5-B, as is the WMATA bus garage. Other properties along Wisconsin Avenue to the north are zoned C-3-A and C-2-B. Properties directly across from the subject property are zoned C-2-A. Neighborhoods to the east and west are zoned R-2 and include single family homes, duplexes and small apartment buildings. Please refer to the Vicinity Map in Attachment 2.

#### IV. PROJECT DESCRIPTION AND OP ANALYSIS

The applicant is proposing to construct a mixed-use building. The majority of the Wisconsin Avenue frontage will have a height of 58 feet. A taller portion with a height of 79 feet will angle away from the street so that it is set back from the right-of-way at the southern property line. The southwestern corner of the building will step down to three stories to transition to the existing apartment buildings and the R-5-B zone. The building will contain 13,200 square feet of ground floor retail and 55 to 70 residential units. Most residential units will be on the upper six floors but three units will be on the ground level, at the rear of that floor. At the second floor level a central courtyard forms an interior open space for the building. Most units along Wisconsin Avenue will not have a balcony, but interior and rear units will have a terrace or balconies overlooking the central courtyard. Residential units, including affordable units, would range in size from one to three bedrooms.

Item	Section	R-5-B (MOR)	Section	C-2-B (PUD)	Proposed	Relief
Lot Area	401	None prescribed	2401	15,000 sq. ft.	22,500 sq. ft.	Conforming
Building Height	400	50'	2405.1	90'	79'	Conforming
FAR	402	1.8	2405.2	6.0 (max) 6.0 (res. max) 2.0 (comm. max)	5.25 (118,125 total sq. ft.) 4.31 (97,050 res. sq. ft.) 0.59 (13,200 retail sq. ft.) 0.35 (7,875 load., garage)	Conforming
Lot Occupancy	403	60%	772	80%	1 <sup>st</sup> Floor – 100% 2 <sup>nd</sup> Floor – 84.7% 3 <sup>rd</sup> Floor – 88.4%	Requested
Res. Rec. Space	n/a	n/a	773	15%	5.2% (5,051 sf)	Requested
Rear Yard	404	4 in./ft. of height; Not less than 15'	774	15'	0' – 20' in elevation: <u>10' (from CL of alley)</u> >20' in elevation: 0' (from property line)	Requested
Side Yard	405	none required	775	(no change)	None	Conforming

An underground garage will have 89 residential, visitor and car-share parking spaces and 15 retail parking spaces. Two 30 foot loading bays and one 20 foot service and delivery bay will be accessed, like the underground parking, from the rear alley and Harrison Street. Building amenities include a gym, a club room and communal terraces. The five story portion of the façade will be mostly brick with an historic architectural character. The seven story portion of the façade will be glass and steel in a more modern configuration. The applicant is proposing to make streetscape improvements both in front of their building and in front of the PEPCO

building. In addition to closing the three existing curb cuts, the applicant will use pavers in the new 27 foot-wide sidewalk. The streetscape will also have trees, planters and benches, and may include outdoor tables, depending on who leases the retail space.

OP is generally supportive of the massing and overall design of the proposal, including the “step down” on the western side of the building. But judging from the submitted elevations, the seven story and rear portion of the structure appears very flat. A more visually interesting façade would enhance the appeal of the building. The Office of Planning has, therefore, asked the applicant to provide more detail regarding architecture and materials. And while the streetscape improvements will certainly be an enhancement to Wisconsin Avenue, OP has asked that more detail be provided regarding planters and pavers. The applicant stated that they will prepare additional architectural drawings and elevations prior to the public hearing, and OP will provide comment on any revised design at that time.

OP also asked that additional graphical analyses be developed that show the view from the neighborhood to the southwest. These section drawings, similar to the ones on pages A-12 through A-15 of the applicant’s plan set, show that the building will be almost totally obstructed by other structures when viewed from the vicinity of the Harrison and 44<sup>th</sup> Street intersection.

## **V. COMPREHENSIVE PLAN**

The proposal would further the following Major Themes of the Comprehensive Plan, as outlined and detailed in **Chapter 1 – General Provisions Element**:

- (a) *Stabilizing and improving the District’s neighborhoods* – The proposed development will transform a used car dealership into a prominent mixed-use building fronting on Wisconsin Avenue with enhanced public space. The building will not only visually fill in a gap in the streetscape, it will add residents and new retail space to the neighborhood.
- (e) *Respecting and improving the physical character of the District* – By enhancing the streetscape of Wisconsin Avenue, the building will improve the physical character of the District.
- (h) *Reaffirming and strengthening the District’s role as the economic hub of the National Capital Region* – By contributing to the vitality of the neighborhood and enhancing the appearance of the retail corridor, the development will reinforce Friendship Heights’ status as a regional retail destination.
- (j) *Providing for diversity and overall social responsibilities* – By providing affordable dwelling units the project will support a range of income groups in the neighborhood.

The Comprehensive Plan also includes a number of specific sections of relevance to the application, including ones related to Housing, Environment, Urban Design and Land Use. The proposal to develop this site also addresses a number of goals and objectives specific to Ward 3.

Relevant goals, objectives and policies can be found Attachment 1. OP believes that the proposal is generally consistent with or furthers those Comprehensive Plan objectives.

### **Chapter 3 Housing Element**

The application meets the housing policy guidance of the Comprehensive Plan by creating housing for a variety of income levels on a property that is underdeveloped and yet very accessible to Metro, Metrobus, retail and employment.

### **Chapter 4 Environmental Protection Element**

The application addresses environmental policy guidance for minimizing impacts to water quality. The building will have a green roof and landscaping to reduce stormwater runoff and pollution, and reduce the heat effect of the building. The applicant will also increase the number of street trees along Wisconsin.

### **Chapter 5 Transportation Element**

The application addresses transportation policy guidance for transit-oriented development by creating an efficient transportation system through a mix of land uses near Metro stations.

### **Chapter 7 Urban Design**

The proposed development supports the urban design objective to assist areas in need of new or improved character. Redevelopment of the underutilized car dealership and retail site is encouraged, and the building will have a strong identity and will fill in a gap in the street fabric.

### **Chapter 11 Land Use Element**

The proposal is not inconsistent with the major policies and objectives of the Comprehensive Plan's Land Use Element. The proposal will help provide needed neighborhood-serving commercial and provide housing to residents with a range of income levels.

### **Chapter 12 Ward 3 Plan**

The proposed development helps achieve the vision for Ward 3, as established in the Ward 3 Plan. The development proposes to add housing where called for by the Plan, and it will improve the streetscape and improve the appearance of the adjacent PEPCO property. The Ward 3 Plan includes a number of objectives and policies that are relevant to this application, including ones related to Economic Development, Housing, Transportation, Urban Design and Land Use.

## **VI. COMPREHENSIVE PLAN GENERALIZED LAND USE MAP AND LAND USE POLICIES MAP**

The Generalized Land Use Map recommends the subject site for low density commercial uses which typically provide a specialized range of goods and services at a low scale and character, and recommends it for an increased FAR for residential uses. Section 1100.11 of the Comprehensive Plan notes that "The Land Use Element does not identify or fix every use, height, and density on every block in the District. The text and the maps construct a guiding framework within which public and private land use and zoning decisions are to be made." The Office of Planning is generally supportive of the redevelopment of the site for a mix of uses and the scale of the project is consistent with plan policy encouraging development near Metro stations.

The Land Use Policies Map designates the Friendship Heights neighborhood as a Housing Opportunity Area and as a regional commercial center. Regional commercial centers serve many retail functions and are "likely to have branches of major department stores, many specialty shops, concentrations of restaurants, movies, and other leisure or entertainment facilities" (§1107.5). Retail on the ground floor of the proposed building is consistent with this designation. The Comprehensive Plan defines Housing Opportunity Areas as "areas where the District expects and encourages either new housing or rehabilitated housing" (§1118.6). The criteria for designating housing opportunity areas include:

- (a) Areas at or near selected Metrorail stations or major Metrobus interchange points;
- (b) Areas where there is a significant amount of vacant or poorly used land;
- (c) Potential surplus property sites;
- (d) Areas that exhibit potential for successful joint public and private initiatives;
- (e) Areas that represent unrealized employment and economic development potential, such as regional or other shopping areas; and
- (f) Areas where development can be used to improve neighborhood quality and stability.

The subject site meets several of these criteria and meets the specific policies of the Ward 3 Plan that encourage new housing in the Ward's Housing Opportunity Areas.

## **VII. STRATEGIC NEIGHBORHOOD ACTION PLAN**

Strategic Neighborhood Action Plan (SNAP) #11 established a vision, priorities and actions to address the near-term challenges facing Friendship Heights, Tenleytown and American University Park. This application addresses some of the priorities of Cluster #11 such as transportation management, promotion of neighborhood-serving retail and beautification. The SNAP proposes some specific near-term objectives and actions to improve the quality of life in the community, including:

- *Encourage a better mix of land uses (housing, commercial, retail and open space) along Wisconsin Avenue, which includes a greater variety of neighborhood-serving businesses.*

The applicant is proposing a mixed use building at a site that is currently under-utilized. The moderate size of the retail space should allow neighborhood-serving businesses to locate in the building.

- *Work with the ANC to locate damaged sidewalks and to make necessary repairs.* The applicant will make significant improvements to the sidewalk in front of this building and the PEPCO building. The existing curb cuts will be closed and the sidewalk rebuilt with pavers and new landscaping.
- *Ensure that an adequate amount of paid parking be provided by new developments, especially around metro stations.* The applicant is providing 84 parking spaces for building residents, resulting in a minimum ratio of 1.2 parking spaces per unit. The applicant is also providing 15 retail parking spaces, three residential visitor spaces and two car-share spaces.
- *Add sidewalk park benches at appropriate high pedestrian volume locations.* The applicant will add benches as part of the streetscape improvements to Wisconsin Avenue.

### VIII. ZONING

The subject site is currently zoned R-5-B, which permits residential uses at a “moderate height and density” (§350.1). The applicant proposes a PUD-related map amendment to C-2-B, which permits medium-high density residential and mixed uses. C-2-B is further described by §720.7 as being located on arterial streets, in uptown centers and at rapid transit stops. The table below contains a comparison of the heights and densities allowed in both districts and under both matter-of-right and planned unit development scenarios, as well as the applicant’s proposed project parameters. The proposed map amendment is appropriate based on Comprehensive Plan policy that supports increased densities near regional commercial centers, in housing opportunity areas and near Metro stations. It is also appropriate to allow a mix of uses near Metro stations to maximize the efficiency of the District’s transportation system.

	R-5-B		C-2-B		Proposed
	MOR	PUD	MOR	PUD	
Height	50'	60'	65'	90'	79'
FAR	1.8	3.0	3.5	6.0	5.25
Sq. Ft.	40,500	67,500	78,750	135,000	118,125

In order to develop as proposed, the applicant must get relief from the following zoning regulations:

#### Lot Occupancy and Rear Yard

Section 772 limits residential lot occupancy to 80%, while commercial lot occupancy may be 100%. The ground floor, 2<sup>nd</sup> floor and 3<sup>rd</sup> floor of the proposed building, each of which contain residential units, have lot occupancies of 100%, 84.7% and 88.4%, respectively. The remaining levels have less than 80% lot occupancy. Also, in the C-2-B district, a 15 foot rear yard is required. However, if the property abuts an alley, the rear yard can be measured from the

centerline of the alley, up to a building height of 20 feet. Above 20 feet, the rear yard must be measured from the property line. In this case, where the rear wall of the structure is on the property line, the building has a ten foot rear yard up to a height of 20 feet, and zero feet above that level. The applicant is seeking relief from these requirements.

The applicant cites the need to reduce the building's height, and provide an interior courtyard and enclosed service facilities as reasons that the rear yard has been reduced and the lot occupancy limit is exceeded. Other reasons identified include the need to provide usable retail space, outside balconies and enclosed service facilities. The Office of Planning supports the overall form and massing of the building. Much of the rear of the building faces the WMATA property across the alley so an increase in lot occupancy on lower levels or a reduction in the rear yard will not have a significant impact on adjacent properties. And as a result of the step down in the form of the building, only a portion of the structure is built to the rear property line above the third floor. Upper levels are well below the lot occupancy threshold and are set back further from adjacent residential properties.

### **Residential Recreation Space**

The applicant is requesting relief from the C-2-B requirement for 15% residential recreation space. The current proposal shows 5.2% recreation space (5,051 sf), divided between the ground floor "club room" and exercise room and the communal terraces on the second and sixth floors. The lobby only accounts for 281 square feet of the recreation space. The proposed amount of recreation space is similar to that of other recently approved projects.

### **Loading Space**

Section 2201 requires certain loading facilities for both the residential and commercial portions of the building. The applicant has met all requirements except one: Instead of providing a 55 foot loading berth for residential deliveries the applicant is providing a 30 foot berth. More space is available in the loading area, but longer trucks cannot negotiate the turns in the alley required to back into the berth. Diagrams of the truck movements can be found as Attachment J in the applicant's traffic study. The number of times per year that a 55 foot truck would make deliveries would be minimal. The Office of Planning would support a commitment by the applicant to a require on title that deliveries be restricted to trucks of 30 feet or less.

### **Rooftop Structures**

The Zoning Regulations specify that a rooftop structure must be set back from the walls of the building by a distance equal to its height (§770.6(b)). In this case the 12 foot high roof structure is set back from the northern wall a distance of 5 feet, 9 inches. The elevators were placed at this side of the building because of the location of the residential lobby. The lobby was placed at the north end of the structure to allow the formation of an unbroken retail space. The Office of Planning favors a continuous retail area that provides flexibility for leasing purposes and does not object to granting relief to rooftop structures. As noted above, OP has requested additional

architectural detail for the entire structure, including the penthouse, and will ensure that the design of the rooftop structure will be compatible with the rest of the building.

## **IX. PURPOSE OF A PLANNED UNIT DEVELOPMENT**

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. The PUD process is “designed to encourage high quality developments that provide public benefits.” Through the flexibility of the PUD process, a development that provides amenity to the surrounding neighborhood can be achieved.

The application, including the related C-2-B map amendment, exceeds the minimum site area requirements of Section 2401.1(c) to request a PUD, and the applicant is requesting a consolidated PUD review. The PUD standards state that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project” (§2403.3). Based on the information provided, OP believes that the project will have an overall positive impact on the neighborhood and the District. A more comprehensive analysis of the proposal against specific PUD standards and requirements will be provided prior to a Public Hearing.

## **X. PUBLIC BENEFITS AND AMENITIES**

Sections 2403.5 - 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, §2403.8 states that “the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” To assist in the evaluation, the applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed...” (§2403.12).

Amenity package evaluation is based on an assessment of the additional development gained through the application process. In this case, the development gained through this PUD is 77,625 square feet and 29 feet of building height. The applicant has listed a number of areas which they feel contribute towards their amenity package:

1. *Affordable housing* – The applicant is providing approximately 6,800 square feet of on-site affordable housing, or roughly 12% of the bonus residential density above the R-5-B matter-of-right density, or 8.6% of the C-2-B base density of 78,750 square feet. This will equal six or seven units.
2. *Funding for additional affordable housing units* – The applicant will contribute \$500,000 to the Lisner-Louise-Dickson-Hurt Home. The funds will underwrite the operational costs for four housing units in its Community Residential Facility for a period of 15

years. This contribution will facilitate care for the elderly population that is the focus of the Lisner Home's efforts.

3. *Enhancements to façade of PEPCO substation* – Several enhancements will be made to the PEPCO building including the installation of new storefront-type windows, restoration of the façade, installation of sidewalk pavers and replacement of the door and clock. The Office of Planning supports the improvements in concept, but would like more details about the type of pavers that will be used as well as maintenance of the windows, clock and other features, and evidence that PEPCO has agreed to these improvements.
4. *Environmental benefits and LEED certification* – The applicant has committed to achieve LEED certification for the project. OP is in favor of that goal and its achievement would be a positive precedent for other residential buildings in the District. But more information is needed to ensure that the LEED commitment and other commitments to use sustainable products post-construction will be monitored and enforced. Also, OP would like more details about the composition and design of the green roof.
5. *Improvements at Janney Elementary School* – In order to improve school facilities the applicant will contribute \$100,000 to the Janney School Parent-Teacher Association. Although the applicant has stated that discussions with the PTA continue, two potential uses have already been identified. The money could be used to upgrade the school's electrical service and/or improve the drainage and turf at the school's soccer field. The Office of Planning will work with the applicant prior to the public hearing to further define the contribution.
6. *IONA Senior Services* – The applicant will contribute \$30,000 to IONA to expand their bus service for senior citizens. The funds will support an added driver, bus operations and insurance costs.
7. *Streetscape and sidewalks* – Redevelopment of the site will include closing existing curb cuts, sidewalk pavers, trees, planting beds and benches. OP would like more details about the type of pavers and planters proposed and will ensure DDOT acceptance of the proposed design prior to a public hearing.
8. *Transportation features* – The applicant claims a number of features will minimize impacts to on-street parking and the local road network. These include provision of car-share parking, visitor parking, retail parking, commitment to a ratio of 1.2 spaces per residential unit and closure of existing curb cuts. The applicant will also prohibit residents from obtaining a residential parking permit. OP feels that these measures will be helpful, but that it is the project's proximity to Metro that will do the most to reduce the number of trips generated by the development, and, if anything, a 1.2 space per unit parking ratio is excessive so close to a Metro station.

9. *Retail space* – The presence of new and upgraded retail space on this property would increase the level of pedestrian activity on this side of the street, and will augment the existing regional retail center with new neighborhood serving retail space. OP supports the change in zoning for the provision of this space but is not clear that this rises to the level of a public benefit.
10. *Building massing and façade design* – The Office of Planning appreciates the efforts made to design the building in a manner sensitive to the neighborhood and the Wisconsin Avenue context.
11. *Construction management plan* – The Office of Planning supports efforts to construct the building in a manner that is sensitive to the needs of the community.

The applicant has continued discussions with the community regarding the amenity package and has prepared a detailed list of contributions and benefits. The Office of Planning feels that the proposed amenities are sufficient for setdown. Additional information on a definitive amenity package will be provided prior to the public hearing and OP will provide an analysis of the amenities package at that time.

## **XI. AGENCY REFERRALS**

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

- Department of Employment Services (DOES);
- Department of Housing and Community Development (DHCD);
- Department of Public Works (DPW);
- Department of Transportation (DDOT);
- DC Public Schools (DCPS);
- DC Water and Sewer Authority (WASA);
- Fire and Emergency Medical Services Department (FEMS); and
- Metropolitan Police Department (MPD).

## **XII. COMMUNITY COMMENTS**

The ANC passed a resolution requesting that the case not be set down for public hearing. In brief, the resolution states that the application is inconsistent with the Comprehensive Plan and neighborhood, that the amenities haven't been properly aired before the ANC, and that there is community opposition.

The Office of Planning has also received comments from surrounding residents both opposing the project due to traffic and supporting the project as well-balanced.

OP recognizes that the application requires balancing of several Comprehensive Plan policies and goals, especially those of encouraging development along major corridors, encouraging development at metro stations, and transitioning scale to adjoining communities. But OP believes that the application is sufficient to be scheduled for public hearing.

### **XIII. RECOMMENDATION**

The Office of Planning recommends that this application be set down for public hearing. The proposal is consistent with goals and objectives of the Comprehensive Plan by redeveloping an under-utilized property near a Metro station with a mix of uses. The development will provide housing options for a range of incomes and residents will have access to mass transit and neighborhood-serving retail. In addition to the increased FAR and height gained through the PUD process, the applicant is also seeking relief from other zoning standards. OP will continue to work with the community and applicant to address community issues, ensure that the public benefit package is commensurate with the requested flexibility, and to refine the architectural detail of the building.

### **XIV. ATTACHMENTS**

1. Applicable Comprehensive Plan Policy
2. Vicinity Map
3. Aerial Photo

EM/mrj

**ATTACHMENT 1  
APPLICABLE COMPREHENSIVE PLAN POLICY**

**Chapter 3     Housing Element**

**§300            Declaration of Major Policies**

**§300.2            ...the District must stimulate a wider range of housing choices and strategies through the preservation of sound older stock and the production of new units for a wide variety of household types...**

**§302            Housing: General**

**§302.1            The general objectives for housing are to stimulate production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed at desired locations.**

**§302.2            The policies established in support of the general objectives for housing are as follows:**

- (a)            Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives...;**
- (d)            Designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi unit housing development near selected Metrorail stations, at locations adjacent to Downtown, and adjacent to proposed employment centers and office areas;**
- (e)            Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused...;**

**Chapter 4     Environmental Protection Element**

**§402            Improving Water Quality**

**§402.1            The objectives of improving water quality are to improve the quality of water in the rivers and streams of the District to meet public health and water quality standards, and to maintain physical, chemical, and biological integrity of these watercourses for multiple uses, including recreation.**

**Chapter 5     Transportation**

**§502            Transportation: General**

**§502.1            The general objectives for transportation are to support District policy to preserve and improve neighborhoods, to facilitate the commerce of the District, and to support District growth and development objectives to expand business and job opportunities.**

- §502.2 The policies established in support of the general transportation objectives are as follows:
- (a) Support land use arrangements that simplify and economize transportation services, including mixed use zones that permit the co development of residential and nonresidential uses to promote higher density residential development at strategic locations, particularly near appropriate Metrorail stations;

## **Chapter 7 Urban Design**

### **§712 Areas in Need of New and Improved Character**

§712.1 The areas in need of new and improved character objective is to encourage new development or renovation and rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity.

§712.2 The policies established in support of the areas in need of new and improved character objective are as follows:

- (a) Encourage well designed developments in areas that are vacant, underused, or deteriorated. These developments should have strong physical identities;
- (b) Encourage infill development of attractive design quality in deteriorated areas to stabilize the physical fabric and to encourage renovation and redevelopment;

## **Chapter 11 Land Use Element**

### **§1100 Declaration of Major Policies**

§1100.2 District neighborhoods are the cornerstones of the District's social and physical environments:

- (a) Land use policies must ensure that all neighborhoods have adequate access to commercial services within the District and sufficient housing opportunities to accommodate a range of needs.

### **§1103 Residential Land Use Categories**

§1103.4 The high density residential land use category includes high rise apartment buildings as the predominant use and may also include, as appropriate uses, low, moderate, and medium density housing. **High density residential land use areas are generally located adjacent to the Central Employment Area, major employment centers, major arterial streets, and appropriate multi neighborhood and regional commercial centers.**

### **§1108 Policies in Support of the Commercial Areas Objectives**

§1108.1 The policies established in support of the commercial areas objectives are as follows:

- (f) Permit the District's two (2) established regional commercial centers, Georgetown and Friendship Heights, to develop and to evolve in ways which are compatible with other land use policies, including those for maintaining stable neighborhoods, mitigating negative environmental impacts, and reducing traffic congestion;
- (h) Maintain heights and densities in established and proposed regional centers which are appropriate to the scale and function of development in adjoining communities...
- (j) Promote the establishment and growth of mixed use commercial centers at appropriate Metrorail stations and major transportation interchange points to reduce automobile congestion, improve air quality, increase jobs, reduce reliance on the automobile...

#### **Chapter 14 Ward 3 Plan**

##### **§1401 Ward 3 Economic Development**

**§1401.7 ...Ward 3 presents the opportunity for discrete, highly focused economic activity at specific locations:**

- (f) Development of multi family housing on Wisconsin and Connecticut avenues consistent with the land use designations in the Land Use Element.

##### **§1402 Ward 3 Housing**

###### **§1402.1 Preface:**

- (g) ...there is underutilized land in the ward that should be the focus for the development of new housing; these areas have been designated in the Land Use Element as housing opportunity areas;

**§1402.2 Relation of Ward 3 to the declaration of major policies in the Housing Element of the Comprehensive Plan:**

- (d) The ward's land use policies, as stated in the Land Use Element, have been developed to provide the greatest housing densities on those corridors that have the best access to transportation and shopping. Two (2) of the ward's housing opportunity areas are designated at Metrorail stations...

**§1402.3 General housing objectives for Ward 3:**

- (b) ...Encourage a mix of populations within new or renovated multi family structures, with up to twenty percent (20%) of the units set aside for low and moderate income residents.

**§1402.4 Policies in support of the general housing objectives: The District government should do the following:**

- (c) Provide zoning flexibility for the production of new housing, especially for the elderly and for low and moderate income households, through the following mechanisms:

- (1) Permitting increased residential densities (consistent with design scale and infrastructure capacity) in exchange for incorporating low and moderate income or elderly housing in development projects;
- (2) Considering the provision of elderly and low and moderate income housing, when it is a substantial portion of a project, as an important amenity in Planned Unit Developments, provided that such housing shall be on site (given the need for affordable housing in Ward 3, off site housing shall be disfavored);
- (3) Restricting major commercial development in the Friendship Heights and Tenleytown housing opportunity areas;
- (4) Tying the provision of housing into commercial developments when rezoning or other zoning benefits are sought; mixed use developments should be encouraged in commercial zone districts; and
- (5) **Giving zoning preference to projects that include housing near each of the ward's Metrorail stations;**

§1406 Ward 3 Urban Design

§1406.9 Objectives and policies for areas of strong architectural character and areas of stable character include following design guidelines:

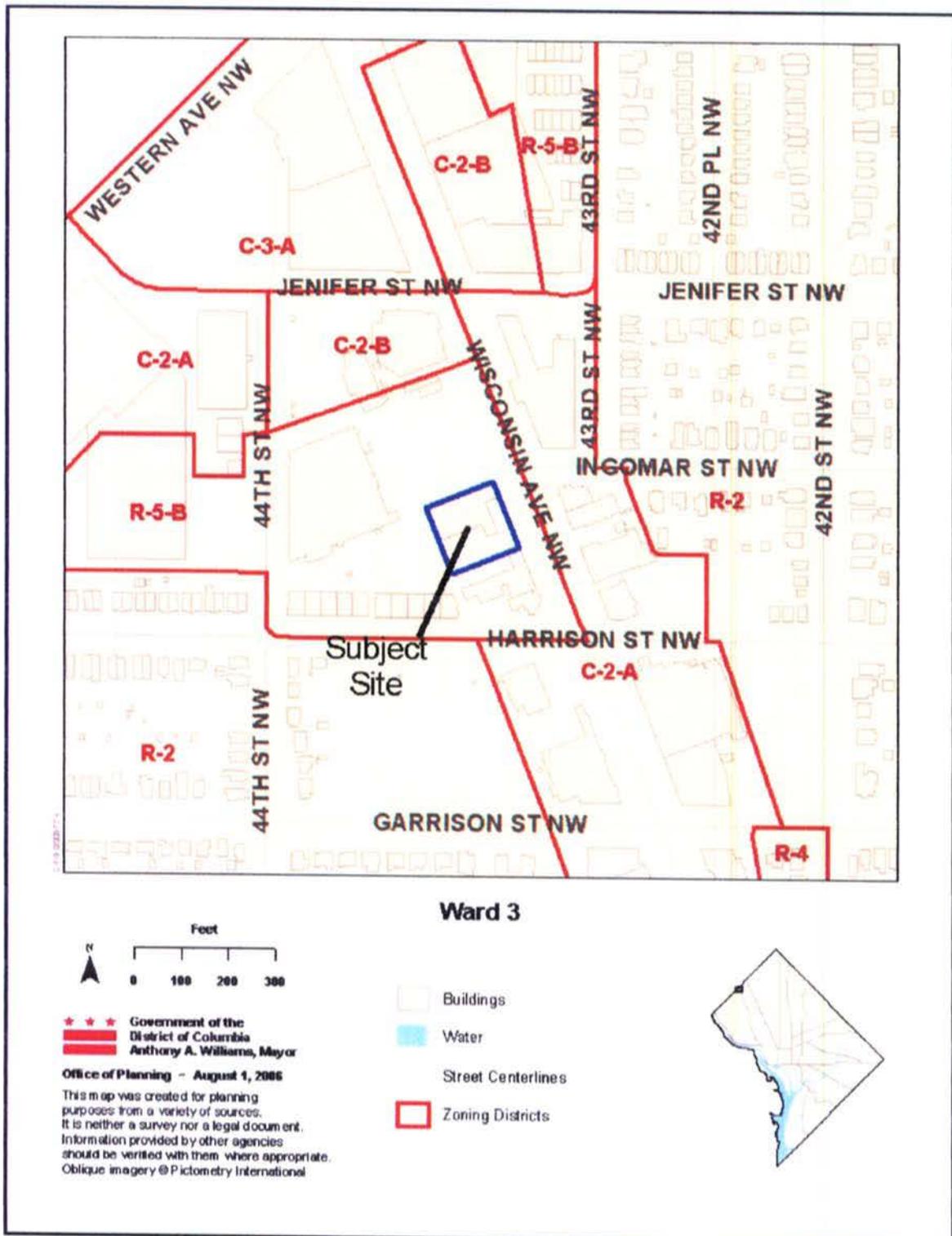
- (c) **Massing: Break up uninteresting box like forms into smaller, varied masses. Variety of form and massing are elements essential to the character of the streetscape. Avoid single, monolithic forms which are not relieved by variations in massing. Box like facades and forms are intrusive when placed in a streetscape of older buildings which have varied massing and facade articulation;**

§1409 Ward 3 Land Use

§1409.2 ...The objectives and policies for land use/zoning in Ward 3 are as follows:

- (k) **Maintain and expand the existing housing stock, where feasible and consistent with the Comprehensive Plan to ensure a greater variety of housing types, opportunities, and choices;**

## ATTACHMENT 2 VICINITY MAP



### ATTACHMENT 3 AERIAL PHOTO

