

STATEMENT
 Of
 GEORGE H. F. OBERLANDER, AICP
 On behalf of
 The Friendship Heights Organization for Reasonable Development
 On
 A Planned Unit Development and Map Amendment
 At
 5401 Western Avenue, NW
 Washington, DC
 Before the
 Zoning Commission for the District of Columbia
 DC Zoning Case No. 02-17
 November 14, 2002

Madam Chairman and members of the Commission, for the record, my name is George Oberlander, an urban planning consultant having retired several years ago from the staff of the National Capital Planning Commission (NCPC), after 31 years of planning the future of our National Capital. During 1974, I supervised the work that became the Friendship Height Sectional Development Plan adopted by the Planning Commission and, in relevant part, by the Zoning Commission for the District of Columbia.

I have testified as an expert witness before the Commission several times recently, and the longer term members of the Commission will remember, as Associate Executive Director for DC Affairs, I have appeared before the Commission to present, and be cross-examined on, NCPC reports to this body.

I appear on behalf of the Friendship Heights Organization for Reasonable Development, a group of property owners in the immediate vicinity of the proposed PUD, currently the Washington Clinic site. My testimony will deal with why the PUD and Map Amendment should be **rejected at the density and height currently proposed.**

The site's close PROXIMITY to Metro on the west and a few, if any, additional housing units that may be created by rezoning, is outweighed by the need to protect the existing proximity of the well established one family housing on the east and south. That is the specific intent of the current zoning. The site already was rezoned to balance the higher density commercial development on Wisconsin Avenue and the surrounding low-density neighborhoods. I will demonstrate that this 1974 rezoning struck just the right balance.

HISTORY OF CURRENT ZONING

The current zoning for the site in question, R-5-B, was deliberately placed on this area as part of an extensive planning and zoning process in 1972-73. This process included the

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District of Columbia government, the Montgomery County Planning Board and the NCPC, (before Home Rule, the City and Federal planning agency).

To document this planning process, I would like to enter into the record a report called "FRIENDSHIP HEIGHTS PROPOSED SECTIONAL DEVELOPMENT PLAN" (SDP) recommended by NCPC for adoption by the Zoning Commission pursuant to then Section 1202 of the Zoning Regulations. (Copies of the SDP are in ZC File No. 73-29, and are being provided to you). Appendix A of this document sets forth the planning rational and zoning recommendations in keeping with the 1970/1985 General Land Use Objectives element of the Comprehensive Plan, designating the squares around the major intersection of Wisconsin and Western Avenues as an "Uptown Center". The Uptown Center designation meant:

"a multi-purpose major activity center, with strong transit orientation and a significant concentration of employment (total employment typically in the 5,000-10,000 range) and high-density residential as the principal elements, developed in a manner which serves the surrounding lower-density community while protecting it from avoidable intrusions".

The Regulations, at that time, had provisions for public agency preparation and submission to the Zoning Commission of "publicly sponsored PUD's" called SDP's. These SDP's were essentially what we now would call Small Area Plans, though the Friendship Heights SDP was more detailed than the typical Small Area Plan today. This old SDP, though not formally adopted by the Zoning Commission (the SDP went well beyond zoning issues), could operate as the Small Area Plan for Friendship Heights today.

The area of the SDP included 31 Squares. The Uptown Center designation covered 12 Squares within the planning area, including Square 1662 (the subject Square). The Plan was based on the maximum road capacity as the major constraint to development. The Plan specifically took into account two major transportation factors in determining the amount of development this area could support: the decision that the existing roads would not be widened, and the anticipation of the then-planned Metrorail station, which we estimated (hoped) would carry 30% of commuter trips.

There was agreement between Montgomery County and the District government not to plan any new feeder roads or widen any roads leading to and from the area. Therefore, the SDP proposed the intensity of development as a function of the existing feeder road capacity and the maximum utilization of public transportation services.

TRAFFIC ASSUMPTION IN THE SECTIONAL DEVELOPMENT PLAN

The vehicular traffic assumptions of the plan were that the total number of trips during the p.m. peak hour to and from the Friendship Heights Uptown Center should not exceed 9,500. The calculated (estimated) road capacity ranged between 10,000 and 11,000 trips,

(DC DoT estimated 10,000, Montgomery Co. Sector plan used 11,000) allocated as follows:

TRIP GENERATION CALCULATIONS

Total existing 1971: D.C. and Maryland 6,424

Total from permitted (planned) development –Maryland 4,251

Total from permitted (planned) development –D.C. 2,329

Totaling these trips amounts to 13,004, which amounts to 2004 above the maximum estimated calculated total trips of 11,000. Since both jurisdictions agreed **that not all properties would develop to the maximum possible number of trips, the allocations were considered reasonable at that time.** (See Appendix B, SDP.)

Eugene Aiken Shaw, Consultant on real estate, supported the SDP by his October 1973 Economic Feasibility Analysis of the proposed zoning changes. (Copy in Z.C. File No. 73-29).

ZONING COMMISSION ADOPTED THE ZONING COMPONENT OF THE SDP

The Zoning Commission considered the NCPC Sectional Development Plan (SDP) and approved the zoning changes as proposed on October 18, 1973 (Z.C. Order No. 75). The property of the subject application was re-zoned from C-3-A to its current R-5-B designation as a **transition medium density** housing area, stepping down from the greater office intensity and height at and along Wisconsin Avenue. **Re-zoning now to R-5-C with a PUD height of 79 feet, would be contrary to the intent and purpose of the planning and zoning established in 1974.**

DEVELOPMENT PROPOSALS 1970's

The special interagency and inter-jurisdictional Task Force (the first of its kind), which developed the SDP, was a response to a 1970-71 private developer(s) proposal called "A STUDY OF FUTURE DEVELOPMENT AT A TRANSIT NODE ON THE WASHINGTON, DC / MONTGOMERY COUNTY, MD. BOUNDARY". The Office of Vlastimil Koubek, Architecture & Urban Planning prepared the Study.

The development projections of that study called for:

- New Office development 8,910,00 S.F.
- Retail development 2,153,000 S.F.
- Residential units 3,530

Of this total amount, 4,380,000 S.F. of Office, 773,000 S.F. of Retail and 1,715 Residential units were projected for within the District. This amounted to a proposed **FIVE-fold** development increase within the District. Housing units would be increased from 45 units to 1,715 in the District. If that had been allowed and built, even with the Metro access, real gridlock would have taken place throughout Friendship Heights every day.

In response to this private development proposal and the NCPC's recommended (adopted) SDP, the Zoning Commission established new zoning districts and regulations in the area bounded by Western Avenue on the north, 41st Street on the east, Fessenden Street on the south and 47th Street on the west, as set out in the map attached to Zoning Commission Emergency Order No. 75, dated October 18th, 1973 and permanently zoned by Z.C. Order 87, dated February 12th, 1974.

The subject site was zoned R-5-B along with the properties on the west side of 43d Street from Jenifer Street to Military Road. (Square 1661). Only 150 feet from Wisconsin Avenue was zoned C-2-B in square 1661.

In its Emergency Order mandating a moratorium (including halting already-approved building permits) on development and adopting on an emergency basis the SDP recommendations, the Commission resolved:

"It is imperative that the Zoning Commission immediately rezone in accordance with the zoning proposal contained in the (SDP). Without such action development may occur in conflict with the Plan which **may not be in the best interest of the health, safety, and general welfare** and may nullify the current effort to arrive at a development plan for the Friendship Heights area". (Emphasis added)

That zoning, now in effect 28 years, was established to contain high density development only along Wisconsin Avenue and in Square 1660 now occupied by the Mazza Galeria, and provide protection to the adjacent low density one-family housing, the predominate land use within the neighborhood on the District side.

WHAT HAS OCCURRED SINCE THE 1974 REVISED ZONING (Within D.C.)

The Commission has approved several commercial PUD's within Square 1661 in the C-2-B category, along Wisconsin Avenue, land use wise in keeping with the SDP but allowing greater density and height, as may be allowed under the PUD guidelines. In addition, the 150' zoning boundary line parallel to the west side of Wisconsin Avenue (the C-2-B zone) has been ignored by map amendments associated with each of the PUD's. (Z.C. Order Nos. 517, 519 and 528).

Directly across the street south of the subject site (Washington Clinic), a residential development has been built in the R-5-B. (The Courts of Chevy Chase along the west side of 43d Street). Though through the PUD process that site was rezoned to R-5-C (now R-5-D) due to recodification, **it was built within the height and FAR limitations of R-5-B**, thus it is consistent with the intent of the SDP and related zoning changes.

Along the west side of Wisconsin Avenue in squares 1660 and 1578, the Mazza Galeria was built within the C-3-A zoning as provided in the SDP.

No other PUD's or zoning changes (other than the R-5 Text Amendments, 1992) have occurred within the District near the subject site.

It is important to note that the Friendship Heights Business area north of D.C. is twice the size of the D.C. side and that development and traffic has intensified considerably since 1974.

The current Montgomery County Friendship Heights Sector Plan, approved in 1998, found the 1995 Level of Service (LOS) at Western and Wisconsin Avenues as "D". The Sector Plan projects that intersection performance to be F (or E with mitigation measures) by the year 2015. To reduce this considerable traffic delay and just get this to an E LOS, the Plan recommends a new turning lane in front of the Hecht's Department Store.

CHANGES IN VEHICULAR TRAFFIC VOLUMES 1974-2000

You have heard from the Applicants Traffic Expert about the most current level of service at various intersections in the area and you have a report from the DC Dept. of Transportation. FhORD's Traffic Expert, Mr. Joe Mehra, P.E., will testify about these level of service (LOS) and traffic capacities. He will also document that traffic volumes on Wisconsin Avenue have increased at an annual average rate of 3.2 percent between 1990 and 1999. This increase exceeds what was projected in the 1970's.

This increase is due in part by the traffic generated from the PUD's permitted by the Commission during 1987 and the development density built on the Maryland side of the line.

In the 1987 Z.C. Order 517, the Donohoe PUD, finding of fact #44 cites the DC DPW LOS as:

"Trips generated by current and projected plan for Square 1661 can be accommodated within an overall level of service D, with critical lane groups... experiencing a level of service E and F respectively. However, when consideration is made of other potential development on the District and Maryland side... trips generated from such developments would push the level of service of both Wisconsin Avenue approaches to E".

The 1973 SDP assumed that the level of through trips at that time was 2,100 at the peak hour. The Plan limited the total number of vehicle trips during the peak hour, to and from the Uptown Center, not to exceed 9,500. These number of trips were derived from calculations using the standard trip generation factors at that time. They were:

Retail Space- 3.6 vehicle trips/1,000 sq. ft. of floor area
Office- 1.1 vehicle trips/1,000 sq. ft. of floor area
Residential- 0.5 vehicle trips/1,000 sq. ft. of floor area

I have been advised by DC DOT staff, that these factors have increased over the years, and in the year 2000, they are 3.4, 1.49 and .72 respectively.

In order to provide the Commission with a comparison of traffic and development potential calculated in 1973 with that of today, I have examined the existing year 2000 development for the same area and found that the current data is not directly comparable. The current Square by Square NCPC land use data, provided in a Geographic Information System (GIS), combines retail and office space into the commercial category. I was unable to locate separate office and retail data elsewhere.

Therefore, the only direct comparison that can be provided the Commission this evening as an example of trip generation, is that currently generated by Square 1661. I have used the data in the 1987 Z.C. Orders for the three approved PUD's (Miller, Donohoe and Abrams) and applied the 1973 square foot factors to the current square feet built.

1973 development achievable in Square 1661:

80,300 sq. ft. retail space	X 3.6 = 288 trips
269,200 sq. ft. office space	X 1.1 = 296 trips
330,000 sq. ft. residential	X 0.5 = 165 trips
<hr/>	
749 trips	

1987 development authorized by PUD's in Square 1661:

237,403 sq. ft. retail space	X 3.6 = 853 trips
616,288 sq. ft. office space	X 1.1 = 678 trips
258,522 sq. ft. residential	X 0.5 = 128 trips
<hr/>	
1,659 trips	

This comparison shows that the PUD's allowed have generated more than twice the trips projected from this one Square alone. Had the current higher trip generating factors been applied, nearly three times the planned for traffic figures would be reached. This highlights the severe traffic generated from newer commercial development within the area.

One of the specific land use objectives of the 1973 SDP was that "Commercial development adjoining low-density residential use...be limited to that level of development which is compatible with such residential use". This objective is not achieved in the current PUD application.

CONFORMANCE TO THE COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL ("Zoning shall not be inconsistent with the Comprehensive Plan")

The Generalized Land Use Map contained in the Comprehensive Plan for the National Capital (Comp. Plan) shows the site in question as institutional. The Generalized Land Use Policies Map also contained in the Comp. Plan, shows a Housing Opportunity Area # 29 over the site in question. Please note that these land use policies shown on the policy maps are GENERALIZED.

The Ward 3 Plan portion of the Comp. Plan is more detailed and can give the Commission specific guidance as follows:

SECTION 1400.2 has as its major theme for Ward 3 “Protecting the Ward’s residential neighborhoods.

Specifically Section 1400.2 (a) (2) states:

“Residents seek to ensure that stability is maintained. Accordingly, no significant land use changes have been indicated... , and it is a major theme of this ward plan to protect and maintain the low-density, high quality character of the ward”.

SECTION 1400.2(b)(1) states:

“Ward 3, ... contributes to the District economy. While the people of the ward recognize and generally take pride in this contribution, their single, greatest concern is the possibility of unrestrained development diminishing the quality of life. ... The last (2) decades have witnessed major redevelopment in **Friendship Heights**, Tenley Circle, Major redevelopment is often accompanied by undesirable effects, **particularly increased traffic**. This presents problems ... and has **spillover effects penetrating nearby residential neighborhoods.**”

(Emphasis added)

Section 1400.2(b)(3) (B) also calls for conditions such as:

“Strong residential areas are maintained... Without such areas, many organizations may prefer to locate outside the District.”

SECTION 1402.1(h) states:

“While new housing is needed, all development proposals must be evaluated to avoid adverse impacts on neighborhood stability, traffic, parking, and environmental quality.”

SECTION 1406.2(d) states:

Land use and future development must be carefully controlled to protect the **existing scale and low density character**, and to enhance... and other qualities of the ward.”

(Emphasis added)

Each of these Comprehensive Plan policies speak to the fact that the current proposal of housing units (FAR and 79 foot height) opposite 20-30 foot one-family housing, is not in character with the adjoining residential neighborhood to the east.

With respect to the Housing Opportunity Area general indication in the Comp. Plan, Section 1401.7(b) specifically identifies three sites:

The Lord & Taylor parking lot
 The Metro lot on Wisconsin Avenue
 The 4300 Block of 43rd Street, NW

The Washington Clinic site was **not** identified in the text. The text is more specific than the General Policies Map is.

The current zoning (R-5-B) was established by specific detailed planning (the SDP), which in today's DC planning terminology would be called a "Small Area Plan". The Ward 3 more general level of planning was added to the Comprehensive Plan later in the 1980's, providing for a housing opportunity area generally covering the subject site. The R-5-B zoning does not prohibit rebuilding for moderate density housing as a matter-of-right.

At this particular location, the question is a matter of degree of density/height and not the tax income or other benefits offered by the developer close to a Metro stop.

As one of the professional planners who prepared and defended the Comp Plan since its adoption in 1984, I would like to emphasize that it has been and currently is the basic Plan principle to preserve low to medium development densities as the prevailing characteristic throughout the City. This requires notwithstanding pressures for intensification of development that continues to mount with the redevelopment of the City and the growth of the Metropolitan area.

OFFICE OF PLANNING TO PREPARE SMALL AREA PLAN

It is my understanding that the Office of Planning, in the near future, will prepare a small area plan for Friendship Heights, a plan I assume to be at the same detail level as the 1973 SDP. I also understand, though, that the new Small Area Plan will be limited to the "Upper Wisconsin Commercial Corridor" (with some mention of impacts on a "secondary study zone") and thus will not replace wholly the 1973 SDP. **Such a plan if made part of the Comp. Plan should precede consideration of this PUD application. If the Commission acts on this application now, you would place PUD Zoning ahead of small area planning.**

The Draft Upper Wisconsin Avenue Corridor Study map, dated June 25, 2002, describes the study area to include the subject site. The boundaries of this study center or focus only on the commercial Wisconsin Avenue frontages. In my professional opinion, this is too narrow a study area. By excluding the adjacent lower density residential areas, the transition areas needed would not be studied or established. A more comprehensive approach is needed.

The map shows a Draft Greater Neighborhood Area which goes to Massachusetts Avenue on the west and Reno Road on the east. That area is a major portion of the Ward. This planning effort should be part of the current updating of the Comp. Plan and not independent of it.

There are several small area studies already underway preceding the update of the Comp. Plan. to be completed by 2005.

FINAL REPORT, OFFICE OF PLANNING (OP), NOVEMBER 4, 2002

The OP Report strongly recommends that the application be approved subject to conditions. This approval seems to be based on “The revised plan achieves an *unusually high level of public benefits*” and current policies being developed by the executive branch to attract back to the District 50,000 new residents by 2025. This new residents policy being developed is **not contained in the current official Comprehensive Plan.**

Page 11 of the OP Report cites section 209.5(b) as “recruiting people” to move back to the city generating 1,000 new (below market-rate household) homeowners per year. This is a **misinterpretation** of the section dealing with attracting and retaining residents. The section deals with incentives for homeownership by **employers, Churches and Universities as well as for downtown housing areas.** The section reads:

“(b) Attracting and Retaining Residents

- (1) Action 18: Promote Homeownership With Employers, Churches, and Schools- Working through the Washington, D.C. Partners in Homeownership, recruit major neighborhood employers such as universities and hospitals, and key community institutions including churches and schools, to offer incentives for moving and living in Washington, D.C.’s neighborhoods and generating 1,000 new homeowners annually.”

The next paragraph (b)(2) deals with increasing rental housing and homeownership in the downtown housing areas by making publicly owned sites available for development. The Comp. Plan makes no reference to attracting 50,000 new residents by the year 2025.

The Comp. Plan, nor any other existing adopted development policy provides any standards to create below-market rate housing units in the city. Montgomery County has a standard requiring 12% of all new housing to be below-market. The 4-6 units proposed in this PUD is well below the adjoining community’s required amount.

The Report implies that the 1973 SDP “is not an official part of the current Comp. Plan. No one has claimed it to be. The NCPC adopted it and therefore it became a part of the pre-Home Rule Comp. Plan. Regardless of the SDP Comp. Plan status, the important fact is, that the Report omits, that the SDP zoning proposal **was adopted** by the Zoning Commission in conformance with an NCPC approved plan. With the three PUD’s in Square 1661, approved later, it is still the current zoning.

The Report makes light of the fact that the R-5-B transition zone, put in place, was to protect the adjoining low density one-family homes.

The OP Report lays heavy reliance on “The development of 125 new housing units in Friendship Heights is congruent with the **emerging policy objective of increasing the District's population by approximately 50,000**”. (Emphasis added) Here again it is emerging policy not yet contained in the Comp. Plan.

Statements such as “Focusing development around the Metro station put less policy pressure, and may put less market pressure on increasing the density of residential areas farther away from Metro” are speculative and require detailed economic analysis to substantiate. These studies have not been undertaken.

The Report omits the fact that Western Avenue, an original boundary Street laid out by President George Washington, is designated a “Special Street” in the Comp. Plan. Section 807 provides policies for Special Streets and Spaces. **These policies have not been addressed.**

Discussing economic and growth goals, page 16 of the Report, highlights as supportive to the application, Section 1401.3(d) which states

“Any new economic development in Ward 3, because of the stable and overwhelmingly residential nature of the ward, must be evaluated in terms of compatibility and potential adverse impact on neighborhoods”.

The quotation (~~typographically erroneous~~) continues by saying “To preserve the residential character of 43rd Street, N.W. and adjoining streets, development of Square 1661 on Wisconsin Avenue should continue to adhere to the limitations approved in the Planned Unit Development for the site”. This is a commentary statement not a Com. Plan policy. However this statement, as a matter of consistency, should also apply to the adjoining Square 1662, the subject property across the street.

With respect to future land use, on page 18 of the Report, OP re-affirms the 1974 SDP growth boundary east and south of the site in question. By recommending the R-5-C zoning for the site however, they are gerrymandering the transition boundary of the current R-5-B zone. OP says, “ We would explicitly recognize the importance of preserving the stable, single-family residential neighborhood on the other side of the boundary. We would not entertain proposals for higher-intensity redevelopment on the Lisner Home, or any single-family lots in that neighborhood”. In my professional opinion, it makes no sense to create a new **R-5-C district next to an existing R-2 district. In addition, the pressure to rezone the Lisner property would become very strong.** Either another developer or the Lisner property owner would make the same proximity and housing opportunity arguments.

In the previous paragraph on the same page 18, they offer “OP cannot presume what will unfold from the upcoming citizen-based process for the Upper Wisconsin Avenue corridor plan. But some sort of development-limiting mechanism seems certain to result from the process.”

By the testimony in this case, Fhord and its planning expert are demonstrating that such a mechanism is already in place, namely the R-5-B zone. The Zoning Commission established this through the current zoning with some intensification allowed by those three PUD's.

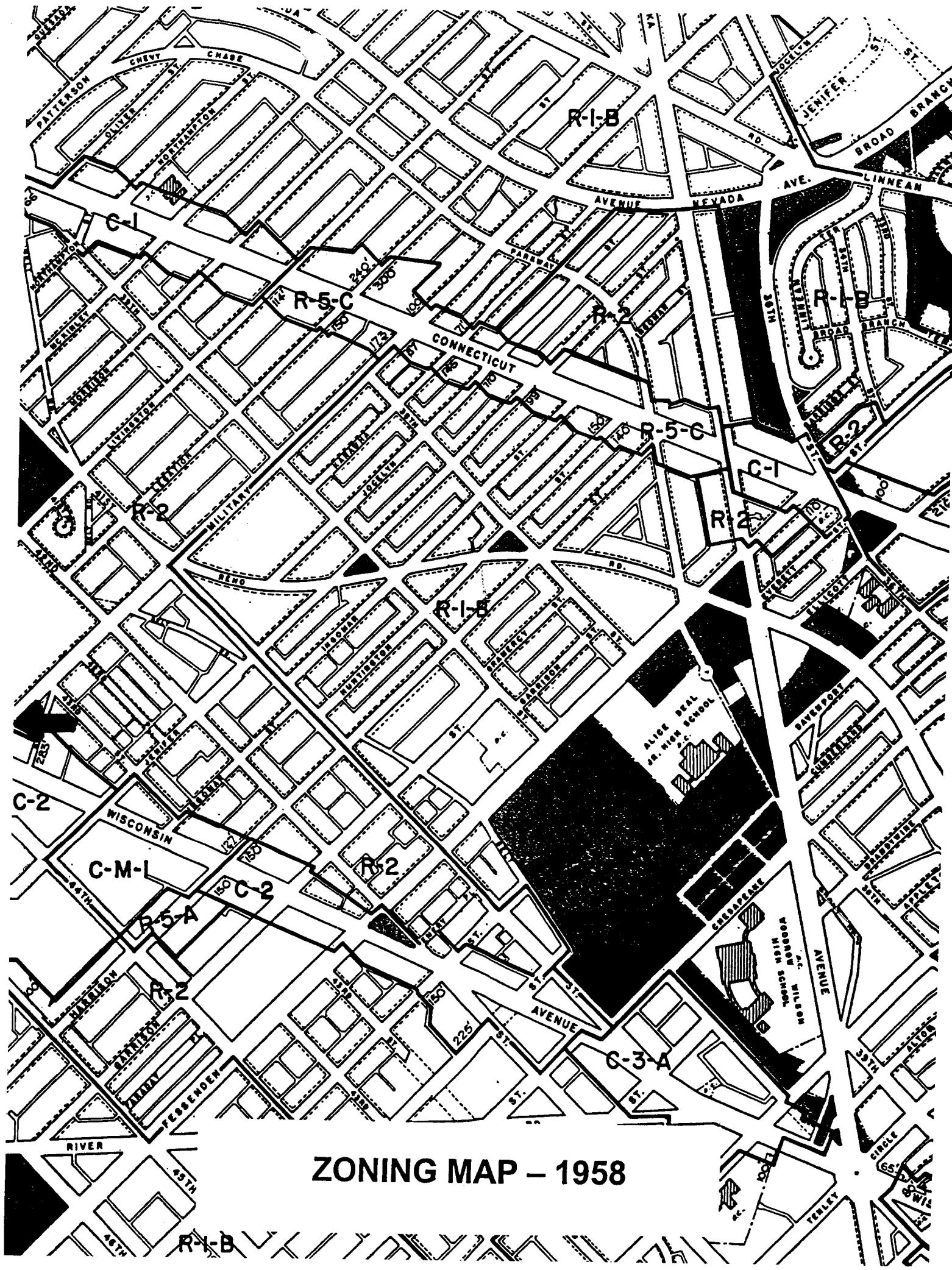
Let us not intensify within this existing transition area.

CONCLUSIONS

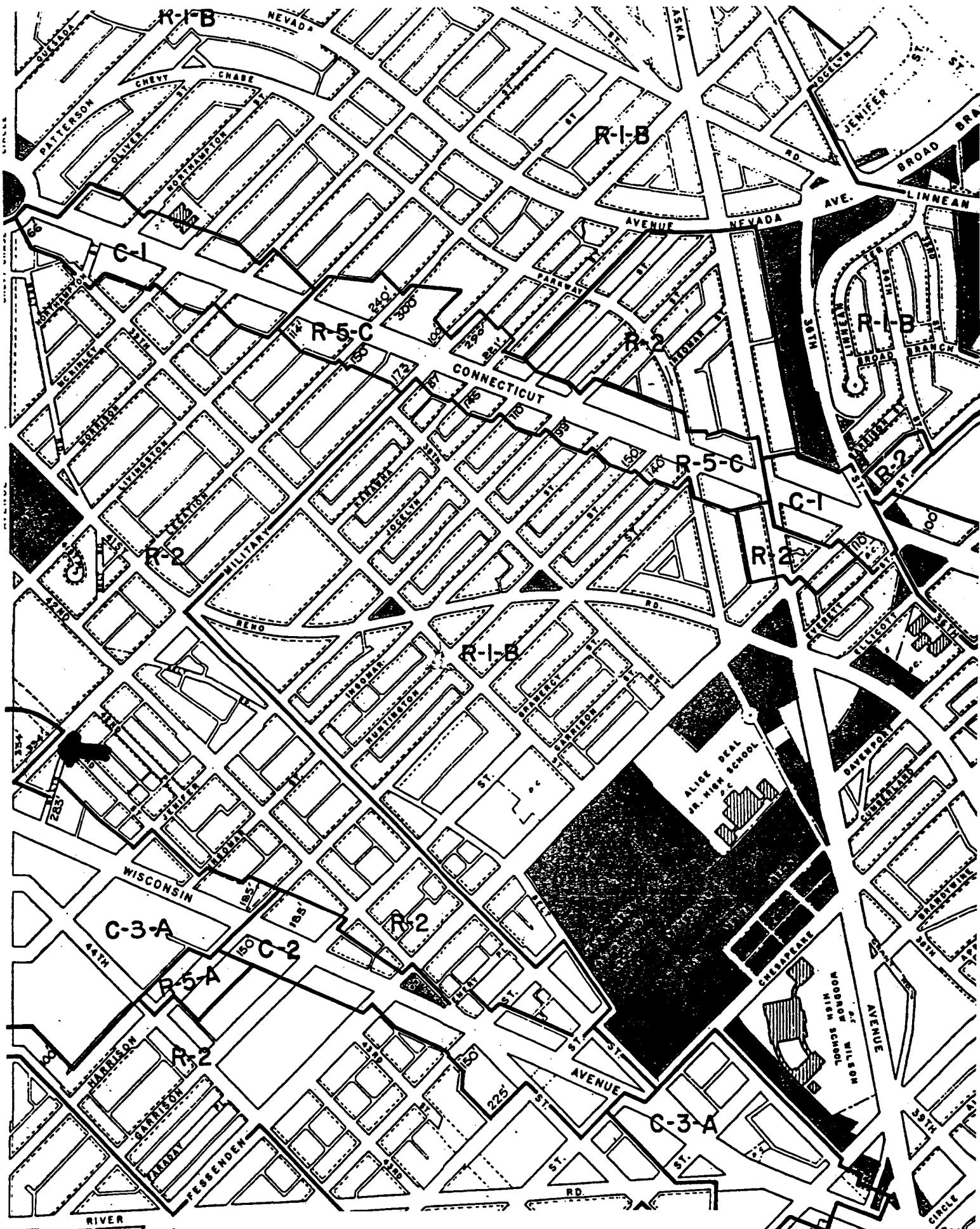
- R-5-B zoning, with a density of 1.8 FAR and possible PUD density of not more than 3.0 FAR, was specifically planned for this housing transition (step down height) area in 1974. The SDP could not be clearer. No changes other than traffic increases have occurred to warrant any land use intensification.
- The current zoning was established to protect property values, assure orderly development and safe guard the general public welfare. If this application is approved, at the density and height proposed, it will provide a direct signal to the one-family community that additional re-zonings maybe considered on the Lisner site and other one family sites near Metro. At best, it will create uncertainty.
- The application requests more than double the FAR that is now a matter-of-right for this site.
- The PUD process has become, in effect, a bargaining process with respect to permissible development. The PUD process was intended to provide flexibility from the strict standards in the regulations. Is this specific location a site that needs the degree of flexibility requested?
- The R-5 Text Amendments approved in 1992 re-named the R-5-B to **moderate** density and R-5-C to **medium** density, to be “more representative of medium density residential land-use categories”. It also created a new medium-high R-5-D and high-density R-5-E categories. No changes to the FAR were made in the R-5-B matter-of-right category.
- The now R-5-C medium zoning density is not the “medium density” land use category on the Land Use map of the Comp. Plan. The closest medium density on the Land Use map is on the east side of Connecticut Avenue, between Livingston and Military Road.
- **The existing R-5-B seeks to protect the planned character of the neighborhood by excluding uses and structures that would be prejudicial to the restricted purposes of the area (transition).** A careful density balance was established in 1974, which should not be changed.
- No new conditions have developed, other than more traffic congestion, which warrant a change in zoning. The proximity to Metro was known and factored into the planning and zoning of 1974. The redevelopment of Square 1661 was anticipated.

- Economic considerations not based on official planning policies contained in the Comp. Plan are insufficient grounds for a rezoning.
- A 79 or 80 foot apartment building, with an 18'6" penthouse, is not in keeping with across the street 30' one family residences and will not help or protect this 2-3 story one-family area. In relative terms, **this is a high-density proposal.**
- Home ownership will suffer. More property owners will place their properties on the rental market and the adjoining one-family area will become less stable.
- The application, if approved, could be considered SPOT Zoning. There is no other R-5-C zoning anywhere near the Friendship Height area (except on Square 1661, Courts of Chevy Chase, which however were built within the R-5-B standards).
- With such detailed planning and zoning history for this site and the adjacent area(s), it is very difficult to justify that the proposal **will not be inconsistent** with various policies in the Comprehensive Plan for the National Capital.

Thank you. I will be pleased to answer any questions.

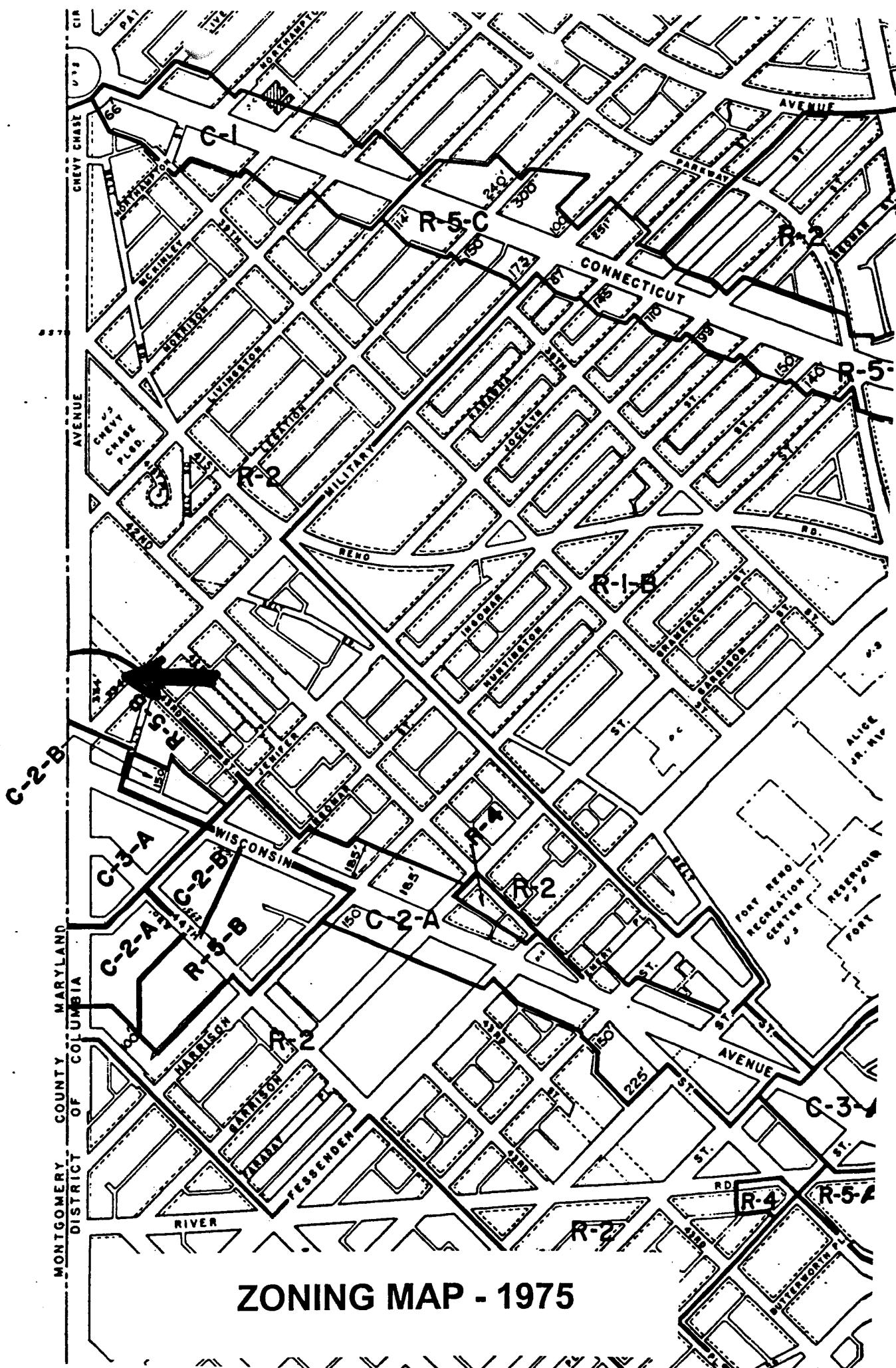


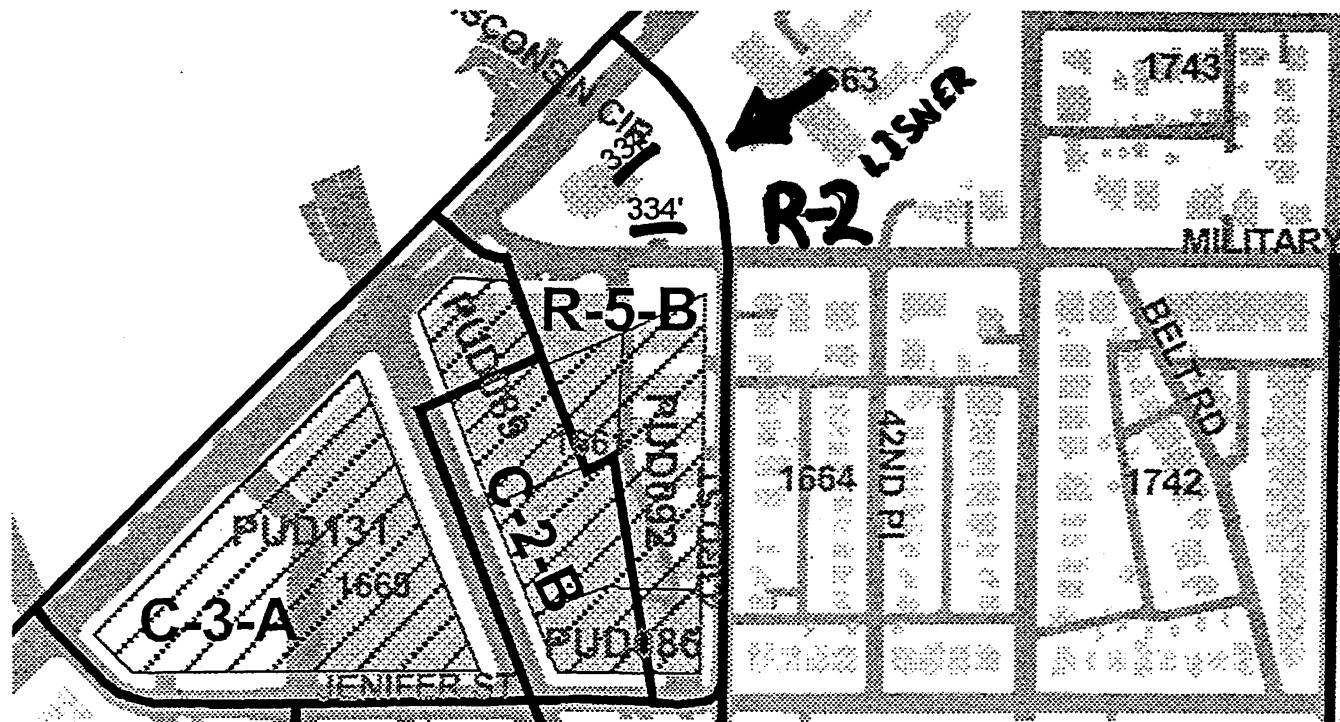
ZONING MAP – 1958



ZONING MAP - 1966

ZONING MAP - 1975

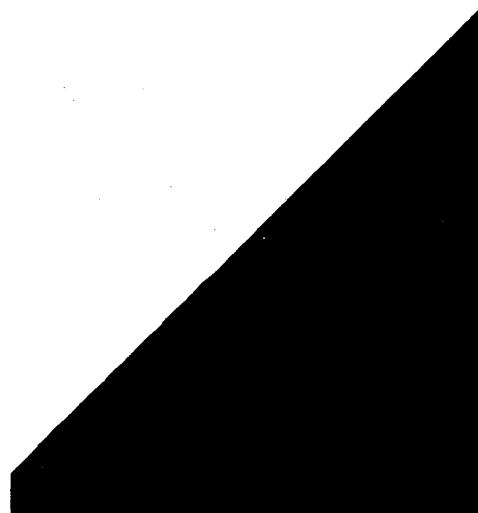




Official Zoning Map of the District of Columbia DC Office of Zoning

**Amendments Through September 2002
Printed: October 16, 2002**

**FRIENDSHIP HEIGHTS
PROPOSED SECTIONAL DEVELOPMENT PLAN**



National Capital Planning Commission
1325 G Street, N.W., 10th Floor
Washington, D.C. 20576

October 4, 1973

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Charles H. Conrad, Executive Director

Excerpt from

Zoning Regulations of the District of Columbia

“Section 1202 - Definitions

“Sectional Development Plan: A planned unit development prepared by an agency of the District of Columbia or the Federal Government for a specific area of the city; submitted to the National Capital Planning Commission for review and report; and adopted by the Zoning Commission in accordance with the applicable provisions of Section 7501 and which establishes for such areas, uses, floor area ratios, height of buildings and structures, open spaces and other details of design. The area may include property owned by the public, private persons, or organizations, or a combination of these, and further, the area may be developed in one or more sections regardless of the property ownership.”

FRIENDSHIP HEIGHTS
SECTIONAL DEVELOPMENT PLAN

Recommended by the National Capital Planning Commission for adoption by the Zoning Commission of the District of Columbia pursuant to Section 1202 of the Zoning Regulations of the District of Columbia.



Daniel H. Shear, Secretary
National Capital Planning Commission

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100.00 Introduction

100.01 The Comprehensive Plan designates, in a manner consistent with the regional objectives of the National Capital Planning Commission's "A Policies Plan for the Year 2000" (1961) and the Maryland-National Capital Park and Planning Commission's general plan for the Maryland-Washington regional district entitled "On Wedges and Corridors" (1964), a number of Uptown Centers. The designation as an Uptown Center of the area of the District of Columbia and adjoining Montgomery County, Maryland, known as Friendship Heights, reflects existing and proposed land uses and transportation facilities.

100.02 This Plan establishes objectives for, amends the Zoning Map covering, and regulates development under Section 7501 of the Zoning Regulations in the Plan Area, which includes the Friendship Heights Uptown Center and adjacent low-density residential neighborhoods.

200.00 **Definitions**

210.00 Except as otherwise defined below, terms used in this Plan shall have the same meaning as that set forth in Section 1202 of the Zoning Regulations.

220.00 The following terms, whenever used in this Plan shall, unless a different meaning clearly appears from the context, be construed to have the following meaning:

220.01 "Board" means the Board of Zoning Adjustment of the District of Columbia.

220.02 "Commission" means the Zoning Commission of the District of Columbia.

220.03 "Comprehensive Plan" means the Comprehensive Plan for the National Capital prepared and adopted pursuant to the National Capital Planning Act of 1952, as amended.

220.04 "Gateway Plaza" means a Plaza at the intersection of Western and Wisconsin Avenues, a major portal to the Nation's Capital which should be given special treatment.

220.05 "Low Income" means low income as defined in Section 107(b) of the Housing Act of 1949, as amended.

220.06 "Metro" means the authorized Regional Rapid Rail Transit System under construction by the Washington Metropolitan Area Transit Authority.

220.07 "Moderate Income" means moderate income as defined in Section 107(a) of the Housing Act of 1949, as amended.

220.08 "Pedestrian Way" means an improved walkway exclusively for pedestrian use.

220.09 "Plan" means this Sectional Development Plan.

220.10 "Plan Area" means the area regulated by this Plan.

220.11 "Plaza" means an area open to the public having a special quality with respect to landscaping, paving and other amenities and providing a setting for any building adjacent to or surrounding such area.

220.12 "Uptown Center" means a multi-purpose major activity center, with strong transit orientation and a significant concentration of employment (total employment typically in the 5,000-10,000 range) and high-density residential as the principal elements, developed in a manner which serves the surrounding lower-density community while protecting it from avoidable intrusions.

220.13 "Zoning Regulations" means the Zoning Regulations of the District of Columbia.

300.00 **Description of the Plan Area**

300.01 Maps Nos. 1, 2, and 3, Land Use Plan, Circulation Plan, and Street Adjustments Plan, NCPC Map File Nos. 73.00(04.12)-27375, 73.00(41.00)-27376, and 73.00(05.12)-27377, respectively, are annexed to and made a part of the Plan. They show the boundaries of the Plan Area.

300.02 The portion of the Plan Area within the District of Columbia is bounded by Western Avenue, 47th Street, Fessenden Street and 41st Street. The Plan Area contains the Friendship Heights Uptown Center, bounded by Western Avenue, Harrison Street, 42nd Street and Livingston Street, which is identified in the Comprehensive Plan.

400.00 Objectives

410.00 General

410.01 This Plan is intended to guide new development and protect the existing low-density residential neighborhoods within the Plan Area in a manner consistent with the Comprehensive Plan and the best interests of the National Capital.

410.02 Three basic concepts underlie the proposals in the Plan:

- a. The primary consideration should be preservation of the quality of life in the area affected by the Plan;
- b. The Plan is designed to achieve a one-third/two-thirds split in the development potential between the District of Columbia and Montgomery County, respectively; and
- c. The Plan Area centers on the intersection of Wisconsin and Western Avenues. This intersection is a major gateway to the Nation's Capital and any new development should reflect that fact.

410.03 The social and physical character of the surrounding residential area should be protected and strengthened by:

- a. Minimizing the environmental impact of development in the Uptown Center;
- b. Reducing traffic on local residential streets;
- c. Permitting commercial and residential development at a level consistent with maintenance of acceptable levels of transportation service;
- d. Maximizing transit patronage;
- e. Improving the operational characteristics of the existing streets to accommodate projected traffic levels without adding additional through traffic lanes;
- f. Encouraging a comprehensive interrelated and attractive complex of urban building forms; and
- g. Developing controls which will help insure the implementation of these general development objectives by phasing of development so as not to overload public facilities.

420.00 Specific

421.00 Land Use

421.01 Commercial development, to be consistent with the general objectives, should be located along Wisconsin and Western Avenues and that part of Jenifer Street which is west of Wisconsin Avenue.

421.02 Commercial development adjoining low-density residential use should be limited to that level of development which is compatible with such residential use.

421.03 Where commercial development is adjacent to existing low-density residential use, such uses should be separated by green buffers such as parks, recreation areas and Pedestrian Ways.

421.04 There should be moderate density residential development around the edges of the core area to provide a compatible transition in order to protect the surrounding low-density residential area.

421.05 On an individual project basis, between 15 and 20 percent of the new dwelling units should be Low Income and/or Moderate Income housing.

422.00 Circulation

422.01 Provisions should be made for a service road around the Wisconsin and Western intersection. This service road should be completed prior to construction of new developments in the Plan Area and to the extent possible should be located on existing street rights-of-way.

422.02 Provisions should be made for a pedestrian circulation system and bicycle paths within the Plan Area which are continuous, convenient and safe, connecting the Metro entrance(s) with major concentrations of activity in the District of Columbia and Montgomery County. This system should also be related to the existing pedestrian travel paths in the adjoining residential area and should be identified by special markings or signs. Where pedestrian circulation paths cross arterials or service roads, these crossings should be located at intersections or accommodated on grade separated structures at mid-block.

422.03 Convenient and sheltered transfer points for the various modes of transportation should be provided.

423.00 Streets

423.01 Vehicular access to properties along Wisconsin and Western Avenues should be restricted in order to expedite traffic movement by the elimination of curb cuts and service drives.

423.02 The interruption of through street travel should be reduced by providing for bus turn-offs at bus stops.

423.03 The use of local residential streets by through traffic should be reduced by appropriate traffic controls and cul-de-sacs.

424.00 Transit

424.01 A Metro concourse below the intersection of Wisconsin and Western Avenues should be provided to allow access between the Metro station and all four corners of the intersection.

424.02 A southern portal to the Metro station should be located on the west side of Wisconsin Avenue between Jenifer and Harrison Streets.

424.03 A local bus service with loading and unloading areas independent of through bus traffic should be provided at locations maximizing convenience to Metro and other facilities within the Plan Area.

425.00 Parking

425.01 The amount of off-street parking to be provided in commercial structures in the Plan Area should be limited by appropriate public authorities in accordance with the objective of maximizing the percentage of patrons using public transportation.

425.02 Parking should be controlled so as to eliminate overspill onto adjacent residential streets in the area bounded by Connecticut Avenue, Fessenden Street, River Road and Western Avenue.

425.03 All off-street parking, other than single family dwelling parking, should be in structures.

425.04 On-street parking should be eliminated on Wisconsin and Western Avenues and should not be permitted on the new service road.

425.05 All new residential buildings should be provided with at least one off-street parking space per dwelling unit.

425.06 Protected storage facilities for bicycles should be provided in multi-family, retail and office buildings and at Metro locations.

426.00 Area Design

426.01 Both public and private community facilities required by increased population densities and commercial activity should be incorporated in the development program for the Plan Area and should be carried out in coordination with overall development in such a manner that existing services will not be overloaded.

426.02 In any high-density residential areas the required open space should include public recreation facilities.

426.03 To the extent possible, both Wisconsin and Western Avenues should be specially designed with respect to median strip landscaping, sidewalk paving, curb side landscaping, and lighting and street furniture.

500.00 Land Use, Circulation, and Street Adjustments Plans

510.00 Land Use Plan

Map No. 1 shows the approximate location and extent of land use categories in the Plan Area upon which the development controls applicable thereto, set forth in Section 600, are predicated.

520.00 Circulation Plan

Map No. 2 shows the approximate location and extent of arterials; the service road; streets; Pedestrian Ways; rail rapid transit line, station platform, station concourse, and station entrances; and bike ways. Development controls applicable to Pedestrian Ways are set forth in Section 600.

530.00 Street Adjustments Plan

Map No. 3 shows existing streets and alleys to be closed, new streets and alleys to be opened, and Pedestrian Ways to be established by easement in the Plan Area.

600.00 Development Controls

The following development controls, together with the maximum relaxation of the standards for planned unit developments set forth in Paragraph 7501.24 of the Zoning Regulations except as otherwise provided herein, shall be applicable to planned unit developments in the Plan Area approved by the Commission pursuant to Section 7501 of the Zoning Regulations.

610.00 Heights of Buildings

The maximum heights of buildings in R-5-B districts shall be 60 feet.

620.00 Off-Street Parking and Loading

620.10 Parking spaces shall be provided in accordance with the following schedule:

	<u>Use</u>	<u>Amount</u>
620.11	Residential (all districts)	Not less than 1.0 nor more than 1.5 spaces for each dwelling unit
620.12	Commercial - offices	Not more than one space for each 1,000 square feet of gross floor area
	a. C-2-A districts	Not more than one space for each 2,000 square feet of gross floor area
	b. C-2-B and C-3-A districts	Not more than one space for each 250 square feet of gross floor area
620.13	Commercial-retail and service establishments (all districts)	Not more than one space for each 250 square feet of gross floor area
620.14	All other uses	As required pursuant to Section 7202 of the Zoning Regulations
620.20	All parking spaces shall be located within structures, except spaces required to be provided for one-family dwellings, and no access thereto shall be provided from Wisconsin and Western Avenues.	
620.30	All loading platforms and berths shall be located within structures and no access thereto shall be provided from Wisconsin and Western Avenues.	
630.00	<u>Area Design Requirements</u>	
631.00	<u>Square 1660</u>	
631.10	A Gateway Plaza shall be located at the intersection of Wisconsin and Western Avenues.	
631.20	The Gateway Plaza shall contain an entrance to the Metro concourse.	
631.30	A Pedestrian Way shall be established as shown on Map No. 3.	
631.40	A Plaza shall be established as shown on Map No. 3.	

631.50 The total area devoted to the Gateway Plaza, Plaza and Pedestrian Way shall be at least equal to the area of the right-of-way of 44th Street proposed to be closed as shown on Map No. 3.

631.60 All land not occupied by a building shall be appropriately paved and landscaped as a setting for such building and shall be part of the general circulation system within the square.

631.70 No building located on this square shall be constructed to a height of less than 60 feet.

631.80 All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

632.00 Square 1661

632.10 A Gateway Plaza shall be located at the intersection of Wisconsin and Western Avenues.

632.20 The Gateway Plaza shall contain an entrance to the Metro concourse.

632.30 All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

632.40 A Pedestrian Way shall be located approximately in the center of this Square between Wisconsin Avenue and 43rd Street, as shown on Map No. 3.

632.50 The total area devoted to the Gateway Plaza shall be at least equal to the area of the right-of-way of Military Road, one-half of the area of the right-of-way of Belt Lane, and one-half of the area of the right-of-way of the north-south alley between Western Avenue and Belt Lane proposed to be closed, as shown on Map No. 3, and zoned C-3-A.

633.00 Square 1657

633.10 An entrance to the Metro station shall be located on Lot 803.

633.20 All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

633.30 A Plaza shall be located as shown on Map No. 3 and shall contain an entrance to Metro.

633.40 A Pedestrian Way shall be established approximately 200 feet from and parallel to Wisconsin Avenue. The Pedestrian Way shall connect to the Pedestrian Way required on Square 1660.

633.50 All land not occupied by a building shall be appropriately paved and landscaped as a setting for such building and shall be part of the general circulation system within the square.

633.60 No building located on this square shall be constructed to a height of less than 60 feet

634.00 Square 1669

634.10 A 30 foot green buffer strip with adequate planting shall be provided and maintained along 42nd Street to screen structures from the adjacent single-family houses.

700.00 **Amendments to Zoning Maps**

The Zoning Map, a part of the Zoning Regulations, is amended as shown on Map No. 4, Zoning Plan, NCPC Map File No. 73.00(06.20)-27378, annexed hereto and made a part of this Plan.

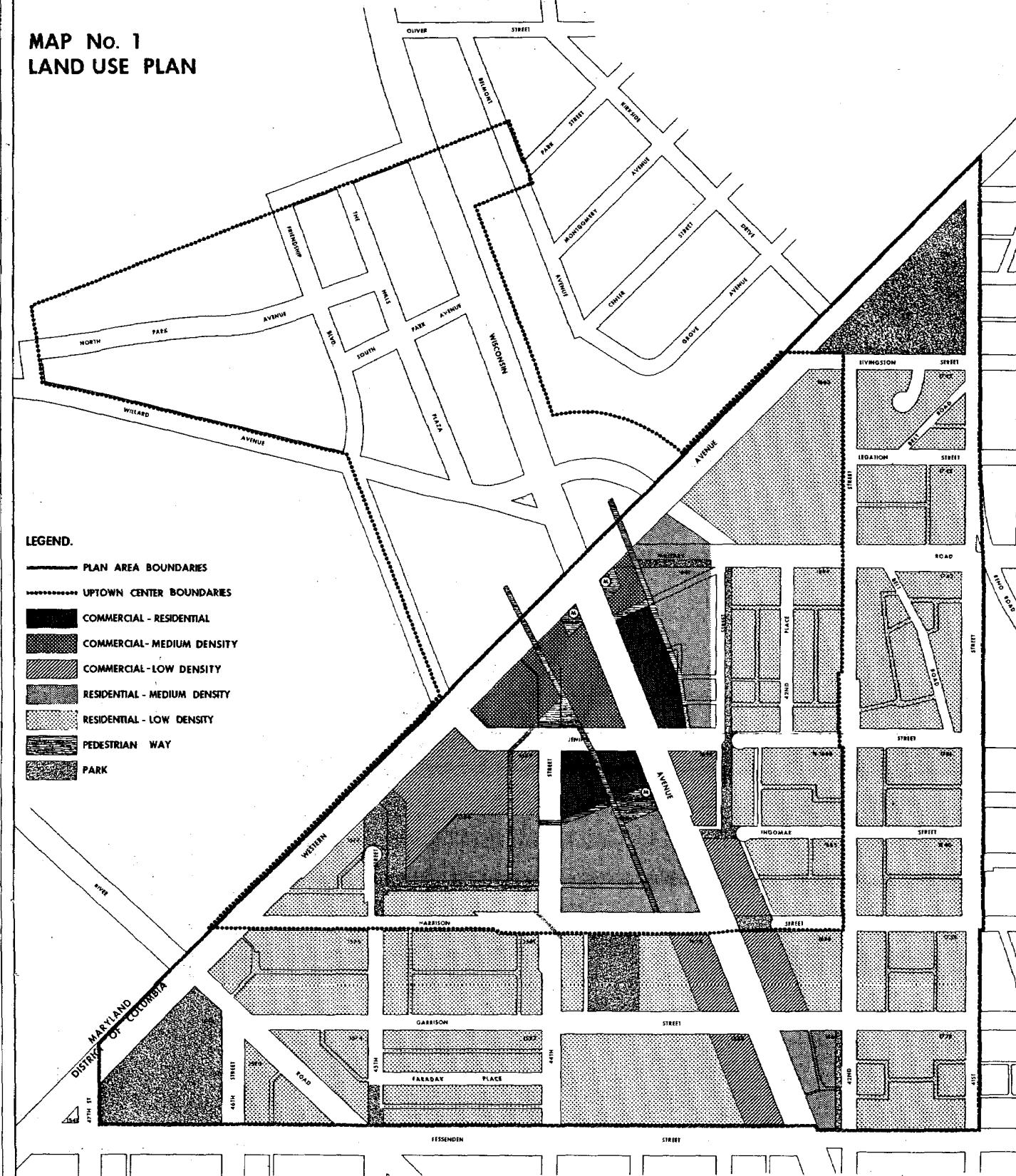
800.00 **Plan Implementation**

800.10 The owner or owners of property in the Plan Area may file for further processing of a planned unit development before the Board in accordance with Paragraph 7501.4 of the Zoning Regulations if such owner or owners covenants that he or they will conform to the provisions of the Plan.

800.20 Before approval of the final development plan, the Board, in addition to the findings required pursuant to Paragraph 7501.47 of the Zoning Regulations, shall find that any public improvements shown on Maps Nos. 1 and 3 directly related to such final development plan are programmed for completion prior to or concurrent with the scheduled completion of construction pursuant to such final development plan.

FRIENDSHIP HEIGHTS SECTIONAL DEVELOPMENT PLAN

**MAP No. 1
LAND USE PLAN**



RECOMMENDED ON OCTOBER 4, 1973 BY THE NATIONAL CAPITAL PLANNING COMMISSION, AND ADOPTED ON _____ BY THE ZONING COMMISSION OF THE DISTRICT OF COLUMBIA, PURSUANT TO SECTION 1202 OF THE ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA.

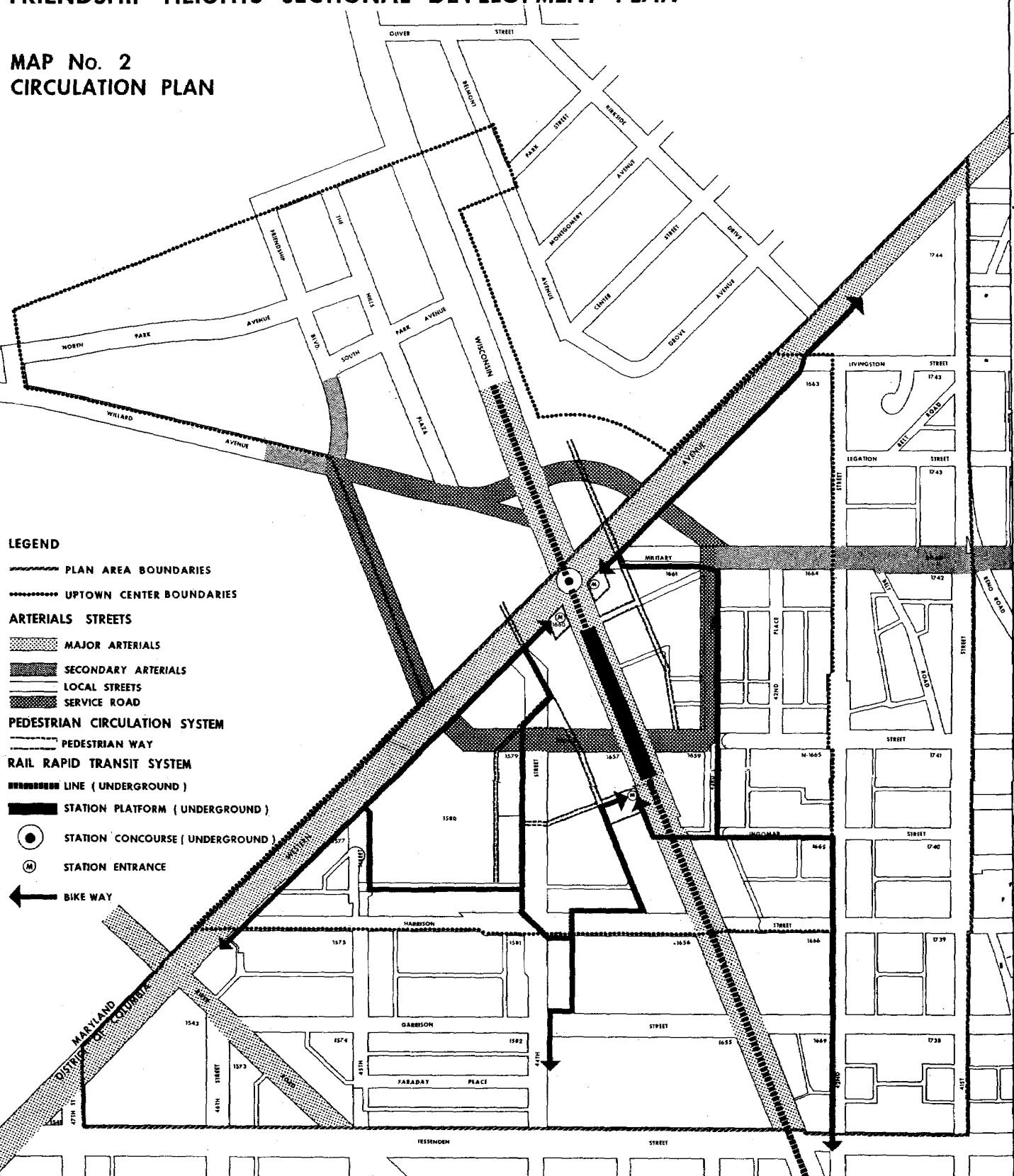
SCALE 1:100' N.C.P.C. MAP FILE NO. 73.00 (04.12) - 27375

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FRIENDSHIP HEIGHTS SECTIONAL DEVELOPMENT PLAN

MAP No. 2 CIRCULATION PLAN



RECOMMENDED ON OCTOBER 4, 1973 BY THE NATIONAL CAPITAL PLANNING COMMISSION, AND ADOPTED ON _____ BY THE ZONING COMMISSION
OF THE DISTRICT OF COLUMBIA, PURSUANT TO SECTION 1202 OF THE ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA.

SCALE 1/1000'

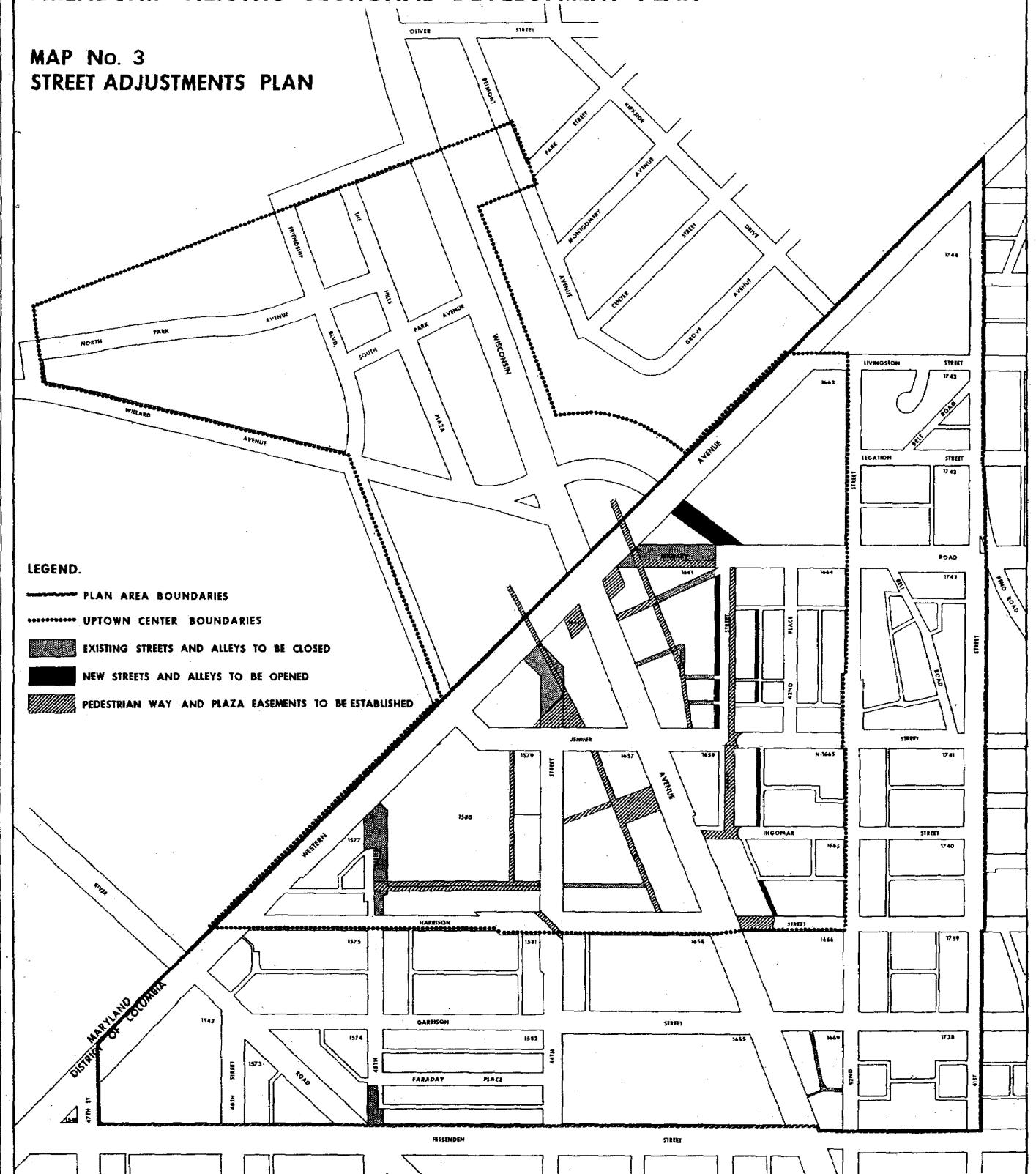
N.C.R.C. MAP FILE NO. 73.00 (41.00) - 27376

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FRIENDSHIP HEIGHTS SECTIONAL DEVELOPMENT PLAN

MAP No. 3 STREET ADJUSTMENTS PLAN



RECOMMENDED ON OCTOBER 4, 1973 BY THE NATIONAL CAPITAL PLANNING COMMISSION AND ADOPTED ON _____ BY THE ZONING COMMISSION
OF THE DISTRICT OF COLUMBIA, PURSUANT TO SECTION 1202 OF THE ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA.

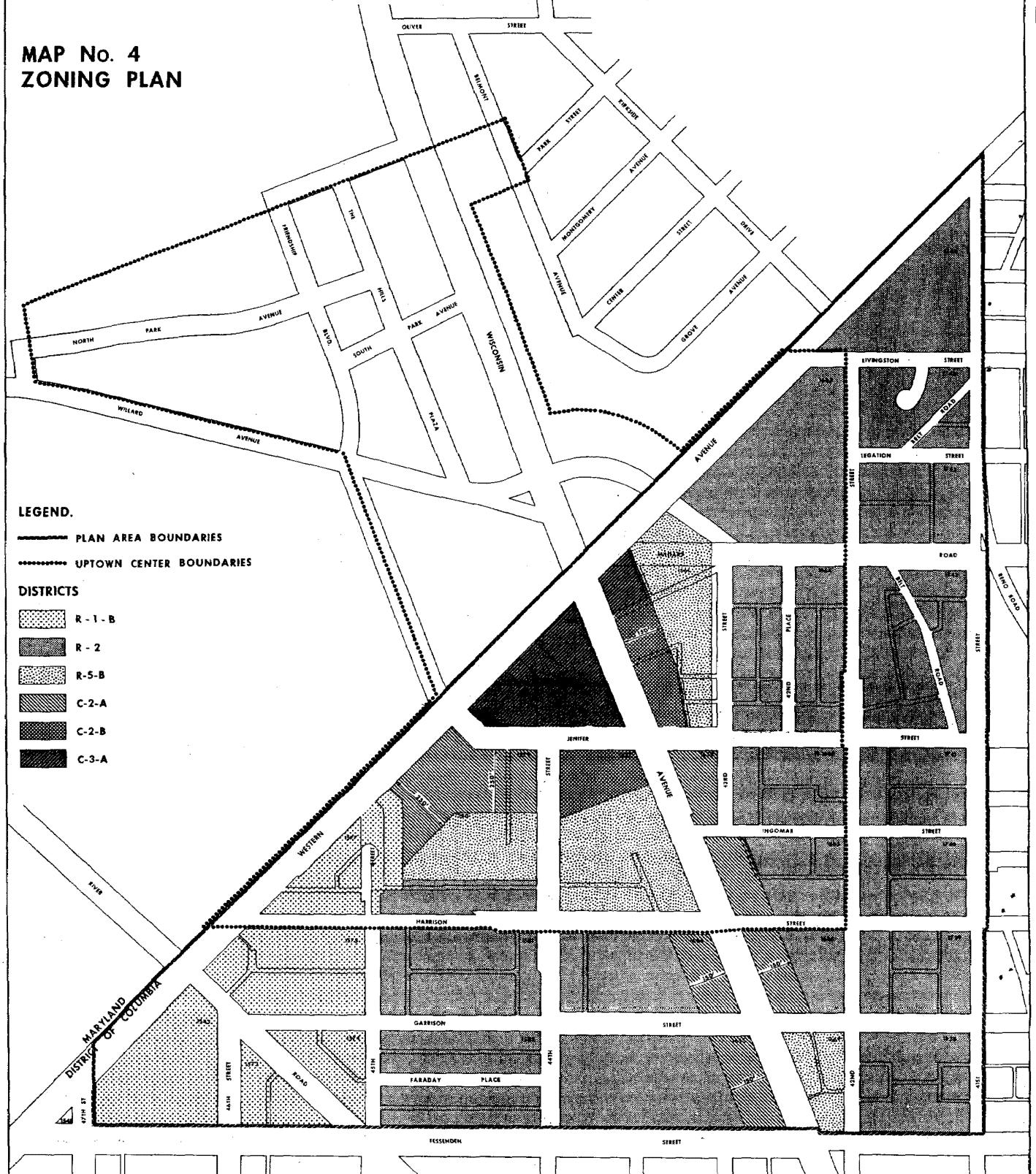
SCALE 1:1600

N.C.P.C. MAP FILE NO. 73.00 (44.50) - 2737

HUNDREDS OF FEET

FRIENDSHIP HEIGHTS SECTIONAL DEVELOPMENT PLAN

MAP No. 4 ZONING PLAN



RECOMMENDED ON OCTOBER 4, 1973 BY THE NATIONAL CAPITAL PLANNING COMMISSION, AND ADOPTED ON _____ BY THE ZONING COMMISSION
OF THE DISTRICT OF COLUMBIA, PURSUANT TO SECTION 1202 OF THE ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA.

SCALE 1"=100'

N.C.P.C. MAP FILE NO. 73.00 (06.20) - 27378

100

HUNDREDS OF FEET

APPENDIX A

Report of the Zoning Committee approved by the Commission on October 4, 1973.

NATIONAL CAPITAL PLANNING COMMISSION

Washington, D.C. 20576

NCPC File No. 0815

FRIENDSHIP HEIGHTS SECTIONAL DEVELOPMENT PLAN

Report of the Zoning Committee*

October 4, 1973

The Committee recommends that the Commission recommend to the Zoning Commission of the District of Columbia the adoption of

1. an amendment to Paragraph 7501.24 of the Zoning Regulations of the District of Columbia relating to planned unit developments, increasing the maximum permitted floor area ratio to 3.0 in R-5-B districts;
2. the Sectional Development Plan for an area in the northwest section of the District of Columbia bounded by Western Avenue, 47th Street, Fessenden Street, and 41st Street, known as Friendship Heights, recommended by the National Capital Planning Commission pursuant to Section 1202 of the Zoning Regulations; and
3. amendments to the Zoning Map, a part of the Zoning Regulations, shown on Map No. 4, Zoning Plan, NCPC Map File No. 73.00(06.20)-27378, of the Friendship Heights Sectional Development Plan.

The Committee further recommends that the Commission recommend to the Mayor-Commissioner and the District of Columbia Council the implementation, as soon as practicable, of the street adjustments, on-street parking controls, southern access to the Metro station, capital improvements program, and housing program, all in accordance with the phasing program, as set forth in the Plan for the Friendship Heights Area of the District of Columbia, dated May 31, 1973, recommended by the Interagency Task Force on Friendship Heights.

* * *

A Plan for Friendship Heights Area

The document entitled "A Plan for the Friendship Heights Area of the District of Columbia," dated May 31, 1973, from which the Friendship Heights Sectional Development Plan evolved, is the product of a Task Force effort involving staff members of the Commission and the District of Columbia agencies with community consultation.

Planning for the Friendship Heights Area of the city has proceeded from general policies expressed in the "Year 2000 Policy Plan" as interpreted by the Comprehensive Plan for the National Capital and "Wedges and Corridors Plan" for Montgomery County.

*As Approved by the Commission at its meeting on October 4, 1973.

In its work the Interagency Task Force has utilized the following resources:

1. The "General Land Use Objectives: 1970/1985" element of the **Comprehensive Plan for the National Capital**.
2. The Montgomery County Planning Board's "Proposed Friendship Heights Sector Plan."
3. Friendship Heights Area property owners'/developers' proposals in the "Wisconsin and Western Avenue Area Study" prepared by Vlastimil Koubek and published in 1971.
4. Draft proposals for the Friendship Heights Area developed by the Office of Planning and Management of the District of Columbia Government.
5. The "Draft Friendship Heights Sectional Development Plan" prepared by staff of the National Capital Planning Commission and authorized by the Commission for circulation on May 3, 1972, following a joint meeting of the Commission and the Montgomery County Planning Board.
6. Data provided by appropriate District and Federal Government agencies.
7. "A Draft Plan for the Friendship Heights Area of the District of Columbia," prepared by the Interagency Task Force on Friendship Heights in consultation with the Friendship Heights Citizens' Advisory Board and circulated on December 28, 1972.

The December 28, 1972 Interagency Task Force Draft Plan was the result of a seven-month community planning effort utilizing information and data available through Friendship Heights Area property owners.

Over the past several months the Task Force has solicited the widest possible spectrum of responses to the December 28 Draft Plan, including responses from the Citizens' Advisory Board and those collected during the course of a series of meetings held with owners of property primarily fronting on Wisconsin and Western Avenues and Jenifer Street.

The Task Force has carefully considered all comments and suggested amendments to the Draft Plan, and to the extent possible, has incorporated these comments in its recommendations in the May 31, 1973 Plan.

The current draft of the Plan for Friendship Heights has been coordinated with the Montgomery County Planning Board through a series of meetings of Commission and Board members. The Plan also has the concurrence of the D.C. Office of Planning and Management.

Conformance with the Comprehensive Plan for the National Capital

The "General Land Use Objectives: 1970/1985" element of the **Comprehensive Plan** indicates an Uptown Center location at Western and Wisconsin Avenues. By definition an Uptown Center is "a multi-purpose major activity center, with strong transit orientation and a significant concentration of employment (total employment typically in the 5,000-10,000 range) and high-density residential as the principal elements developed in a manner which serves the surrounding lower-density community while protecting it from avoidable intrusions."

The Plan for the Friendship Heights Area is a detailing of the land use, transportation and public facilities policies contained in the **Comprehensive Plan for the National Capital**.

Recommended Zoning Text Change

The Committee has reviewed a proposed change to Paragraph 7501.24 of the D.C. Zoning Regulations to allow building to a maximum FAR of 3.0 in the R-5-B District.

When the Zoning Regulations were revised in 1958, a new set of residential districts was created. The R-5 Districts were created basically to allow apartments, with R-5-A having the lowest density and R-5-D the highest density. The R-5-B District was designated as a medium height and density zone, allowing buildings to a maximum of 60 feet in height and 1.8 in FAR as a matter of right.

The regulations for planned unit developments were revised in January 1969. A major feature of that revision was the institution of a bonus system whereby planned unit developments could receive increments of height and density. Under this system the maximum allowable bonus to be granted in the R-5-B District is 30 feet in height and 0.2 FAR, making the maximum height 90 feet and the maximum density 2.0 FAR.

The change in the Zoning Regulations now being considered would raise the maximum allowable bonus in the R-5-B District from 0.2 to 1.2 to allow a maximum FAR under the PUD process of 3.0. The maximum density allowed as a matter of right in the R-5-B zone would remain at 1.8.

Very little new development has actually occurred in R-5-B Districts. One of the chief reasons for this lack of developer interest lies in the combination of height and density which the Zone District allows. The 2.0 FAR presently allowed under the PUD process does not provide enough density to encourage developers to build.

The Interagency Task Force's reasons for recommending the text change are:

1. It would encourage more apartment development through the planned unit development process in the R-5-B District by giving more incentive to developers.
2. The bonus would encourage greater use of the Article 75 process, which enables the Zoning Commission to have site plan review of proposed developments.
3. It would fill a gap in the present structuring of the density regulations in the R-5 Districts. Presently, the maximum FAR in R-5-B (under PUD) is 2.0, while the next more intensive zone, R-5-C, allows 3.5 FAR as a matter of right, and 4.0 under a PUD.

It has been suggested that the text change would accelerate the destruction of single family housing in such areas of the District as Dupont Circle, Adams-Morgan, Columbia Road, N.W., west of 16th Street (Mt. Pleasant), 15th Street, N.W., from Rhode Island Avenue to Irving Street, and along 16th Street, N.W., to Piney Branch Parkway by encouraging the assemblage of land for apartment house planned unit development. To the extent that such areas should be protected against conversion from single family to multi-family use, the problem should be addressed--and can only be solved--by rezoning from R-5-B to a less intensive residential district. In fact, assemblages and demolitions of single family housing are occurring without the increased bonus proposed in the recommended change.

Needed Street Adjustments

Sectional Development Plan Map No. 3 shows the recommended changes in the street and alley system in the Plan Area. It is recommended that the changes should be undertaken as the various parcels of land involved are developed. The service road improvements should be completed prior to Metro construction. In the District this service road includes Jenifer Street (from Western Avenue to 43rd); 43rd Street (Jenifer to Military Road), and the relocation of Military Road (between 43rd Street and Western Avenue).

Southern Access to Friendship Heights Metro Station

It is recommended that the District Government in cooperation with the Montgomery County Council move immediately to make the southern portal at Friendship Heights a system cost. Current plans for the Metro stop at Friendship Heights concentrate all its activities in the Northeastern quadrant of the Western-Wisconsin Avenue intersection, thus creating unnecessary congestion at this intersection. The concentration of all rail-bus, rail-auto and rail-pedestrian interchanges at this

location brings all traffic destined to or from Metro to the busiest intersection in the area. A southern entrance would help to more efficiently distribute that Metro-oriented traffic and would improve circulation in the area as a whole. This additional portal would improve accessibility for the residents in the District and would help the modal split characteristics at this station.

On-Street Parking Regulations

All-day parking on the residential streets in the area surrounding the Uptown Center at Friendship Heights is presently a problem. With the coming of Metro and additional commercial development at the center, this problem will be further aggravated.

It is recommended that the D.C. Department of Highways and Traffic develop a system for controlling the all-day parking on the residential streets which does not unduly inconvenience the local resident.

Housing for Low and Moderate Income Families

One of the Plan objectives is to provide, on an individual project basis, that 15/20 percent of the units be for low and moderate income families. The Office of the Assistant to the Mayor for Housing Programs should suggest techniques for implementing this objective.

Recommended Capital Improvements

The following Capital Projects should be included in the Capital Program with the priority recommended:

1. Recreation Facilities and Parks

There should be an additional neighborhood park and more intensive development of active recreational uses on existing parks serving this area.

a. Existing Parks

i. Fort Reno Park should be developed into a regional park with an indoor swimming pool located at Wilson High School.

ii. Active and passive recreational uses should be provided at Fort Bayard Park.

b. New Parks

The purchase of land and development of a new park of approximately one and one-half acres to be located in Square 1656. See Sectional Development Plan Map No. 1 for the location.

c. New Park Buffers

Park buffers as shown on Sectional Development Plan Map No. 1 should contain plantings to screen the surrounding community from the adjacent new development. They should also contain pedestrian paths and/or bike ways connecting the Uptown Center with the surrounding communities and link up with the proposed Fort Circle Parks bike ways. To the extent possible all buffers should be located on either public street rights-of-way or public alleys closed to auto traffic.

d. The Community Center

A community center should be located within one of the R-5-B Districts. An additional 0.2 FAR should be given to any developer if he provides a minimum of 10,000 square feet for this use. The city should provide the necessary equipment for a job exchange and day care center. It is anticipated that the surrounding communities would operate these two services.

2. Pedestrian and Bike Ways

Those pedestrian and bike ways which are not part of a Planned Unit Development should be improved by the appropriate public agency in order to insure continuity of the pedestrian way system as shown on Sectional Development Plan Map No. 2, Circulation Plan. These improvements should include character of pavement, curb cuts, landscaping, ramping, street furniture, special markings and lighting.

3. Public Utilities

It is recommended that for safety and esthetic purposes all power and telephone lines within the Uptown Center be placed underground; this includes the substation located on Square 1657.

4. Post Office

A branch Post Office should be located within the Plan Area.

Recommended Phasing Program

This Plan proposes a two phase development program to be followed in order that development may proceed in an orderly fashion and so that the adjacent low-density residential neighborhoods may be afforded the maximum possible protection from any adverse impacts.

1. Phase One

This first phase allows for development based on the assumptions and constraints discussed in Part IV of "A Plan for the Friendship Heights Area of the District of Columbia." No development should be allowed to violate these assumptions and constraints.

The following public improvements should be accomplished and operational before any actual construction is initiated:

- a. the service road and other street adjustments as outlined in the Plan;
- b. all modifications of traffic signalization designed to improve traffic flow; and
- c. on-street and off-street parking controls within the Plan Area and on-street parking controls in the low-density residential neighborhoods adjacent to the Plan Area.

Any construction planned to begin in the near future should not be programmed for completion until the Friendship Heights Metro Station is completed and operational. This would require close coordination with the construction and completion schedule established by Metro.

It is anticipated that the District of Columbia Department of Environmental Services will shortly complete a pollution study in the Plan Area. No development in Phase One should occur until the results of that study are completed, and it is demonstrated that the additional development recommended by this Plan would not generate air and noise pollution above these levels established by Federal standards and by the District of Columbia Department of Environmental Services.

2. Phase Two

Any plans for additional development after those levels recommended in this Plan have been achieved should be considered only if the following requirements are met:

- a. the transit modal split must be greater than 30 percent; and
- b. there must be no more than 3,300 auto vehicle trips being generated by development on the District side of Friendship Heights. This vehicle trip capacity figure should be verified on the basis of additional Department of Highways and Traffic studies.

Any proposed revisions to the Phase One Plan should be entertained only if the following considerations are satisfactorily met:

- a. area community groups should be given an opportunity to review all proposed revisions to this Plan;
- b. any additional development proposed should not generate air and noise pollution above those levels established by Federal standards and by the District of Columbia Department of Environmental Services; and
- c. there should be adequate water and sewer capacity to accommodate any additional development.

APPENDIX B

FRIENDSHIP HEIGHTS:
THE DISTRICT OF COLUMBIA AND MONTGOMERY COUNTY, MARYLAND

JOINT STATEMENT
OF
THE INTER-JURISDICTIONAL POLICY TASK FORCE ON FRIENDSHIP HEIGHTS

Approved by Task Force on September 6, 1973

TASK FORCE MEMBERS

District of Columbia Government

Ben Gilbert, Director
Office of Planning and Management

William Stratton, Executive Assistant
District of Columbia Council Staff

Montgomery County Planning Board

Royce Hanson, Chairman

Jack Alfandre, Member

National Capital Planning Commission

Mrs. Scott Heuer, Jr., Chairman
Zoning Committee

Ray Nixon, Member

Ross Kruser, Member

Since May of this year an Inter-jurisdictional Policy Task Force of government officials from the District of Columbia and Maryland has been addressing the planning issues which involve both jurisdictions in Friendship Heights. The following is a summary describing those issues which the Policy Task Force has addressed.

TASK FORCE POLICY STATEMENT

The Policy Task Force believes that there should be orderly development of the Friendship Heights Area and that the plans proposed and agreements reached should be based on sound planning principles.

We recognize that road capacity is the major constraint on new development in Friendship Heights and restricts new development to meet the constraints of traffic capacity. We have agreed on the total allocation of trips proportionate to the size of the affected areas in the two jurisdictions, with two-thirds assigned to Maryland and one-third assigned to the District of Columbia. The District has estimated road capacity at 10,000 trips. Based on somewhat different assumptions, Montgomery County has estimated it at 11,000 trips.

The Policy Task Force recognizes that if all development occurs to the maximum potential the area traffic capacity estimated at level of service D will be exceeded.

All development will not occur, however, before transit arrives, and therefore we recommend that the two jurisdictions jointly establish a continuing process to monitor development and to take any actions possible to bring the scale of development into closer alignment with traffic capacity through measures to improve the modal split, to reduce traffic congestion, or to reduce development scale still further based on continuing empirical study of both traffic and development.

AREAS OF TASK FORCE AGREEMENT

Size of Planning Area

Originally, both jurisdictions agreed that the Friendship Heights Central Business District and Uptown Center contained a total of 67.7 acres, 45.3 of which were located in Maryland and 22.4 in the District.

However, since the MCPB has proposed removing the Bergdoll Tract and the Chevy Chase Land Company parking lot from the CBD, the CBD and Uptown Center area now contains a total of 42.6 acres, of which 22.4 acres are in the District of Columbia and 20.2 acres are in Maryland.

METRO Issues

Both jurisdictions agree that a southern entrance to the METRO should be located in the District to distribute METRO-oriented traffic more efficiently and to improve circulation in the area as a whole. Currently in METRO plans there is only provision for a knock-out panel at the southern end of the station. Because of the importance of this station to both the District and Maryland and the effect on the operation of the total system, it is recommended that the WMATA Board consider making the southern entrance a system cost.

The Ring Road

Both jurisdictions agree on the alignment of the "Ring Road" needed for access and distribution of local traffic. There is also agreement on the urgency of having the Ring Road operational by the time METRO construction begins, since WMATA presently anticipates that the intersection of Wisconsin and Western Avenues will have to be greatly constricted or closed for at least two years during METRO construction. Therefore, both jurisdictions are presently seeking funding in their budget for the Ring Road.

Western Avenue

Both jurisdictions agree that when the "Ring Road" is operational, Western Avenue should be experimentally closed for limited periods of time so that any resulting traffic circulation problems

may be studied. The question of permanently closing that portion of Western Avenue could then be addressed.

Environmental Issues

Both jurisdictions are presently evolving environmental controls on a city and county basis and ordinances that will be used for Central Business Districts and Uptown Centers. The District of Columbia is studying various appropriate environmental control mechanisms; Montgomery County is incorporating environmental controls in proposed new zoning ordinances.

The sewer moratorium has partially stopped further development on the Maryland side of Friendship Heights. The District has capacity available as per the Memorandum of Understanding agreed on by the local jurisdictions using the Blue Plains Treatment Plant. However, until the present improvements to increase the capacity of Blue Plains are completed in 1975, this capacity will not be available for the total development suggested in the plan for the District side. Therefore, a phasing program has been recommended by the D.C. Department of Environmental Services to defer full development by the District until after July 1, 1975.

Montgomery County will not have additional sewer capacity until the proposed County Advanced Waste-Water Treatment Facility is operational before 1977, or later. This constitutes a de facto phasing program for the County.

Traffic Management

We recommend that on a continuing basis both jurisdictions jointly examine every practicable means of improving traffic conditions or flow, including actions designed to improve bus service. Immediate steps should be taken to improve bus service, even before METRO is operational. Both jurisdictions should accelerate their efforts to improve bus service and increase bus usage.

Parking Controls

Adequate parking controls for both Maryland and the District are critical to the success of reducing traffic congestion and increasing the use of METRO.

In Maryland the new CBD zones have been drafted to discourage parking and bring the amount of parking more nearly in line with District standards. We endorse the efforts of both jurisdictions to control on-street parking in order to preserve space on residential streets for residents and prevent excessive traffic on these streets.

Pedestrian Ways

Both jurisdictions have suggested a system of connected pedestrian easements across Western Avenue, including a system of bikeways. These pedestrian paths and shopper busways are especially important to link the two areas together and to encourage shoppers to walk or ride the bus from store to store in the area instead of driving from lot to lot. To assure coordination of the pedestrian system we recommend that the review conducted by each agency include referral of building plans to one another to secure comments.

The Timing of the Proposed Plans

The plans proposed by both jurisdictions are phased plans, in that they are conditioned on environmental and traffic constraints which will prevent major development from occurring in the next five to six years. Enforcement of the sewer moratorium in Maryland and rezoning on the District side are the most likely constraints. The Policy Task Force considers phasing to be a key to successful development in the area.

TRIP GENERATION

Total Existing: D.C.-Maryland	6,424
Total from Permitted Development-Maryland	4,251
Total from Anticipated Development-D.C.	<u>2,329</u>
TOTAL TRIPS	13,004*

*This figure represents the maximum possible number of trips, assuming each parcel develops to the fullest extent possible on the Maryland side and to the extent anticipated on the D.C. side under the zoning recommendations of each plan.

Neither jurisdiction expects that each and every parcel will develop to the fullest extent possible during the time covered by the respective plans.

**FRIENDSHIP HEIGHTS TIME SCHEDULE
RECOMMENDED BY THE POLICY TASK FORCE**

<u>Date</u>	<u>Montgomery County</u>	<u>District of Columbia</u>
September 1973	Planning Board approves Final Draft	Policy Task Force Report to the National Capital Planning Commission and District of Columbia Government
October 1973	Printed Final Draft transmitted to County Council	National Capital Planning Commission recommend to the D.C. Zoning Commission zoning map change and text change for R-5-B District
December 1973	County Council holds public hearing	
January 1974	County Council approves Final Draft with possible modifications	D.C. Zoning Commission conducts Public Hearing on NCPC recommendations
February 1974	Planning Commission adopts approved Sector Plan: Planning Board files an application for comprehensive rezoning (Sectional Map Amendment)	D.C. Zoning Commission acts on NCPC recommendations
March 1974	Add proposed improvements during County Council work session on Capital Improvements	
April 1974	County Council adopts comprehensive rezoning	
July 1975	METRO construction begins	METRO construction begins
July 1976	Completion of Ring Road improvements	Completion of Ring Road improvements
July 1976	METRO construction at Western and Wisconsin Avenues	
December 1978	METRO operational	METRO operational

APPENDIX C
FRIENDSHIP HEIGHTS
SUMMARY OF RECENT PLANNING ACTIVITIES

FRIENDSHIP HEIGHTS SUMMARY OF RECENT PLANNING ACTIVITIES

December 11, 1968: Uptown Center designation for Western and Wisconsin Avenues, N.W. adopted by the National Capital Planning Commission as part of the **Comprehensive Plan for the National Capital**.

February 4, 1971: The National Capital Planning Commission recommended favorably on an application to rezone Square 1660 from C-3-A to C-3-B and a preliminary application for a Planned Unit Development in Square 1660.

October 19, 1971: Public forum sponsored by the National Capital Planning Commission and the Montgomery County Planning Board. The public forum was organized to provide an opportunity for developers of the property centered about the intersection of Wisconsin and Western Avenues to present their development proposals for the area and for individual citizen groups to present their comments, ideas and questions to both the Maryland and District of Columbia Planning Agencies.

November 4, 1971: The National Capital Planning Commission reviewed proposals prepared by developers of property centered about the intersection of Wisconsin and Western Avenues; approved location of platform and access for the Friendship Heights Metro Station, provided that three (3) additional access points connected to a mezzanine and knock-out panel at the southern end of the platform are provided; recommended favorably to the District of Columbia Council the closing of 44th Street, N.W., between Jenifer Street and Western Avenue.

February 1, 1972: Presentation of the Draft Plan by the Interagency Task Force to a general membership meeting of the Friendship Neighborhood Coalition.

February 24, 1972: The NCPC staff met with representatives of Friendship Heights Area citizen organizations to review the current status of planning for Friendship Heights, to outline the elements of a Sectional Development Plan to describe the planning process.

May 3, 1972: Joint meeting of the National Capital Planning Commission and the Montgomery County Planning Board to review a draft Sectional Development Plan. The Commission authorized its circulation for review and revision.

May 17, 1972: General community meeting held to review the draft Sectional Development Plan. Strong community concern expressed over the impact of additional development.

May 25, 1972: Second general community meeting held to continue review of the draft Sectional Development Plan. It was agreed that a Citizens Advisory Board would be organized to work with the Government agencies involved in preparing a Sectional Development Plan.

June 5, 1972: Formation of the Task Force to work with the newly formed Citizens Advisory Board.

June 12, 1972: Third general community meeting held to review the draft Sectional Development Plan.

June 26, 1972: First formal joint meeting of the Task Force and Advisory Board. Ground rules for conducting joint meetings adopted. Interagency Task Force objectives and work schedule circulated. Continued review of draft Sectional Development Plan.

July 10, 1972: Second joint meeting of the Task Force and Advisory Board. Interagency Task Force circulated letter from Steve Sher to John Jordan defining zoning terms. Discussion of community concerns.

July 24, 1972: Third joint meeting. Task Force presentation on limitations and potentials of development, area land market value and traffic problems and needs.

August 7, 1972: Fourth joint meeting. Task Force presentation on traffic problems and needs, capacities of existing water and sanitation facilities and zoning.

August 21, 1972: Fifth joint meeting. WMATA presentation on Metro plans and brief discussion of Interagency Task Force draft objectives based on list of citizen concerns for the area.

September 11, 1972: Sixth joint meeting. Brief discussion of draft objectives. Advisory Board agreed to submit their revision by September 18. Presentation by PEPCO on current and future power supplies. Presentation by D.C. Bureau of Air and Water Quality Control on Friendship Heights Air Pollution Study.

September 25, 1972: Seventh joint meeting. Presentation by the D.C. Public Schools on plans for future school needs. Discussion of the Citizens Advisory Board Friendship Heights Draft Sectional Development Plan Objectives.

October 12, 1972: Eighth joint meeting. Workshop session to translate the Citizens Advisory Board written objectives into visual map form in order for the Interagency Task Force to more clearly understand them.

October 26, 1972: Ninth joint meeting. Workshop session on the Citizens Advisory Board Draft Objectives.

November 9, 1972: Tenth joint meeting. Citizens Advisory Board endorsed Task Force letter to the National Capital Planning Commission, the Office of Planning and Management of the D.C. Government and the D.C. Highway Department. The letter requested that each agency consider petitioning the D.C. Zoning Commission for 90 days interim zoning of C-1 category for all existing commercial zoning within the Uptown Center until planning is completed. Montgomery County Planning Board status report on progress of their planning. Workshop session on the Citizens Advisory Board Draft Objectives.

November 16, 1972: Eleventh joint meeting. Workshop session on the Citizens Advisory Board Draft Objectives.

November 30, 1972: Twelfth joint meeting. Discussion of letters from Charles H. Conrad and John Ingram to the Board of Zoning Adjustment requesting that they defer action for 90 days on the Columbia Federal Savings and Loan Association application for permission to establish a parking lot at 4301-05-09 Jenifer Street, N.W., until planning is completed. Workshop session on the Citizens Advisory Board Draft Objectives.

December 7, 1972: Thirteenth joint meeting. Distribution of schedules for completion of District of Columbia and Montgomery County Plans. Discussion with Montgomery County citizens concerning their goals for development. Workshop session on the Citizens Advisory Board Draft Objectives.

December 14, 1972: Fourteenth joint meeting. Presentation by the Citizens Advisory Board of the development they would like to see occur and methods of maintaining the existing character of the adjacent residential areas.

December 19, 1972: Fifteenth joint meeting. Presentation by the Interagency Task Force of the recommendations it will make.

January 4, 1973: Presentation of the Draft Plan by the Interagency Task Force to the National Capital Planning Commission.

February 22, 1973: Presentation of the Draft Plan by the Interagency Task Force to owners of property fronting primarily on Wisconsin Avenue, Western Avenue and Jenifer Street.

March 20, 1973: Second meeting with owners of property fronting primarily on Wisconsin Avenue, Western Avenue and Jenifer Street. Discussion of Draft Plan and suggestions by property owners.

March 26, 1973: Third meeting with owners of property fronting primarily on Wisconsin Avenue, Western Avenue and Jenifer Street. Discussion of Draft Plan and suggestions by property owners.

May 22, 1973: Interagency Task Force's presentation to the Friendship Heights Citizens Advisory Board of the recommendations it will make.

May 30, 1973: Joint meeting of the National Capital Planning Commission and Montgomery County Planning Board to establish an Interjurisdictional Policy Task Force composed of two representatives from the Montgomery County Planning Board, two from the Planning Commission and two from the District of Columbia Government.

May 31, 1973: Interagency Task Force's final recommendations presented to the National Capital Planning Commission in the "Plan for the Friendship Heights Area of the District of Columbia." Recommended plan referred to the Commission's Zoning Committee.

June 8, 1973: First meeting of the Interjurisdictional Policy Task Force to formulate a joint policy statement and areas of agreement.

June 18, 1973: Second meeting of the Policy Task Force to formulate a joint policy statement and areas of agreement.

August 8, 1973: Third meeting of the Policy Task Force to formulate a joint policy statement and areas of agreement.

August 27, 1973: Fourth meeting of the Policy Task Force to formulate a joint policy statement and areas of agreement.

August 30, 1973: Fifth meeting of the Policy Task Force in open session. Agreement reached on joint policy statement and areas of agreement.

September 6, 1973: Joint Policy Statement and areas of agreement reported to the Planning Commission and referred to the Zoning Committee.

October 4, 1973: The National Capital Planning Commission recommended to the D. C. Zoning Commission the adoption of the Friendship Heights Sectional Development Plan and an amendment to the Zoning Regulations, relating to PUD's, increasing the maximum permitted floor area ratio to 3.0 in R-5-B districts.

APPENDIX D

A Plan for the Friendship Heights Area of the District of Columbia; Recommendations of the Inter-agency Task Force on Friendship Heights made to the Commission on May 31, 1973.

M E M O R A N D U M

May 31, 1973

TO: Interested and Affected Agencies, Community Organizations, Property Owners and Individuals

FROM: Interagency Task Force on Friendship Heights

SUBJECT: A Recommended Plan for the Friendship Heights Area of the District of Columbia.

Enclosed is a recommended Plan prepared by the Interagency Task Force on Friendship Heights. It is the final version of a Draft Plan prepared by the Task Force and circulated for review and comment on December 28, 1972.

The earlier Draft Plan was prepared by the Interagency Task Force in consultation with the Friendship Heights Citizens Advisory Board. It was the result of a seven month community planning effort utilizing information and data available through Friendship Heights Area property owner/developers' proposals as contained in the "Wisconsin and Western Avenues Area Study" prepared by Valastimil Koubek and published in 1971, draft proposals for the Friendship Heights Area developed by the Office of Planning and Management of the District of Columbia Government and the Draft Friendship Heights Sectional Development Plan prepared by staff of the National Capital Planning Commission and authorized by the Commission for circulation on May 3, 1972.

Over the past few months the Task Force has solicited the widest possible spectrum of responses to the December 28 Draft Plan, including responses from the Citizens Advisory Board and those collected during the course of a series of meetings held with owners of property primarily fronting on Wisconsin and Western Avenues and Jenifer Street.

The Task Force has carefully considered all comments and suggested amendments to the Draft Plan, and to the extent possible, has incorporated these comments in its recommendations herewith transmitted to community organizations, property owners, interested and affected agencies, and particularly to the National Capital Planning Commission and District of Columbia Government.

It should be noted that agency staff have been made available for this Task Force effort in order to provide a technical basis for preparation of a Plan for the area. Therefore, these recommendations should not be interpreted as endorsement of this Plan by the participating agencies.

In order for these recommendations to be successfully implemented, it will be necessary for the Plan to be fully coordinated between the National Capital Planning Commission and the Montgomery County Planning Board, and between the Mayor and City Council of the District of Columbia and the Montgomery County Council (See Appendix A)

Requests for further clarification or for additional copies of these recommendations should be directed to:

Samuel K. Frazier, Jr., Chairman
Interagency Task Force on Friendship Heights
National Capital Planning Commission
1325 G Street, N.W., 10th Floor
Washington, D.C. 20576
Telephone: 382-1161

A PLAN FOR THE FRIENDSHIP HEIGHTS AREA
OF THE DISTRICT OF COLUMBIA

May 31, 1973

Recommendations of the Interagency Task Force on Friendship Heights

INTERAGENCY TASK FORCE ON FRIENDSHIP HEIGHTS

DEPARTMENT OF HIGHWAYS AND TRAFFIC, DISTRICT OF COLUMBIA GOVERNMENT

John A. Drayson

Steven F. Stubits

MONTGOMERY COUNTY PLANNING BOARD*

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NATIONAL CAPITAL PLANNING COMMISSION

Samuel K. Frazier, Jr.

Martin J. Rody

OFFICE OF PLANNING AND MANAGEMENT, DISTRICT OF COLUMBIA GOVERNMENT

William G. Middleton, Jr.

*The function of the Montgomery County Planning Board's staff participation in the preparation of this recommended Plan has been that of liaison with the District of Columbia governing agencies and providing information regarding the planning process in Montgomery County relating to Friendship Heights. Such participation does not necessarily imply endorsement of the statements or conclusions contained here and does not preclude submission by the Montgomery County Planning Board of suggested amendments and comments contrary to those contained in the Plan.

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Appendix A - Issues Requiring Inter-Jurisdictional Coordination

I. Introduction

Planning for the Friendship Heights Area of the city has proceeded from general policies expressed in the **Year 2000 Policy Plan** as interpreted by the **Comprehensive Plan for the National Capital** and the **Wedges and Corridors Plan** for Montgomery County; to the detailed planning expressed in the recommended Plan submitted herewith by the Interagency Task Force on Friendship Heights to the National Capital Planning Commission and the District of Columbia Government.

During the course of drafting a future development Plan consistent with currently approved planning policies, reasonable, given restraints such as area traffic capacity, and generally acceptable to the widest possible spectrum of interests, the Task Force has utilized the following resources:

1. General Land Use Objectives as contained in the **Comprehensive Plan for the National Capital**.
2. The Montgomery County Planning Board's Proposed Friendship Heights Sector Plan.
3. Friendship Heights Area property owners/developers proposals as contained in the "Wisconsin and Western Avenue Area Study" prepared by Vlastimil Koubek and published in 1971.
4. Draft proposals for the Friendship Heights Area developed by the Office of Planning and Management of the District of Columbia Government.
5. The Draft Friendship Heights Sectional Development Plan prepared by staff of the National Capital Planning Commission and authorized by the Commission for circulation on May 3, 1972, following a joint meeting of the Planning Commission and the Montgomery County Planning Board.
6. Data provided by appropriate District and Federal Government agencies.
7. A Draft Plan for the Friendship Heights Area of the District of Columbia, prepared by the Interagency Task Force on Friendship Heights in consultation with the Friendship Heights Citizens Advisory Board and circulated on December 28, 1972.

II. Plan Area

Friendship Heights in the District of Columbia is located in the Northwest Planning District (See Map No. 1). This Plan covers the area located within the triangle bounded by Western Avenue, 47th Street and Fessenden Street. This Plan Area also contains the Friendship Heights Uptown Center, bounded by Western Avenue, Harrison and 42nd Streets, which is identified on the General Land Use Objectives Map of the **Comprehensive Plan for the National Capital**. That Plan identifies an Uptown Center as “A multi-purpose major activity center with strong transit orientation and a significant concentration of employment (total employment typically in the 5,000 - 10,000 range) and high-density residential as the principal elements, developed in a manner which serves the surrounding low-density community while protecting it from avoidable intrusions.”

III. Objectives

A. General Objectives

1. The Plan is intended to guide new development and protect the existing low-density residential neighborhoods within the designated boundaries of the Plan Area in a manner consistent with the **Comprehensive Plan for the National Capital** and the best interests of the National Capital. Two basic concepts underlie the proposals outlined in the Plan:

- a. The primary consideration must be preservation of the quality of life in the area affected by the Plan; and

- b. The Plan Area centers on the intersection of Wisconsin and Western Avenues.

This intersection is a major gateway to the Nation's Capital, and any new development should reflect that fact.

2. The Plan sets forth the parameters which will guide and control development in the Friendship Heights Area of the District of Columbia.

3. The Plan is based on the premise that there exist effective legal controls which will insure that new development is in accordance with the Plan.

4. The social and physical character of the surrounding residential area should be protected and strengthened by:

- a. Minimizing the environmental impact of development in the Uptown Center;
- b. Reducing traffic on local residential streets;
- c. Permitting commercial and residential development at a level consistent with maintenance of acceptable levels of transportation service;
- d. Maximizing transit patronage;
- e. Improving the operational characteristics of the existing streets to accommodate projected traffic levels without adding additional through traffic lanes.
- f. Encouraging a comprehensive interrelated and attractive complex of urban building forms; and
- g. Developing controls which will help insure the implementation of these general development objectives by phasing of development so as not to overload public facilities.

B. Specific Objectives

1. Land Use

- a. Commercial development, to be consistent with the general objectives outlined above, is to be located along Wisconsin and Western Avenues and that

part of Jenifer Street which is west of Wisconsin Avenue;

- b. Commercial development adjoining low-density residential use is to be limited to that level of development which is compatible with such residential use;
- c. Where commercial development is adjacent to existing low-density residential use, such uses shall be separated by green buffers such as parks, recreation areas and pedestrian ways; and
- d. On an individual project basis 15/20 percent of the new dwelling units should be low and/or moderate income housing.

2. Circulation

- a. Provisions shall be made for a pedestrian circulation system and bicycle paths within the Plan Area which are continuous, convenient and safe, connecting the METRO entrance(s) with major concentrations of activity in the District of Columbia and Montgomery County. This system should also be related to the existing pedestrian travel paths in the adjoining residential area. Where pedestrian circulation paths cross major arterials or the Ring Road, these crossings should be located at intersections or accommodated on grade separated structures at mid-block.
- b. Convenient and sheltered transfer points for the various modes of transportation are to be provided.
- c. Provisions shall be made for a collector-distributor road around the Wisconsin and Western intersection. This Ring Road should be completed prior to construction of new developments in the Plan Area and to the extent possible is to be located on existing street rights-of-way.

3. Streets

- a. To the extent possible curb cuts and service drives along Wisconsin and Western Avenues will be eliminated.
- b. The interruption of through street travel will be reduced by providing for bus turn-offs at bus stops.
- c. The use of local residential streets by through traffic will be reduced by appropriate traffic controls and cul-de-sacs.

4. Transit

- a. A METRO concourse below the intersection of Wisconsin and Western Avenues shall be provided to allow access between the METRO station and all four corners of the intersection.

- b. A southern portal to the METRO station shall be located on the west side of Wisconsin Avenue between Jenifer and Harrison Streets.
- c. A local bus service with loading and unloading areas independent of through bus traffic shall be provided at locations maximizing convenience to METRO and other facilities within the Plan Area.

5. Parking

- a. The amount of off-street parking to be provided in commercial structures in the Plan Area must be limited by appropriate public authorities in accordance with the objective of maximizing the percentage of patrons using public transportation.
- b. Parking shall be controlled so as to eliminate overspill onto adjacent residential streets in the area bounded by Connecticut Avenue, Fessenden Street, River Road and Western Avenue.
- c. All off-street parking, other than single family dwelling parking, shall be in structures.
- d. On-street parking should be eliminated on all major arterials.
- e. All new residential building should be provided with at least one off-street parking space per dwelling unit.
- f. Protected storage facilities for bicycles should be provided in multi-family, retail and office buildings and at METRO locations.

6. Area Design

- a. Both public and private community facilities required by increased population densities and commercial activity shall be incorporated in the development program for the area, and shall be carried out in coordination with overall development in such a manner that existing services will not be overloaded.
- b. In any high-density residential areas the required open space shall include public recreation facilities.

IV. Planning Assumptions and Constraints

A. Vehicular Traffic

The total number of vehicular trips during the p.m. peak hour (60 minutes) to and from the Friendship Heights Uptown Center should not exceed 9,500.* This assumes that the present level of through trips (2,100 peak hour) ** on the major arterials will not increase. Because of the relative size in land area of the Central Business District in Montgomery County and the Uptown Center in the District of Columbia an approximate 2/3 — 1/3 split respectively is assumed as a fair share of total vehicular traffic load available for estimating development potential in each jurisdiction. Based on this formula the Friendship Heights Plan in the District of Columbia limits development to no more than 3,294 development induced vehicle trips.

The Plan does not recommend the construction of additional through traffic lanes for the existing arterials that serve Friendship Heights and lie within the boundaries of the District of Columbia. It will be necessary, however, to widen and channelize some of the existing roadways within the Plan Area to accommodate internal traffic circulation. In order to estimate peak hour traffic generation for the District share of development at Friendship Heights, it was assumed that there would be a 30 percent*** modal split for work trips. This modal split represents work trips attracted to Friendship Heights, and its application to commercial office space resulted in a generation rate of 1.1 vehicle trips/1,000 square feet of floor area.

General figures for other land use categories reflect different modal split assumptions. In the case of retail shoppers, it was estimated that only 10 percent would use public transit, while for residential use [the production side of trip generation] the figure rose as high as 50 percent. In the latter case, however, the trip generation figure for residential units was adjusted to reflect current surveys in the area. The resultant generation rates used in the Plan are as follows:

* The D.C. Department of Highways and Traffic has calculated that the maximum capacity of the feeder road system during the peak period is 10,000 vehicle trips. The Montgomery County Planning Board, in their Preliminary Sector Plan, has used 11,000 vehicle trips as the maximum capacity, based on somewhat different assumptions with regard to future street improvements, etc. The limit of 9,500 suggested in Paragraph IV A above, provides a necessary safety margin when estimating future traffic generation.

** It should also be noted that the present level of through trips (2,100) is an approximation, and has been derived from subtracting the current estimated generation from the total cordon volume.

*** This figure compares with the 20 percent modal split suggested in the December 28 Draft Plan. The change resulted from further discussions with the staff of Washington Metropolitan Area Transit Authority and the consideration of smaller sub areas within the traffic zones used in the WMATA 1969 Net Income Analysis Study.

Retail - 3.6 vehicle trips/1,000 square feet of floor area
Office - 1.1 vehicle trips/1,000 square feet of floor area
Residential - 0.5 vehicle trips/1,000 square feet of floor area

It should be noted that capacities, modal split and generation figures are estimates based on information and projections available at the time this Plan was published. Future traffic constraints must be checked as recommended in Section VI H (Phasing Program) so that final development parameters reflect actual field conditions.

B. Off-Street Parking

The following estimates were used to arrive at the maximum parking standards for commercial uses which are a part of the recommended Sectional Development Plan:

1. Office use in the C-2-A District - 1 space for each 1,000 square feet of gross floor area.
2. Office use in the C-2-B District - 1 space for each 2,000 square feet of gross floor area.
3. Retail use in C-2 and C-3-A Districts - 4 spaces for shoppers for each 1,000 square feet of gross floor area (no allowance made for employee parking).

C. Employment

The Plan standards provide for total employment which will fall between 5,000 and 6,000 employees. This is within the lower part of the employment range recommended for Uptown Centers in the **Comprehensive Plan for the National Capital**.

D. Mass Transit

1. Thirty percent of the work oriented person trips to the Center will be by public mass transit.
2. In order to provide better service to the residential neighborhoods in the District of Columbia, an access to the Friendship Heights Station located on the existing METRO bus garage and storage area will be needed. (This will permit greater use of transit, improve the modal split and reduce congestion at the Howard Johnson's site.)
3. The proposed Ring Road should be completed, if possible, prior to the construction of the Friendship Heights METRO Station and Concourse. The METRO contract will involve extensive excavation at the intersection of Western and Wisconsin Avenues, and the Ring Road would provide detour alignments to by-pass this congestion.

E. Schools

It is anticipated that the 1,570 residential units proposed in the Plan will generate an increase in the number of school age children in the area. Based on the D.C. Department of Educa-

cation criteria this increase can be handled by the existing schools serving the area.

Present pupil enrollment and capacity of area schools:

Janney School - limit 470, present capacity 363, excess capacity 167

Murch School - limit 630, present capacity 565, excess capacity 71

Deal and Wilson Schools are enrolled to capacity, but with new additions to schools east of Rock Creek Park there will be 100 pupil seats available in these two schools.

F. Sewer and Water Facilities

There is general agreement by the D.C. Department of Environmental Services that the sewer and water lines within the immediate area are adequate to serve development in the District of Columbia up to the scale of the May 1972 Draft Friendship Heights Sectional Development Plan. However, adequate sewer service is contingent upon the expansion of sewage treatment facilities currently scheduled for completion in 1975.

G. Pollution

It is anticipated that the present level of air pollution will not further deteriorate. Within the next 10 years the Federal Government standards regarding vehicular emissions will sufficiently reduce this pollution source to off-set the additional vehicular traffic which will be generated by the Plan proposals. Also, the level of vehicular trips in the Plan is considerably lower than that now permitted by existing zoning.

However, there is concern that Federal Government standards may not adequately cover pollutants such as lead. In order to insure the health and safety of the residents of the area, the Task Force has requested that the D.C. Department of Environmental Services conduct a detailed study of all types of pollutants from vehicular emissions in the area.

H. Existing Zoning

Within the present boundaries of the Plan Area there are five zones:

C-3-A - Medium Bulk Commercial - 3.0 FAR - 60 feet Building Height

C-2-A - Medium Bulk Commercial - 2.0 FAR - 60 feet Building Height

R-5-A - Low Density Apartments - 0.9 FAR - 40 feet Building Height

40 percent Maximum Lot Coverage

R-2 - One Family Semi-Detached Residential - 3,000 square feet Minimum

Lot Area - 40 feet Building Height - 40 percent Maximum Lot Coverage

R-1-B - One Family Detached Dwellings - 5,000 square feet Minimum Lot Area -

40 feet Building Height - 40 percent Maximum Lot Coverage

If development of the C-3-A lands occurred at 3.0 FAR maximum, 2.7 million square feet of floor area would be generated. If all development took advantage of the provisions of Article 75 and used the 4.0 FAR maximum, the amount of total floor area generated would increase to 3.5 million square feet. At the present time these zones contain 503,580 square feet of developed floor area.

V. Plan Elements

The following plan elements are designed to achieve the objectives established for the Friendship Heights Area.

A. Land Use and Community Facilities Plan

The Plan is designed to achieve a one-third and two-third split in the development potential between the District and Montgomery County respectively. The following guidelines are suggested to achieve a satisfactory distribution of development intensity and minimize the impact of future development on the surrounding residential neighborhoods:

1. Maximum development in the Uptown Center should occur at the intersection of Wisconsin and Western Avenues;
2. There should be moderate density residential development around the edges of the core area to provide a compatible transition in order to protect the surrounding low-density residential area; and
3. Park buffers should be established between the moderate density residential as well as commercial development and the existing low-density residential areas.

The following development potential is achievable through the Sectional Development Plan recommendations:

Squares 1578 and 1660

137,000 square feet/retail space
411,000 square feet/office space

Squares 1579 and 1580

The Plan assumes no change in use for the next 10 years except for the potential of a new building for residential use fronting on 44th Street and in scale with the Jenifer Mall.

Square 1662

No change anticipated within the next 10 years.

Square 1661

Wisconsin Avenue frontage -
46,700 square feet/retail space
94,100 square feet/office space
166 dwelling units

43rd Street frontage -

334 dwelling units

Square 1659

No change in the next 10 years.

Square 1657

37,300 square feet/retail space

37,300 square feet/office space

854 dwelling units

Square 1665

21,400 square feet/retail space

64,400 square feet/office space

Squares 1655, 1656, and 1666

Little or no change during next 10 years.

Square 1669

216 dwelling units

The primary community facilities which are proposed by the Plan are intended to protect the residential areas adjacent to the proposed core area. (See Map No. 1).

To the extent possible green buffer strips are located so as to buffer the residential areas which are immediately adjacent to any C-2-B, C-2-A or R-5-B District. It is envisioned that these buffer strips will have pedestrian ways within them to provide easy access to the commercial area from the surrounding residential communities.

The Plan proposes that the District of Columbia Government acquire approximately 60,000 square feet of land in Square 1656 for community use. In addition to limited recreational facilities, this site is ideally located for a community center. The final use of this site should be determined by the local residents.

For the purpose of arriving at the traffic generation estimates included in the chart on the following page, certain assumptions were made in regard to the allocation of the potential FAR in each of the zones. The following assumptions were used in regard to retail, office and residential uses within the various zones:

Zones C-3-A and C-2-A - 1.0 FAR retail and the remaining FAR in office space.

**POTENTIAL FOR DEVELOPMENT OF COMMERCIAL
AND MULTI-FAMILY RESIDENTIAL SPACE**

Square Number	Lot Area in Sq. Ft.	Proposed Zoning	Proposed Max. FAR	Trip Generation			
				Retail	Office	Residential	Number of D.U.'s
1578-1660	137,000*	C-3-A	4.0	480	452	----	----
1579-1580	142,000	C-2-A	2.0	**	**	----	----
	159,000	R-5-B	3.0	----	----	**	----
1657	74,700	C-2-B	4.5	130	41	131	262
	198,000	R-5-B	3.0	----	----	296	592
1656	45,000	C-2-A	2.0	**	**	----	----
1655	57,000	C-2-A	2.0	**	**	----	----
1662	48,300	R-5-B	3.0	----	**	----	----
1661	23,700*	C-3-A	4.0	82	78	----	----
	56,600	C-2-B	4.5	98	31	83	166
	110,000	R-5-B	3.0	----	----	167	334
1659	40,000	C-2-A	2.0	**	**	----	----
1665	42,900	C-2-A	2.0	75	71	----	----
1666	42,900	C-2-A	2.0	**	**	----	----
1669	72,000	R-5-B	3.0	----	----	108	216
				Subtotals	865	673	785
							1,570

*Excludes publically owned plaza areas.

**Present trip generation (971 trips).

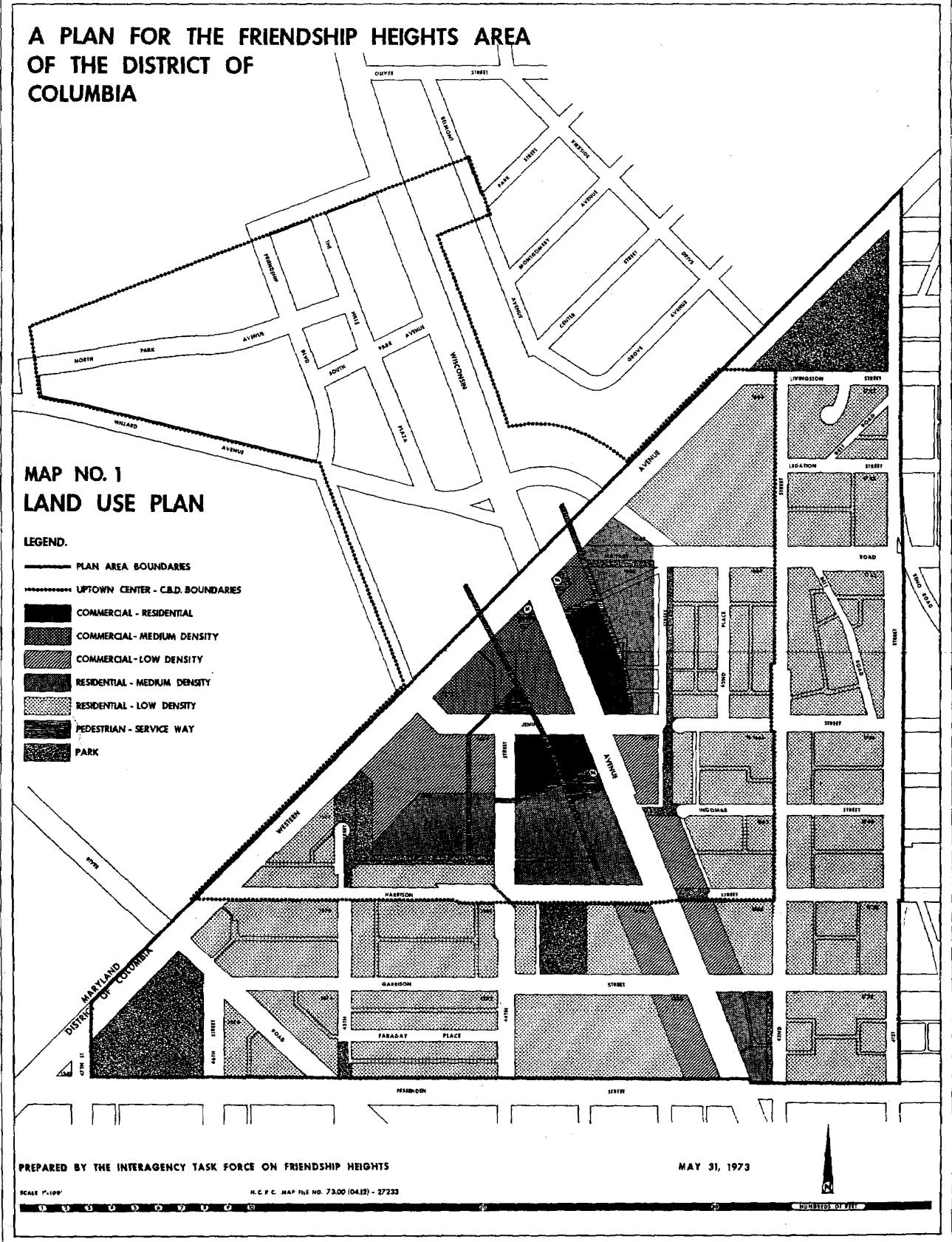
Total Trips - 2,323+971 = 3,294

**A PLAN FOR THE FRIENDSHIP HEIGHTS AREA
OF THE DISTRICT OF COLUMBIA**

**MAP NO. 1
LAND USE PLAN**

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- COMMERCIAL - RESIDENTIAL
- COMMERCIAL - MEDIUM DENSITY
- COMMERCIAL - LOW DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- RESIDENTIAL - LOW DENSITY
- PEDESTRIAN - SERVICE WAY
- PARK



Zone C-2-B - 0.5 FAR retail, 0.5 FAR office and 3.5 residential.

Zone R-5-B - 3.0 FAR residential.

B. Circulation Plan

1. Streets

Using the existing capacity of the roadways in the area, the D.C. Highway Department and Montgomery County Traffic Engineers have estimated that the entire Uptown Center-CBD should not generate more than 10,000 - 11,000 p.m. peak hour vehicle trips. At this level of p.m. traffic the feeder roads leading to and from the Center will be operating at Level of Service E. This estimate does assume a Ring Road around the Western and Wisconsin Avenue intersection.

It is assumed that the modal split for work oriented person trips achievable at the Center is:

60% Trips by Automobile
30% Trips by Public Mass Transit
10% Trips by Foot

Until such time as METRO and the Feeder Bus Systems are fully operative, sometime after 1978, it will be difficult to modify this assumption. After that date the modal split and traffic projections can be reevaluated based on experience of use.

A Ring Road will be needed to improve existing and future traffic circulation, accessibility and distribution within the Uptown Center regardless of the ultimate magnitude of development. This road is desirable prior to METRO construction to provide a by-pass around the Western-Wisconsin Avenue intersection during the period of construction.

The following street changes or improvements are recommended:

Ring Road

The Ring Road is needed to distribute traffic throughout the Uptown Center both in Montgomery County and the District. The Ring Road is composed of:

In the District - Jenifer Street (from Western Avenue to 43rd Street), 43rd Street and relocated Military Road, and

In Montgomery County - Wisconsin Circle, Willard Avenue and Friendship Boulevard extended (this is located along the property line of GEICO and Woodward and Lothrop).

To the extent possible both Wisconsin and Western Avenue should include special street improvements such as a landscaped median strip, special sidewalk pavement and curb side landscaping.

Vehicular access to adjacent properties from both Western and Wisconsin Avenues should be restricted in order to expedite traffic movement. The Ring Road should provide this access.

Within the Uptown Center no on-street parking should be permitted on Wisconsin Avenue, Western Avenue and the Ring Road.

Residential Streets

To the extent possible the Plan attempts to eliminate or curtail the use of the adjacent residential streets as access to the core area. A number of the residential streets in the Plan Area would be closed or diverted in such a fashion as to limit the existing connections to Wisconsin Avenue. These street adjustments are shown on Map No. 6 and will be the subject of separate public hearings conducted by appropriate agencies.

2. METRO

Current plans for the METRO stop at Friendship Heights concentrate all its activities in the northeastern quadrant of the Western-Wisconsin Avenue intersection, thus creating unnecessary congestion at this intersection.

The original WMATA plan had one entrance in the northeast quadrant. However, this would have required the majority of the transit riders to cross one or more of the major traffic arteries (Wisconsin and Western Avenue) at grade. Both the District and Montgomery County, and the adjacent property owners, favored a plan with an intermediate concourse under the Wisconsin-Western intersection, with entrances leading to all four quadrants. A concourse design under the intersection, providing an entrance on each of the four corners, will separate pedestrian-vehicle movements in the intersection by means of a pedestrian underpass. This proposal could be greatly improved upon and simplified by the closing of Western Avenue. Therefore, it is clear that successful operation of this METRO Station will depend on its design and amenities.

The Task Force has concluded that a second point of access to the Friendship Heights METRO Station should be provided at the southern end of the platform. The entrance would come to the surface on Wisconsin Avenue between Jenifer and Harrison Streets. Additional bus transfer facilities could also be provided at this location.

The southern entrance is needed for the following reasons:

- The greatest possible modal split should be attained in order to allow for maximum accessibility and to maximize the multi-billion dollar investment in the METRO system. Additional access points to the system will help improve the modal split.
- The concentration of all rail-bus, rail-auto and rail-pedestrian interchanges at the present location (the northeast corner of the intersection of Wisconsin and Western Avenue) brings

all traffic destined to or from METRO to the busiest intersection in the area. A southern entrance would help to more efficiently distribute that METRO-oriented traffic and would improve circulation in the area as a whole.

In response to these concerns WMATA has agreed to incorporate a "knock-out-panel" in the station design to allow for construction of a southern entrance at a later date. However, the Task Force believes that provision at this time for a knock-out-panel is inadequate. There are several compelling reasons why this entrance should be constructed at the same time as the station. It is therefore recommended that WMATA design and construct a southern entrance at the same time as the remainder of the Friendship Heights Station for the following reasons:

- Future construction will be subject to inflation and also involve the maintenance of the then existing METRO train schedules. The additional cost of safety provisions, shift work and complex scheduling required to preserve train headway would be considerable. Current WMATA estimates for a southern portal are approximately \$3.5 - \$4.0 million, while a delay until five years after the station becomes operational could increase the cost to approximately \$7 - \$8 million.
- Wisconsin Avenue will be torn up twice within a ten year period. Assuming that commercial development takes place during the intervening period, the existing traffic problems will be exacerbated and the surface impact of construction at this later stage could be overwhelming.
- It would be more difficult to get developers to provide direct access to a southern METRO portal if their buildings were constructed prior to its completion.
- Fiscal priorities change with the passage of time. Although the Plan and intensity of development could be predicated on the future construction of a southern entrance, it is possible that we could be faced with an intolerable level of traffic congestion without the funds to provide any remedy.

In summary, a southern portal is essential to more evenly distribute the pedestrian and vehicular activity attracted to the METRO station and to accommodate the transit passenger generation desired. Consequently, the Interagency Task Force strongly recommends that a southern portal should be provided at the Friendship Heights METRO Station and that this entrance should be included in the current WMATA design contract.

3. Bicycle Circulation

Based on the stated objectives for the commercial area of the Uptown Center, it would be highly desirable to provide for a system of bike-ways serving the METRO station. These bike-ways should be identified by special markings or signs with appropriate curb cuts, landscaping and other ramping necessary to accommodate this mode of transportation. This

system of bike-ways is identified on Map No. 2, Circulation Plan.

4. Pedestrian Circulation

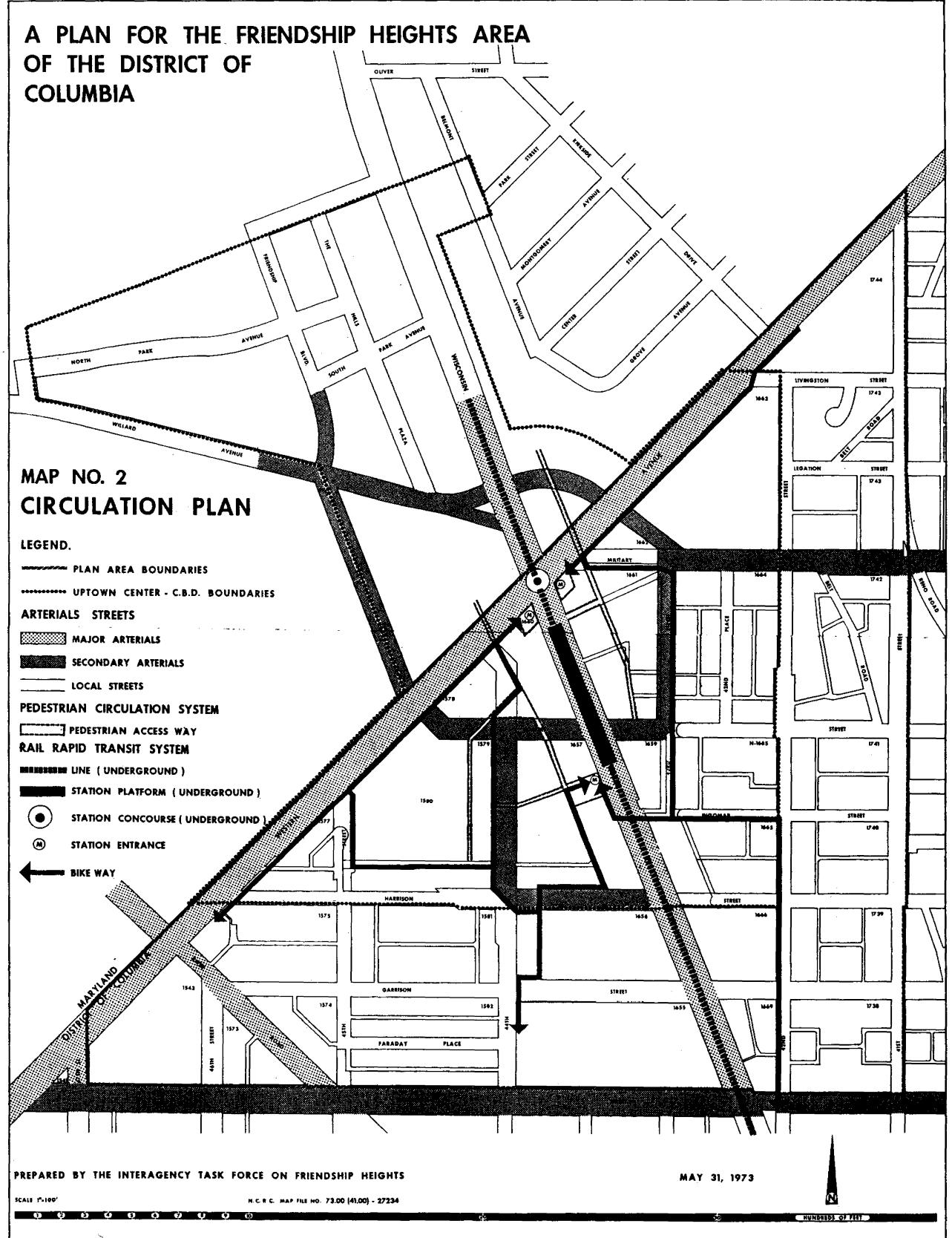
Map No. 2 indicates the location of pedestrian ways. The Plan envisions that a system of pathways will be developed which interconnect all portions of the Friendship Heights Uptown Center and provide easy access to the Center from the adjacent residential communities. The public pedestrian easement should be identified by special markings or pavement. All pedestrian street crossings should have ramps in lieu of curbs for bicycles, baby carriages and the physically handicapped.

A PLAN FOR THE FRIENDSHIP HEIGHTS AREA OF THE DISTRICT OF COLUMBIA

MAP NO. 2 CIRCULATION PLAN

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- ARTERIALS STREETS**
- MAJOR ARTERIALS
- SECONDARY ARTERIALS
- LOCAL STREETS
- PEDESTRIAN CIRCULATION SYSTEM**
- PEDESTRIAN ACCESS WAY
- RAIL RAPID TRANSIT SYSTEM**
- LINE (UNDERGROUND)
- STATION PLATFORM (UNDERGROUND)
- STATION CONCOURSE (UNDERGROUND)
- Ⓐ STATION ENTRANCE
- ← BIKE WAY

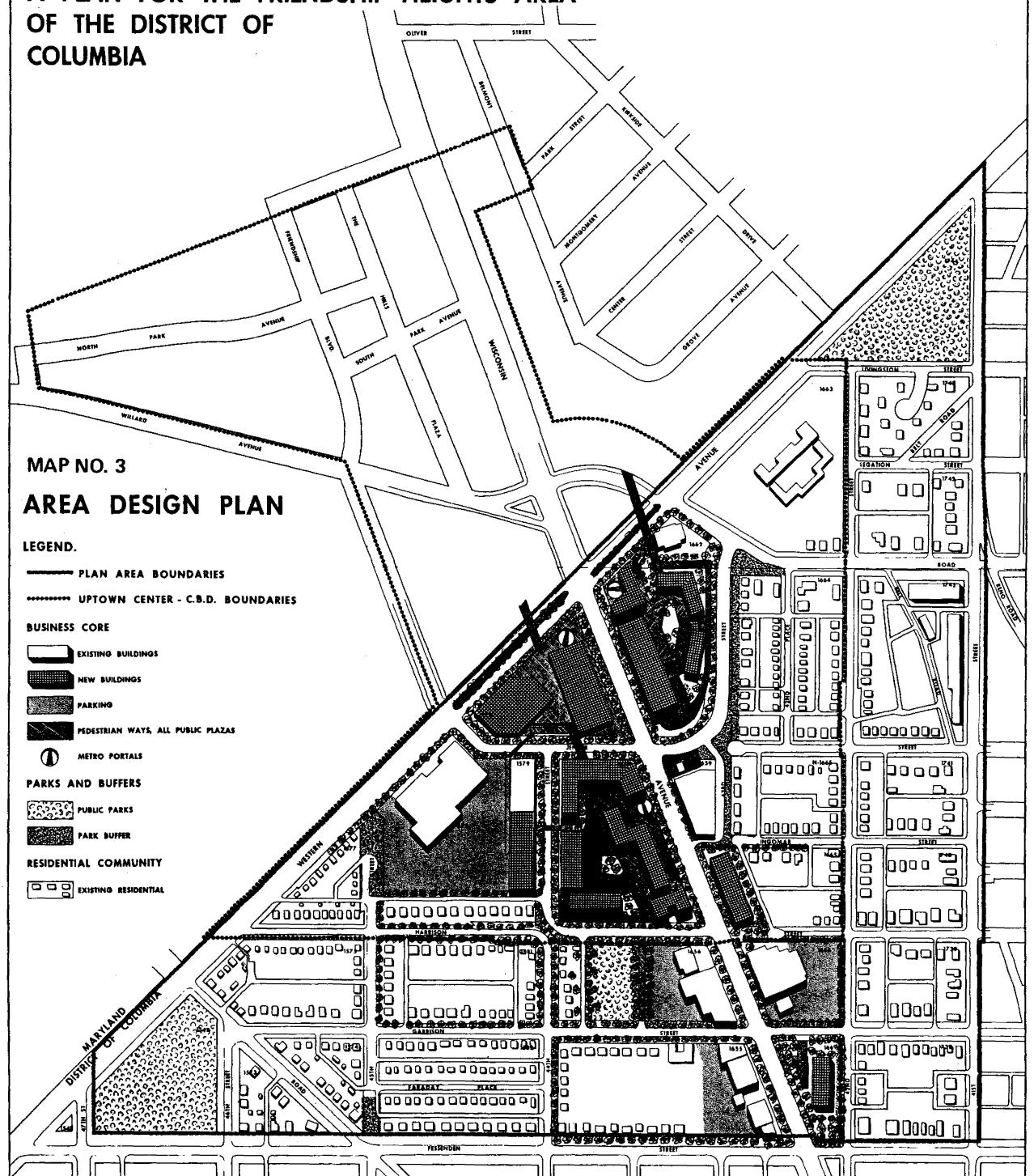


A PLAN FOR THE FRIENDSHIP HEIGHTS AREA OF THE DISTRICT OF COLUMBIA

MAP NO. 3 AREA DESIGN PLAN

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- BUSINESS CORE**
 - EXISTING BUILDINGS
 - NEW BUILDINGS
 - PARKING
 - PEDESTRIAN WAYS, ALL PUBLIC PLAZAS
 - METRO PORTALS
- PARKS AND BUFFERS**
 - PUBLIC PARKS
 - PARK BUFFER
- RESIDENTIAL COMMUNITY**
 - EXISTING RESIDENTIAL



PREPARED BY THE INTERAGENCY TASK FORCE ON FRIENDSHIP HEIGHTS

MAY 31, 1973

SCALE 1:100'

N.C.E.C. MAP FILE NO. 73.00 (05.20) 27235

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VI. Implementation

The following recommendations are intended to implement the Plan.

A. Recommended Friendship Heights Sectional Development Plan.

1. This Sectional Development Plan is intended to implement the objectives and elements of the Plan for the Friendship Heights Area of the District of Columbia as far as those objectives and elements are subject to the zoning process. This Sectional Development Plan suggests a set of zone districts which would govern development allowed as a matter of right. It also contains a set of development policies which serve as guidelines for the Zoning Commission in evaluating individual applications for planned unit developments (PUD's) and for the Board of Zoning Adjustment in considering applications for variances and special exceptions or other requests. In addition to the elements and objectives of the Plan, the guidelines listed below are presented to allow the individual property owner, the residents of surrounding neighborhoods and those charged with administering and enforcing the zoning process to know the intent of the Plan for this area of the District.

2. Definitions

Except as otherwise defined below, terms used in this Sectional Development Plan shall have the same meaning as that set forth in Section 1202 of the Zoning Regulations.

The following terms, whenever used in this Sectional Development Plan shall, unless a different meaning clearly appears from the context, be construed to have the following meaning:

“Buffer Strip” - A strip of land, a minimum of 30 feet in width, designed to separate adjoining uses and intended to minimize the impact of the uses on each other. Such strips are generally intended to be intensely landscaped so as to provide a physical as well as visual separation between the adjoining properties.

“Gateway Plaza” - The intersection of Western and Wisconsin Avenue is a major portal to the District of Columbia. This “gateway” into the Nation’s Capital should be given special treatment in order to announce to visitors that they are entering the District of Columbia. This Plaza should have a special quality in regard to landscaping, paving and other features. It will not only provide a gateway but will be a setting for any of the buildings surrounding it.

“METRO” means the authorized Regional Rapid Rail Transit System under construction by the Washington Metropolitan Area Transit Authority.

“Plan” means A Plan for the Friendship Heights Area of the District of Columbia.

“Plan Area” means the area regulated by this Sectional Development Plan.

“Plaza” means a public area having a special quality in regard to landscaping, paving

and other amenities. Such plazas shall be continuously open to the public.

“Public Pedestrian Easement” means an improved walkway exclusively for pedestrian use.

“Uptown Center” means a multi-purpose major activity center, with strong transit orientation and a significant concentration of employment (total employment typically in the 5,000 - 10,000 range) and high-density residential as the principal elements, developed in a manner which serves the surrounding lower-density community while protecting it from avoidable intrusions.

“Zoning Regulations” means the Zoning Regulations of the District of Columbia.

3. Zoning Map Revisions

Map No. 5 contains recommended revisions to the existing zoning map necessary to carry out the intent of the Plan. Boundary lines between zone districts are intended to coincide with existing lot lines or centerlines of streets or alleys, except where other dimensions are indicated on the map.

4. Planned Unit Development Standards

The following standards, different from those which govern development allowed as a matter of right, shall apply to applications for planned unit developments located within the Friendship Heights Plan Area:

<u>a. Building Height</u>	<u>Maximum Permitted</u>
C-2-B, C-3-A	90 feet
C-2-A, R-5-B	60 feet
R-1-B, R-2	40 feet
<u>b. Floor Area Ratio</u>	<u>Maximum Permitted</u>
C-3-A	4.0
C-2-B	4.5
C-2-A	2.0
R-5-B	3.0*
R-1-B, R-2	0.4
<u>c. Maximum Percentage of Lot Occupancy</u>	<u>Maximum Permitted</u>
C-2-B, C-3-A, R-5-B	50%
C-2-A	60%
R-1-B, R-2	40%
d. Yards and Courts - as permitted by the Zoning Commission	

*See Recommended Zoning Text Change included in this Plan.

e. Off-Street Parking and Loading

i. All parking spaces shall be located within a building or structure. The number of spaces shall be as indicated in the following table:

<u>Office Space</u>	<u>Minimum Required</u>	<u>Maximum Allowed</u>
C-2-A	0	1 space per 1,000 square feet
C-2-B, C-3-A	0	1 space per 2,000 square feet
<u>Retail</u>		
All Districts	0	1 space per 250 square feet
<u>Residential</u>		
All Districts	1 space per dwelling unit	1.5 spaces per dwelling unit
<u>All Other Permitted Uses</u>		
All Districts	Same as required in the Zoning Regulations	

ii. All loading platforms and berths shall be located within a building or structure. The number and size of such platforms and berths shall be as specified in Section 7302 of the Zoning Regulations.

f. All other requirements for a planned unit development contained in the Zoning Regulations shall apply to PUD's within the Plan Area.

5. Area Design Criteria

The following area design criteria shall apply to any project undertaken under the PUD Regulations of Article 7501 of the Zoning Regulations and located on the following squares:

a. Squares 1578 and 1660

i. A Gateway Plaza shall be located at the intersection of Wisconsin and Western Avenue.

ii. The Gateway Plaza shall contain an entrance to the METRO concourse located under the intersection of Western and Wisconsin Avenue.

iii. A public pedestrian easement shall be established essentially in the right-of-way of 44th Street.

iv. Another pedestrian easement shall be provided between the above described easement and the Lord and Taylor Building.

v. A Plaza shall be located at the intersection of the two pedestrian easements (referred to in items iii and iv above).

vi. The sum of the area devoted to the Gateway Plaza, Plaza and pedestrian easements shall be at least equal to the area of the right-of-way of 44th Street proposed to be closed by the Plan.

vii. All lands not occupied by buildings shall be appropriately paved and landscaped as a setting for any such building and should be part of the general circulation system with the square.

viii. No building located on these squares shall be constructed at a height of less than 60 feet.

ix. All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

b. Squares 1661 and 1662

i. A Gateway Plaza shall be located at the intersection of Wisconsin and Western Avenue.

ii. The Gateway Plaza shall contain an entrance to the METRO concourse located under the intersection of Western and Wisconsin Avenue;

iii. All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

iv. A public pedestrian easement shall be located approximately in the center of the square between Wisconsin Avenue and 43rd Street.

v. The sum total of the area devoted to the Gateway Plaza shall be at least equal to the area of the right-of-way of Military Road, one-half of the right-of-way of Belt Lane and one-half of the right-of-way of the north-south alley between Western Avenue and Belt Lane proposed by the Plan to be closed and zoned C-3-A.

c. Square 1657

i. An entrance to the Friendship Heights METRO Station shall be located on the existing METRO property.

ii. All buildings shall be set back a minimum of 10 feet from the property line on each of the abutting streets.

iii. A Plaza shall be located adjacent to the access point to the proposed southern portal.

iv. A public pedestrian easement shall be established approximately 200 feet from and parallel to Wisconsin Avenue. This easement shall connect to

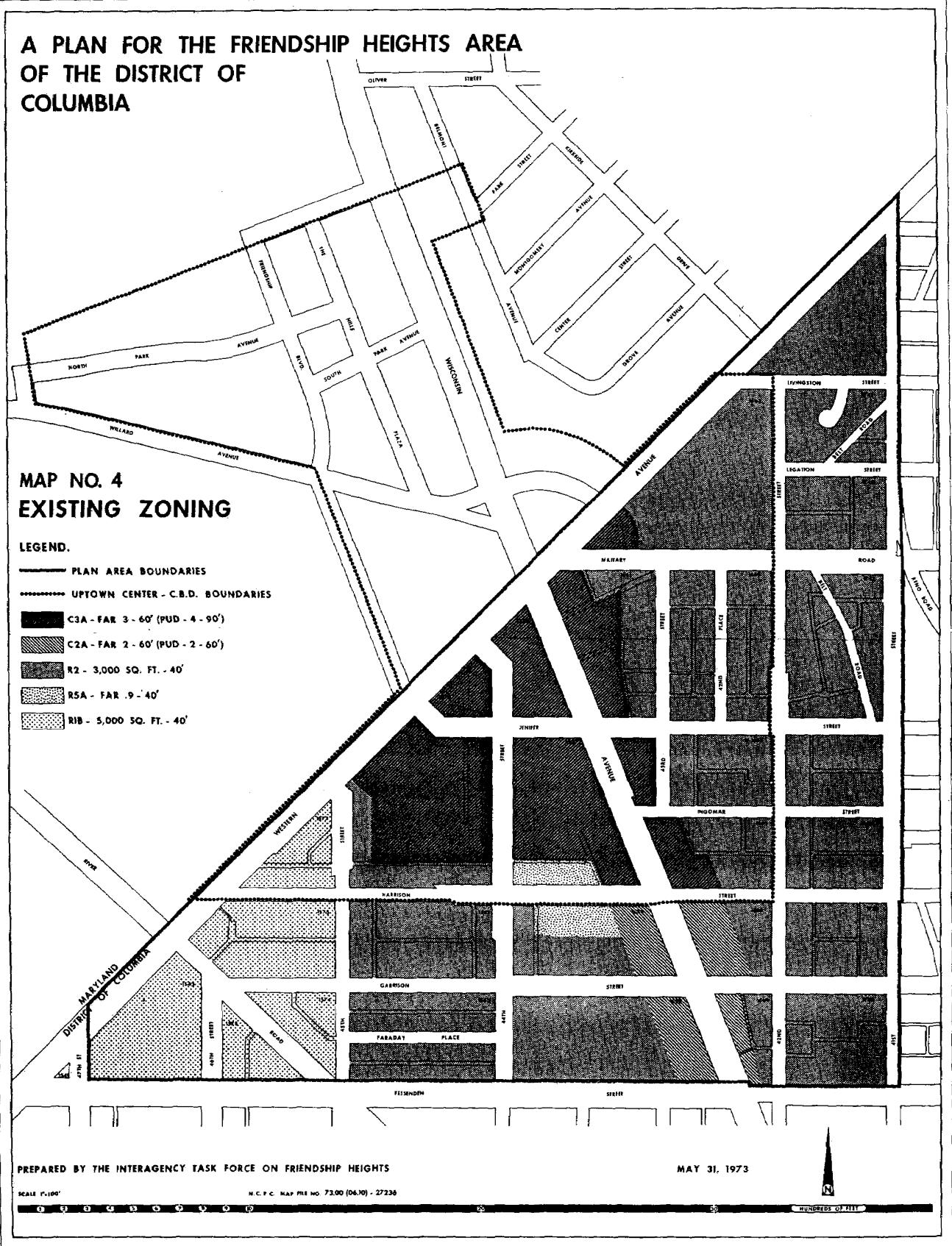
A PLAN FOR THE FRIENDSHIP HEIGHTS AREA OF THE DISTRICT OF COLUMBIA

**MAP NO. 4
EXISTING ZONING**

LEGEND.

PLAN AREA BOUNDARIES
 UPTOWN CENTER - C.B.D. BOUNDARIES

C3A - FAR 3 - 60' (PUD - 4 - 90')
 C2A - FAR 2 - 60' (PUD - 2 - 60')
 R2 - 3,000 SQ. FT. - 40'
 RSA - FAR .9 - 40'
 RIB - 5,000 SQ. FT. - 40'

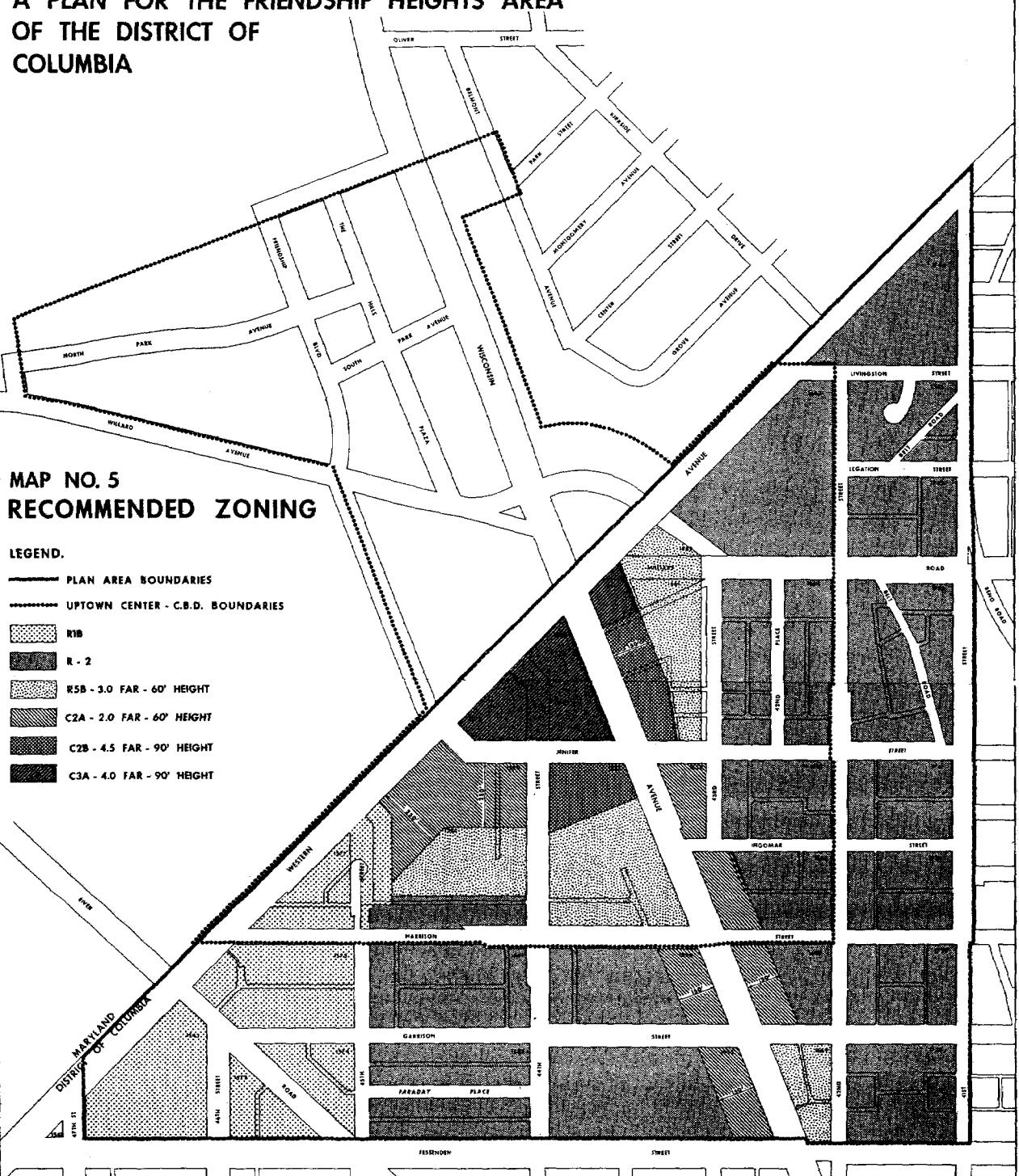


**A PLAN FOR THE FRIENDSHIP HEIGHTS AREA
OF THE DISTRICT OF COLUMBIA**

**MAP NO. 5
RECOMMENDED ZONING**

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- RIB
- R - 2
- R5B - 3.0 FAR - 60' HEIGHT
- C2A - 2.0 FAR - 60' HEIGHT
- C2B - 4.5 FAR - 90' HEIGHT
- C3A - 4.0 FAR - 90' HEIGHT



PREPARED BY THE INTERAGENCY TASK FORCE ON FRIENDSHIP HEIGHTS

MAY 31, 1973

SCALE 1:100'

N.C.P.C. MAP FILE NO. 73.00 (06.20) - 27237

N

0 100 200 300 400 500 600 700 800 900 HUNDREDS OF FEET

the one required on Squares 1578 and 1660. The above described easement shall be connected to Square 1580 with another pedestrian easement approximately located in the middle of the square between Jenifer and Harrison Streets.

v. All land not occupied by a building shall be appropriately paved and landscaped as a setting for any such building and shall be part of the general circulation system within the square.

vi. No building located on this square shall be constructed at a height of less than 60 feet.

d. **Square 1669**

i. A 30 foot green buffer strip with adequate planting shall be provided and maintained along 42nd Street to screen structures from the adjacent single family houses.

B. Recommended Zoning Text Change

A Proposed Change to Paragraph 7501.24 of the D.C. Zoning Regulations to Allow Buildings to a Maximum FAR of 3.0 in the R-5-B District.

When the Zoning Regulations were revised in 1958, a new set of residential districts was created. The R-5 Districts were created basically to allow apartments, with R-5-A having the lowest density and R-5-D the highest density. The R-5-B District was designated as a medium height and density zone, allowing buildings to a maximum of 60 feet in height and 1.8 in FAR as a matter of right.

The regulations concerning Planned Unit Developments were revised in January of 1969. A major feature of that revision was the institution of a bonus system whereby PUD's could receive extra increments of height and density. Under this system the maximum allowable bonus to be granted in the R-5-B District is 30 feet in height and 0.2 FAR, making the maximum height 90 feet and the maximum density 2.0 FAR.

The change in the Zoning Regulations proposed herein would raise the maximum allowable bonus in the R-5-B District from 0.2 to 1.2 to allow a maximum FAR under the PUD process of 3.0. The maximum density allowed as a matter of right in the R-5-B zone would remain at 1.8.

Very little new development has actually occurred in the R-5-B District. One of the chief reasons for this lack of developer interest lies in the combination of height and density which the Zone District allows. The 2.0 FAR presently allowed under the PUD process does not provide enough density to encourage developers to build under the standards in this District.

This recommendation is made for the following reasons:

1. It would encourage more apartment development in the R-5-B District by giving more incentive to developers. This proposed change would apply to all R-5-B zoned land located throughout the District of Columbia. The principal concentrations of this District are in the Dupont Circle—Adams Morgan—Columbia Road area west of 16th Street and along 15th Street, N.W., from Rhode Island Avenue to Irving Street and then extending north along 16th Street to Piney Branch Parkway.

2. The bonus would encourage a greater use of the Article 75 process, which enables the Zoning Commission to have site plan review of proposed developments.

3. It would fill a gap in the present structuring of the density regulations in the R-5 Districts. Presently, the maximum FAR in R-5-B (under PUD) is 2.0, while the next more intensive zone, R-5-C, allows 3.5 FAR as matter of right.

C. Recommended Street Adjustments

Map No. 6 indicates those street adjustments which would be desirable if the circulation objectives of the Plan are to be achieved.

Although this Plan indicates a connection of the Ring Road with Wisconsin Circle in Montgomery County, the Task Force feels this to be an inferior solution. The preferred solution would be to have the Ring Road use the area in back of the Chevy Chase Center as its right-of-way. This would move the Ring Road intersection further to the north of the Western and Wisconsin intersection in addition to greatly improving the intersection of the Ring Road with Willard Avenue and Friendship Boulevard.

D. Recommended On-Street Parking Controls

The control of overspill parking on the surrounding residential streets shall be effected concurrent with development approvals. The necessary regulations will incorporate standard time restrictions and/or a permit system for local residents.

E. Optional Development Areas

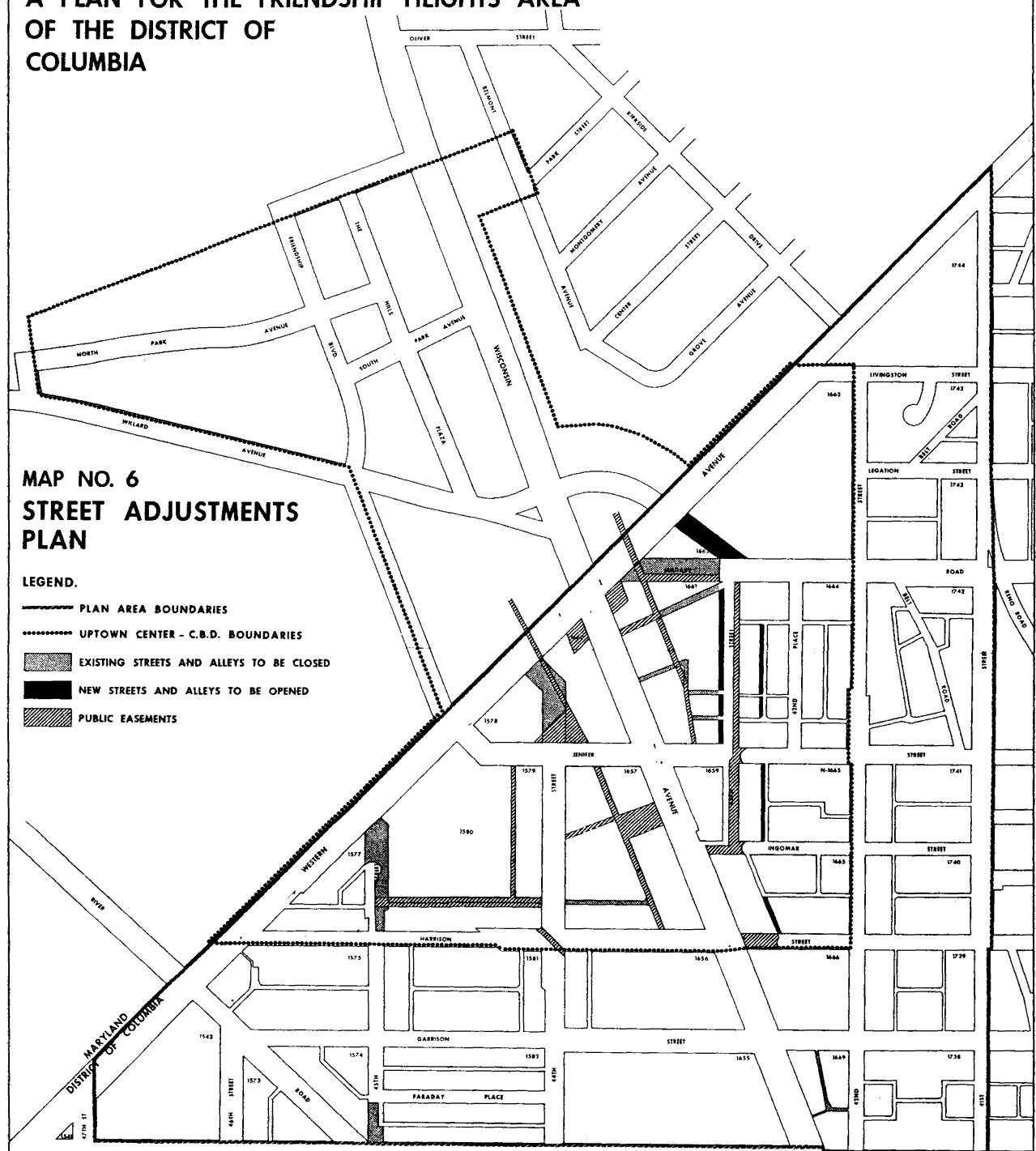
Map No. 7 delineates five optional development areas. Each of these areas could be reasonably developed in a different manner than the Plan currently suggests. In fact, these alternatives would be preferable to the development suggested in the Plan. They are not included as mandatory because the Task Force could not reasonably foresee a way in which those proposals could be accomplished with public resources available to the District of Columbia. Therefore, if a planned unit development proposal for any one of the optional development areas included all of the properties in that area, it could be substituted for the relevant portions of the existing Plan. Any PUD proposal thus submitted should be in accord with the provisions of the Sectional Development Plan for the Friendship Heights Area and the provisions listed below for each of the areas.

A PLAN FOR THE FRIENDSHIP HEIGHTS AREA OF THE DISTRICT OF COLUMBIA

MAP NO. 6
STREET ADJUSTMENTS
PLAN

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- [Hatched Box] EXISTING STREETS AND ALLEYS TO BE CLOSED
- [Solid Black Box] NEW STREETS AND ALLEYS TO BE OPENED
- [Diagonal Hatching] PUBLIC EASEMENTS



PREPARED BY THE INTERAGENCY TASK FORCE ON FRIENDSHIP HEIGHTS

MAY 31, 1973

SCALE 1"=100'

N.C.P.C. MAP FILE NO. 73.00 (44.50) - 272.38

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The recommended land use and circulation proposals for each of the option areas are shown on Map No. 7.

1. Area A Option

Harrison Street between 44th and 45th Street

Harrison Street would be relocated to the south with a 60-foot right-of-way, and a 30-foot park buffer would be provided between the existing alley and the new right-of-way for Harrison Street. A portion of 45th Street would be closed and converted into a public park, and the existing Harrison Street would be closed. The zoning category for the land to be developed would be R-5-B with a 3.0 FAR allowable. Along the new Harrison Street all buildings would set back a minimum of 20 feet. The maximum number of dwellings would be based on the total land area of the properties included in the Planned Unit Development area, less the land used for the Harrison Street right-of-way.

2. Area B Option

Property fronting on Harrison Street between 44th Street and the back property of the properties fronting on Wisconsin Avenue

Within this area Harrison Street would be closed between 44th Street and the alley serving the properties fronting on Wisconsin Avenue. One-half of the right-of-way would be added to the public park on Square 1656 and one-half would become part of the land to be used in the Planned Unit Development. The zoning on this land would be R-5-B.

3. Area C Option

Property fronting on 43rd Street between Jenifer and Ingomar Street

Within this area 43rd Street would be closed except for a 20-foot service road on the west side of the right-of-way. A new right-of-way and roadway would be created by utilizing the existing alley between Jenifer and Ingomar Street ; this right-of-way would be the minimum required to adequately serve the abutting property. This area would be rezoned to R-5-B.

4. Area D Option

Property fronting on 43rd Street between Military Road and Jenifer Street

The existing right-of-way of 43rd Street would be closed, and a new right-of-way and roadway would be created. It would be 100 feet wide and located on the eastern boundary of the property in question. The existing alley and 20 feet of the new right-of-way would be developed into a green buffer. This area would be rezoned to R-5-B.

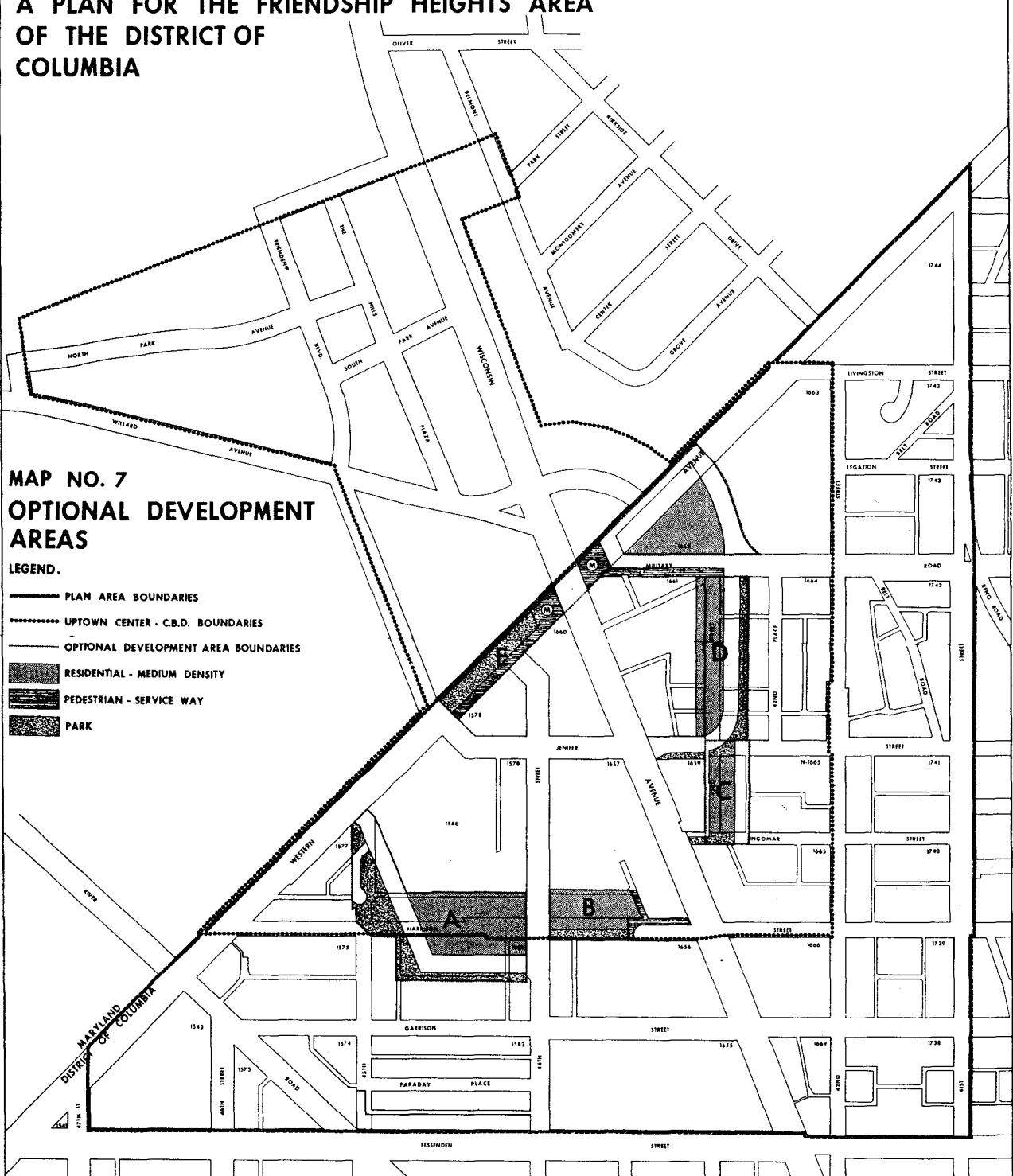
5. Area E Option

A PLAN FOR THE FRIENDSHIP HEIGHTS AREA OF THE DISTRICT OF COLUMBIA

MAP NO. 7 OPTIONAL DEVELOPMENT AREAS

LEGEND.

- PLAN AREA BOUNDARIES
- UPTOWN CENTER - C.B.D. BOUNDARIES
- OPTIONAL DEVELOPMENT AREA BOUNDARIES
- RESIDENTIAL - MEDIUM DENSITY
- PEDESTRIAN - SERVICE WAY
- PARK



PREPARED BY THE INTERAGENCY TASK FORCE ON FRIENDSHIP HEIGHTS

SCALE 1:100'

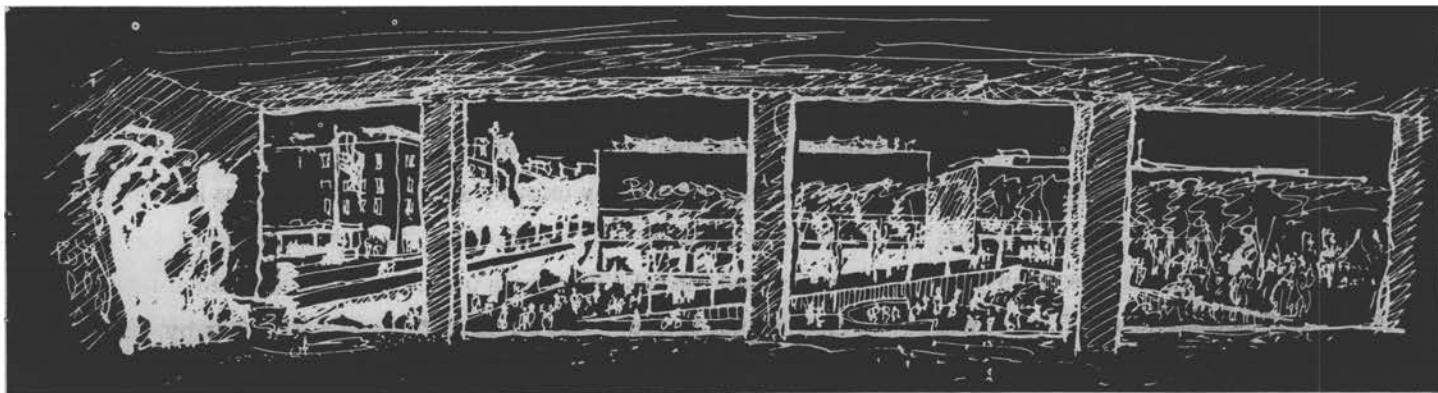
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MAY 31, 1973

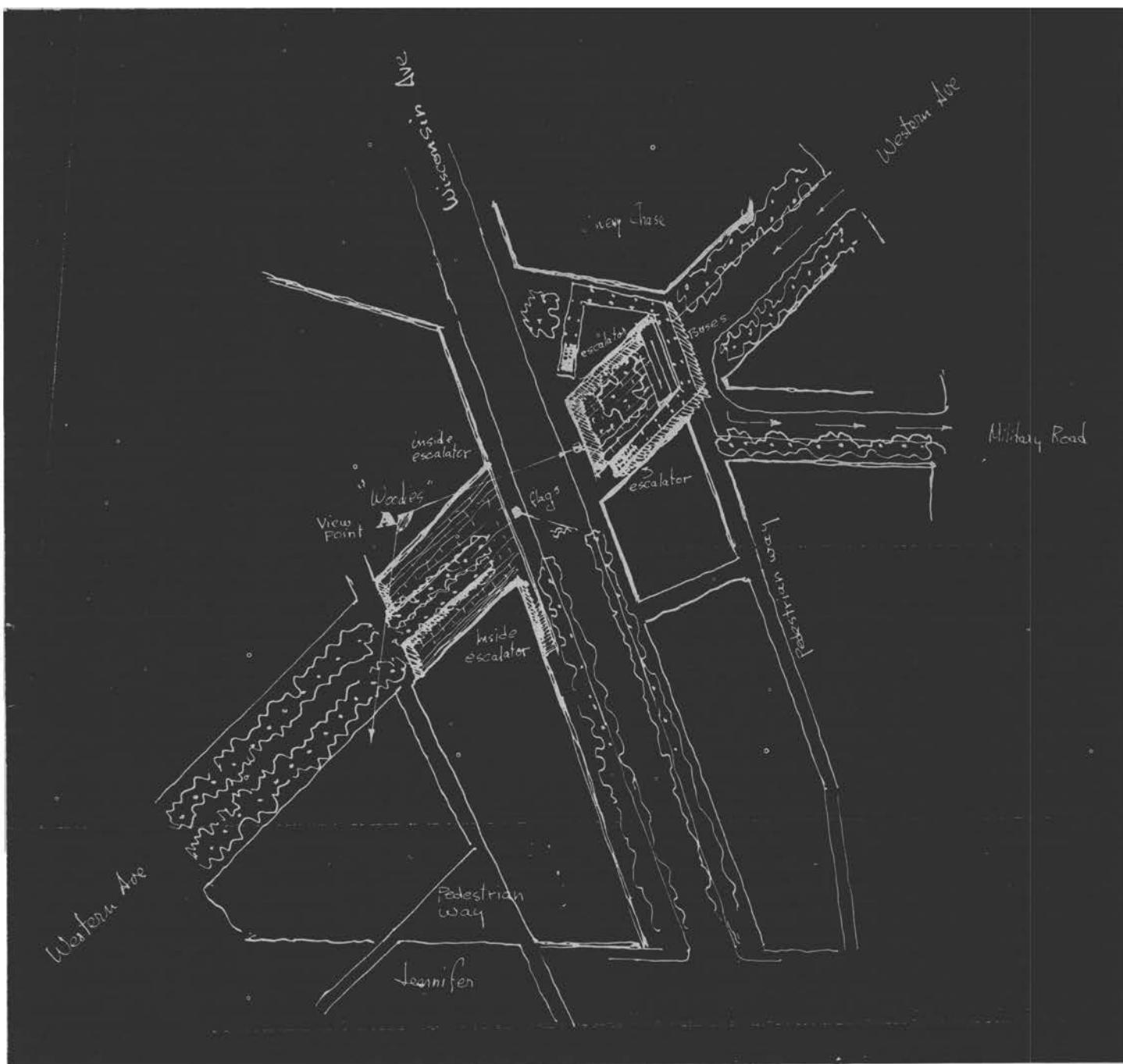
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HUNDREDS OF FEET

ILLUSTRATION, AREA E OPTION



VIEW FROM POINT A LOOKING SOUTH



Western Avenue

This option should be given serious consideration only after a period of experimentation in closing Western Avenue for limited periods at specific times. Such experimentation would test the effectiveness of the remaining elements of the area transportation system, and particularly the Ring Road, in accommodating traffic loads generated by existing and new development in the Plan Area. Western Avenue within the Ring Road would be closed and the right-of-way put to other public uses. With Western Avenue closed the METRO access problems at the intersection would be eased, the construction costs would be lower and the need for land acquisition by METRO would be reduced, if not eliminated. Moreover, the conversion of this roadway to other public uses would provide an opportunity to effectively draw the Montgomery County and District of Columbia portions together into a unified whole.

F. Recommended Capital Improvements Program (See chart on page 27 for recommended priorities.)

The following recommendations are to be reviewed by the appropriate public agency to determine costs and the feasibility of the recommended priorities:

1. Library

A branch library should be located within the Plan Area. As a minimum measure the Interagency Task Force recommends renting space.

2. Recreation Facilities and Parks

There should be an additional neighborhood park and more intensive development of active recreational uses on existing parks serving this area.

a. Existing Parks

i. The development of Fort Reno Park into a regional park with an indoor swimming pool located at Wilson High School as recommended in the 1972 to 1977 Capital Improvements Program.

ii. The development of active and passive recreational uses on Fort Bayard Park.

b. New Parks

The purchase of land and development of a new park of approximately one and one-half acres to be located in Square 1656. See Map No. 1 for the location.

c. New Park Buffers

Park buffers as shown on Map No. 1 should contain plantings to screen the surrounding community from the adjacent new development. They should also con-

tain pedestrian paths and/or bike-ways connecting the Uptown Center with the surrounding communities and link up with the proposed Fort Circle Parks bike-ways. To the extent possible all buffers should be located on either public street rights-of-way or public alleys closed to auto traffic.

a. The Community Center

The Task Force recommends that a community center be located within one of the R-5-B Districts. An additional 0.2 FAR should be given to the developer if he provides a minimum of 10,000 square feet for this use. The city would provide the necessary equipment for a job exchange and day care center. It is anticipated that the surrounding communities would operate these two services.

3. Post Office

A branch Post Office should be located within the Plan Area.

4. Highway and Traffic Projects

a. Ring Road

Development of the Ring Road would include the widening of Jenifer Street, N.W., from Western Avenue to 43rd Street, N.W., and 43rd Street from Jenifer Street to Western Avenue. This would require the shifting of the right-of-way of 43rd Street to the west and possibly purchase of private property. It is anticipated, however, that this right-of-way can be obtained by an exchange for other public right-of-ways that are to be closed within the same square. See Map No. 6 for details. (See also Optional Development Areas, Map No. 7.)

b. Western Avenue

The Plan recommends improving Western Avenue between the new Military Road alignment and Jenifer Street. The improvement would include the addition of a landscaped median strip. (See also Optional Development Areas, Map No. 7.)

c. Military Road

The Plan recommends a realignment of the intersection of Military Road and Western Avenue. See Map No. 6. (See also Optional Development Areas, Map No. 7.)

d. Street Closings and Cul-de-sacs

The following streets are recommended to be closed and/or terminated with a cul-de-sac.

i. Forty-fifth Street, N.W. at Western Avenue and Fessenden Street, N.W.

ii. Forty-fifth Street, N.W. would be partially closed from Western Avenue to Harrison Street, N.W.

- iii. Jenifer Street at 43rd Street, N.W.
- iv. Ingomar Street at 43rd Street, N.W.
- v. Forty-third Street, N.W. between Jenifer and Ingomar (partial street closing only).
- vi. Forty-fourth Street, N.W., would be closed from Western Avenue to Jenifer Street, N.W. (See Map No. 6.)
- vii. Belt Lane would be closed from the proposed pedestrian way to 43rd Street, N.W.
- viii. Thirty feet of easement on the east of the right-of-way of 43rd Street, N.W. between Military Road and Jenifer Street would be closed and 30 feet would be added to the west side of the right-of-way.
- ix. Harrison Street, N.W. would be closed at 44th Street, N.W. and diverted both north and south on 44th Street, N.W. A park buffer has been added. (See Map No. 6.)

e. Alleys

i. Improvements

The Plan recommends improving the alleys in Squares 1664, N-1665 and 1580. These improvements include separate driveway spaces for those lots facing 43rd Street, N.W. in Squares 1664 and N-1665. Also, these alleys would be widened by 15 feet to provide an alternate access to the properties.

ii. Closings

The alleys in Squares 1657, 1661 and 1669 are to be closed except for those portions reserved for pedestrian easements.

f. Improvements of Traffic Signalization

The extent of these improvements will be determined by the District of Columbia Department of Highways and Traffic in conjunction with appropriate Maryland agencies.

g. Wisconsin Avenue

The Plan recommends providing turning lanes and special landscape treatment of this important roadway.

5. Pedestrian Ways and Bike-Ways

<u>Recommended Priorities for CIP</u>	Within 1st Phase		2nd Phase
	1 to 5 Years	1 to 10 Years	10 Years Beyond
1. Branch Library			x
2. Recreational Facilities and Parks			
a.(i) Fort Reno Improvements and Development of a Swimming Pool at Wilson High School			x
(ii) Fort Bayard Park			x
b. New Park (Square 1656)			x
c. Park Buffers on Squares:			
1661			x
1659	x		
1580	x		
1669		x	
d. Community Center			x
3. Post Office			x
4. Highway and Traffic Projects			
a. Ring Road	x*		
b. Western Avenue Improvements		x	
c. Military Road Improvements	x*		
d. Street Closings and Cul-de-Sacs			
(i) 45th Street, N.W.			x
(ii) Jenifer Street, N.W.	x*		
(iii) Ingomar Street, N.W.	x		
(iv) 44th Street, N.W.	x*		
(v) 43rd Street, N.W.	x*		
(vi) Belt Lane, N.W.		x	
(vii) Harrison Street, N.W.		x	
e. Alleys - Improvements			
Square 1664 with driveways	x		
Square N-1665 with driveways	x		
Square 1580	x		
Closings			
Square 1657		x	
Square 1661		x	
Square 1669		x	
f. Improvements of Traffic Signalization	x		
g. Wisconsin Avenue Turning Lanes and Special Landscape Treatment of the Avenue		x	
5. Pedestrian Ways and Bike-Ways		x	
6. Water and Sewer Connections and Realignments		x	
7. Southern Entrance to Friendship Heights METRO Station	x		
8. Public Utility Companies		x	

*Before METRO construction

a. Pedestrian Ways

Those pedestrian ways which are not part of a Planned Unit Development should be improved by the appropriate public agency in order to insure continuity of the pedestrian way system as shown on Map No. 2, Circulation Plan. These improvements should include character of pavement, curb cuts, landscaping, ramping, street furniture, special markings and lighting.

b. Bike-Ways

Those bike-ways which are not part of a Planned Unit Development should be improved by the appropriate public agency in order to insure continuity of the bike-way system as shown on Map No. 2, Circulation Plan. These improvements should include character of pavement, curb cuts, landscaping, ramping, street furniture, special markings and lighting.

6. Water and Sewer Connections and Realignments

The Plan recommends cost sharing with developers on new water and sewer connections and necessary realignments.

7. Southern Entrance to Friendship Heights METRO Station

The Plan recommends that a southern entrance to the Friendship Heights Station be constructed at the same time the station and northern entrance are constructed. This entrance would be located on the METRO property in Square 1657.

8. Public Utility Companies

The Plan recommends that for safety and esthetic purposes all power and telephone lines within the Uptown Center be placed underground; this includes the substation located on Square 1657.

G. Recommended Housing Program

The Plan Objectives recommend that on an individual project basis 15/20 percent of the new residential units constructed within the Plan Area be low and/or moderate-income housing. The Office of the Assistant to the Mayor for Housing Programs should develop means of implementing this objective.

H. Recommended Phasing Program

This Plan proposes a two phase development program which should be carefully followed in order that development may proceed in an orderly fashion and so that the adjacent low-density residential neighborhoods may be afforded the maximum possible protection from any adverse impacts.

1. Phase One

This first phase allows for development based on the assumptions and constraints discussed in Part IV of this recommended Plan. No development should be allowed to violate these assumptions and constraints.

The following public improvements should be accomplished and operational before any actual construction is initiated:

- a. The Ring Road and other street adjustments as outlined in the Plan;
- b. All modifications of traffic signalization designed to improve traffic flow; and
- c. On-street and off-street parking controls within the Plan Area and on-street parking controls in the low-density residential neighborhoods adjacent to the Plan Area.

As a prelude for consideration of the Area E Development Option recommended in Part VI E, trial closing of Western Avenue for limited times should be conducted to assess its impact on area traffic flow.

Finally, any construction planned to begin in the near future should not be programmed for completion until the Friendship Heights METRO Station is completed and operational. This would require close coordination with the construction and completion schedule established by METRO.

It is anticipated that the District of Columbia Department of Environmental Services will shortly complete a pollution study in the Plan Area. No development in Phase One should occur until the results of that study are completed, and it is demonstrated that the additional development recommended by this Plan would not generate air and noise pollution above those levels established by Federal standards and by the District of Columbia Department of Environmental Services.

2. Phase Two

Any plans for additional development after those levels recommended in this Plan have been achieved should be considered only if the following requirements are met:

- a. The transit modal split must be greater than 30 percent; and

b. There must be no more than 3,300 auto vehicle trips being generated by development on the District side of Friendship Heights. This vehicle trip capacity figure should be verified on the basis of additional Department of Highways and Traffic studies.

Any proposed revisions to the Phase One Plan should be entertained only if the following considerations are satisfactorily met:

- a. Area community groups should be given an opportunity to review all proposed revisions to this Plan;
- b. Any additional development proposed should not generate air and noise pollution above those levels established by Federal standards and by the District of Columbia Department of Environmental Services; and
- c. There should be adequate water and sewer capacity to accommodate any additional development.

APPENDIX A

ISSUES REQUIRING INTER-JURISDICTIONAL COORDINATION

In order for the objectives of this Plan to be successfully realized it is essential that the National Capital Planning Commission and the Montgomery County Planning Board jointly resolve the following potential differences between the separate plans of the two jurisdictions:

1. The location of the proposed Ring Road to provide for an exact joining of the two segments;
2. The maximum number of vehicle trips the area is able to absorb before the general environment is adversely affected;
3. An area-wide system of pedestrian and bicycle paths; and
4. An agreement to achieve a one-third/two-third split between the District and Montgomery County respectively in the traffic capacity and corresponding development potential to achieve appropriate and realistic distribution of levels of development.

It is also necessary that the Mayor and City Council of the District of Columbia and the Montgomery County Council discuss and formulate the following inter-jurisdictional policies and regulations.

1. Inter-jurisdictional policy that there will be no future widening of the feeder roads leading into the Plan Area;
2. Inter-jurisdictional policy on reasonable standards for the number of off-street parking spaces to be provided;
3. Inter-jurisdictional coordination of signalization and other methods of traffic control to achieve maximum efficiency in the operation of the existing road system;
4. Inter-jurisdictional on-street parking regulations both within the Plan Area and in the adjacent residential neighborhoods; and
5. Inter-jurisdictional policy on cost-sharing for improvement of the operation of the METRO station by providing surface access at the southern end of the station platform.