

WISCONSIN AVENUE DEVELOPMENT FRAMEWORK IN ZONING

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2	The Wisconsin Avenue Development Framework is an action to implement land use and housing policies outlined in the 2021 amendment to the District’s Comprehensive Plan and the Rock Creek West Roadmap.	The proposed MU-10/FHM, RA-2, MU-10/TTM and the MU-8A/WA zoning would implement the land use, density, height, and use direction of the Comprehensive Plan, as well as the housing and design related guidelines of the Rock Creek West Roadmap and the Wisconsin Avenue Development Framework (WADF).
4	The Wisconsin Avenue Development Framework provides guidance for zoning changes consistent with the District’s Comprehensive Plan (Comp Plan). These changes will deliver needed housing units on this high-opportunity, mixed-use corridor. Up to 9,500 new housing units on the Wisconsin Avenue corridor could be produced as a result of these changes, of which 1,700 could be dedicated affordable.	The proposed zones along with inclusionary zoning would help to achieve these targets.
4	This Development Framework applies to over 100 development sites along a 1.5-mile segment of Wisconsin Avenue with a focus on Friendship Heights and Tenleytown-AU Metro station areas. Consistent with the Comp Plan, this Development Framework envisions a corridor of well-designed blocks that create walkable urban places with new mixed-income housing and active ground floor uses. The Development Framework also recommends the design and activation of new public spaces, providing opportunities for people of all ages, backgrounds, and abilities to enjoy.	The proposed zoning includes requirements for activated streetscapes and building articulation, as well as streetscape activating uses along Wisconsin Avenue and other designated roadways.
4	This Development Framework implements land use and housing policies outlined in the 2021 amendment to the Comp Plan and the Rock Creek West Roadmap. This Development Framework recommends the full use of height and density allowed in the Comp Plan to achieve policy priorities for more equitable development, leveraging tools like Inclusionary Zoning (IZ).	The proposed zoning allows the height and density allowed under the Comp Plan, WADF and recommends IZ Plus.
4	More activity and reconfigured retail blocks sustaining diverse and walkable commercial nodes.	Ground floor uses such as retail, commercial and service along with façade requirements would help to create activity and walkable commercial areas.
4	4.5x the number of dedicated affordable housing units compared to current zoning, providing housing options for a range of household compositions and income levels, concentrated near Metro stations, parks, jobs, and civic amenities.	The proposed new zones, combined with IZ Plus requirements, would result in significantly more housing and affordable housing potential along the corridor than would be possible under current zoning.
5	The Comp Plan’s vision for equitable development is expressed through four guiding principles for the corridor:	
5	Prioritize housing, especially affordable housing, supported by active retail, restaurants, and cultural and entertainment uses.	The proposed zones incentivize residential development, along with activated retail mixed use corridors. Retail, restaurant, cultural and entertainment uses would be permitted.

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5	Design public spaces to encourage walkability, connectivity, and access to transit.	The proposed zones include requirements for streetscape activating uses at the ground floor level, and design related requirements to foster walkability and transit access. Public spaces are not governed by zoning.
5	Design building massing and height to complement neighborhood context and emphasize local landmarks.	The proposed zones address stepping down of new buildings and additions, and include building articulation, lot occupancy, and building set-back and step-back requirements to complement neighborhood context.
5	Design buildings to maximize availability, variety, flexibility, and sustainability of housing and retail.	The proposed zones would foster housing variety and require retail and other commercial uses at the ground floor level.
7	The first step is rezoning the corridor to provide more flexibility for future property development with clarity in outcome and process for community stakeholders and property owners alike.	The proposed zones address Comp Plan direction, while providing clarity in process. Most development would be by-right but the proposed zones include many design-related requirements. Review of public space changes would continue to occur through the Public Space Permitting process.
7	The Development Framework recommends four zoning categories for the corridor utilizing heights and densities permitted under the Comp Plan ranging from moderate-density residential to high-density mixed-use.	OP is proposing four new zones, three created for various parts of the corridor, and the existing moderate density residential RA-2 zone for transition areas.
7	To achieve its urban design vision, the Development Framework recommends Design Review for the two high-density mixed-use areas near the Friendship Heights and Tenleytown- AU Metro stations.	OP is not proposing a design review process, which would be contrary to earlier policy to create clarity in process and outcome. Instead, OP has incorporated the building use and form guidelines into the zoning requirements.
7	Elsewhere on the corridor, this Development Framework recommends zoning for moderate-density residential or medium-density mixed-use, to be developed as a matter of right. A Planned Unit Development (PUD) would also be an available option in all four zones.	Areas that are part of this zoning initiative and not adjacent to a metro station have zoning proposed that is also by-right, and reflective of Comp Plan and WADF guidelines. While a PUD may be possible, it is unlikely as the zones provide the Comp Plan and WADF envisioned height and density by-right.
7	Each property owner will implement the recommendations in the Development Framework for plazas, pedestrian passages, or shared streets on private property at their discretion. The DC Office of Planning (OP) will work relevant guidelines for these features into the zoning text, where possible. Streetscaping improvements in the public right-of-way will come with individual developments, approved as necessary by the Public Space Committee.	Building use and form guidelines have been incorporated into the zones. Streetscape improvements will be reviewed by the Public Space Committee.
8	The Wisconsin Avenue Development Framework supports Comp Plan goals of housing equity, commercial success and sustainability, and enhancing a sense of place through thoughtful urban design	The proposed zones address and provide for Comp Plan and WADF envisioned height and density to encourage new opportunities for housing. All buildings would be required to comply with current District Inclusionary Zoning and green building standards.
8	The Development Framework's recommendations will	While the proposed zones include lot

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	support a vibrant public life for people of all ages, backgrounds, and abilities. The Development Framework identifies locations and types of new public spaces and how their design and activation can be delivered. This will occur through private development and coordinated by commercial management districts in partnership with applicable public agencies such as the District Department of Transportation (DDOT), the District Department of Parks and Recreation (DPR), and NPS.	occupancy, set back, and corridor requirements, public space improvements are outside the scope of zoning and would be addressed through the Public Space Permitting process.
8	OP will advance zoning informed by this Development Framework to encourage height and density allowed in the Comp Plan to achieve policy priorities for more equitable development, leveraging tools like Inclusionary Zoning (IZ).	The proposed zones are consistent with Comp Plan and WADF policy related to building height, density, and use mix and include IZ Plus.
8	To achieve its urban design vision, the Development Framework recommends Design Review for the two high-density mixed-use areas near the Friendship Heights and Tenleytown-AU Metro stations. Moderate- and medium-density areas elsewhere on the corridor could be developed as a matter of right. PUDs would be an available option along the entire corridor.	OP is not proposing a design review process which would be contrary to earlier policy to create clarity in process and outcome. Instead, OP had incorporated the building use and form guidelines into the zoning requirements.
9	Friendship Heights can redefine its role from a regional shopping destination to a node with a balance of regional and neighborhood-oriented offerings. ... As redevelopment continues, property owners should explore opportunities to activate existing vacant retail spaces and prioritize permanent cultural spaces. ...	The proposed zones allow a broad range of uses, and have a requirement for ground floor commercial, service, arts, or entertainment uses. These would serve neighborhood residents as well as a potentially broader audience.
12	Inclusionary Zoning (IZ) and Inclusionary Zoning Plus (IZ+) in Rock Creek West	The proposed new zones include IZ Plus.
13	Sustaining and Attracting Families	The proposed zones provide for significant new housing options, which could include new housing opportunities for neighborhood residents looking to downsize but want to stay in the neighborhood. The proposal also includes requirements for new ground floor retail, nonresidential and service uses to support neighborhood families.
16	FOUR GUIDING PRINCIPLES FOR THE CORRIDOR	
16	Prioritize housing, especially affordable housing, supported by active retail, restaurants, and cultural and entertainment uses.	The proposed zones prioritize housing and address this through meeting Comp Plan FLUM height, density and use designations, IZ Plus, and through the requirement for a wide variety of ground floor non-residential uses.
16	Develop housing as the principal use along the corridor.	The proposed zones all incentivize the provision of new housing options along the corridor.
16	Prioritize retail stores and restaurants as key supporting uses, serving local and city-wide residents and activating public spaces.	The high-density mixed-use zones at the metro stations include a ground floor commercial use requirement, which includes retail, restaurant, service, and entertainment uses. The proposed corridor mixed use zone would also allow, but

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		not require, ground floor retail and service space to allow retail to principally form nodes at the metro stations.
16	Incorporate small office tenants such as medical or accounting as occupants in flexibly-designed buildings.	Non-residential uses such as small service uses are permitted and are required on the ground floor. The high-density mixed-use zones at the metro nodes would also allow commercial or service uses on the second or lower levels of buildings to further encourage neighborhood serving uses.
16	Include education-supportive uses that serve the large population of elementary, high school, and university students in the area, such as housing, casual food-related retail, and other amenities.	Uses such as these would be permitted in the mixed-use zones, and are required on the ground floor level in the high-density mixed-use zones.
16	Complement the mix of residential and commercial uses with cultural and entertainment uses, leveraging large development site opportunities where feasible.	Cultural and entertainment uses are permitted in the mixed-use zones, including within the required ground floor commercial spaces. As this has not been specified as an Arts/Cultural hub location, unlike other parts of the city, OP is not proposing arts or entertainment use requirements or bonuses.
16	Design open spaces for social interaction and inclusive gatherings, incorporating public open spaces in the redevelopment of key opportunity sites.	As recommended by the WADF, an open space requirement is provided on each property through lot occupancy, and set-backs. Additionally, at key locations, publicly accessible open spaces are required. As these would be on private property, and different treatments would be appropriate for different sites and locations, detailed design of these spaces is not included in the proposed regulations, other than how they relate to the streetscape and public space.
16	Minimize parking associated with redevelopment; design it to be located below grade while prioritizing comfortable pedestrian movements.	The proposed zones include limitations on ground level parking and require that they be at least 20 feet from Wisconsin Avenue and buffered by other designated uses along the corridor. Access to parking and loading cannot be from Wisconsin Avenue, to ensure continuity of the streetscape character.
17	Design public spaces to encourage walkability, connectivity, and access to transit.	
17	Break down the mass of superblocks (blocks over 500 feet in length) with new shared streets, plazas, or pedestrian-only passages.	The proposed zones address this through lot occupancy, set-back, and step-back requirements. In addition, due the large size of some of the blocks, a unique provision is proposed to establish upper level façade articulation in the higher density mixed-use zones at the metro stations.
17	Activate Wisconsin Avenue’s streetscape and adjoining side streets and pedestrian passages with storefronts, smaller food-based businesses, seating, vegetation, and public art.	The proposed mixed-use zones include ground floor commercial space permissions or requirements with associated design requirements for Wisconsin Avenue, as well as for major side streets in the two Metro area

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		zones.
17	Design a building’s streetwall to a minimum of 15 feet in height. Incorporate interesting and transparent storefronts and building lobby entries to activate the sidewalk, making use of building projections to accentuate façades.	The proposed high density mixed-use zones include ground floor commercial space requirements with the associated design requirements, including a 15-foot minimum ground floor height. Design requirements are also provided for the corridor MU-8A mixed use zone also includes building form and design related requirements .
17	Focus retail, restaurants, building lobbies, and other active uses on Wisconsin Avenue and key side streets (Jennifer and 44th streets in Friendship Heights; Albemarle, Brandywine , Chesapeake, 40th, and 41st streets in Tenleytown) to activate the public realm.	The proposed zones include Wisconsin Avenue as a designated roadway along with Jennifer Street and 44 th Street in Friendship Heights, and Wisconsin Avenue, 40 th Street/Fort Drive, Brandywine Street, Chesapeake Street and Albemarle Street in Tenleytown.
17	Concentrate retail in walkable retail priority nodes around Friendship Heights Metro Station, Tenleytown-AU Metro Station, and the 4900 block of Wisconsin Avenue.	The proposed zones concentrate retail and other active uses at the nodes and the 4900 block of Wisconsin Avenue. However, retail and other non-residential uses are permitted along the corridor.
17	Locate retail entrances at grade with the sidewalk; maximum storefront widths should be 40 feet or 25 feet in walkable retail priority nodes.	Retail entrances are to be at grade with the sidewalk and located every 25 feet along Wisconsin Avenue, and every 40 feet for other commercial uses along the other designated roadways.
17	Support vibrant retail by improving conditions for people walking and biking along the corridor, especially crossing Wisconsin Avenue.	Pedestrian experiences would be improved through having at least 75% of a building street wall at the property line, retail entrances every 25 feet, not less than 50% of street wall having clear or clear/low emissivity glass along the street wall, and not having vehicular entrances from Wisconsin Avenue. Additional non-zoning related public space guidelines would further meeting this guidance.
17	Reduce vehicle and pedestrian conflicts by eliminating curb cuts and applying traffic calming along Wisconsin Avenue.	On new buildings, vehicular entrances from Wisconsin would be prohibited. Traffic calming along Wisconsin Avenue would be implemented though DDOT.
18	Design building massing and height to complement neighborhood context and emphasize local landmarks.	
18	Place and design buildings to open up sidewalk-level views that highlight key neighborhood landmarks.	Large building would be articulated and provide through block pedestrian access.
18	Use tower projections on buildings to enhance prominent intersections or corners along Wisconsin Avenue.	Tower projections typically extend into public space and are not governed by zoning. However, they are encouraged to highlight and accentuate building corners and are not subject to the building setback requirements.
18	Break down long horizontal building façades through vertical and horizontal divisions, bays, step backs, and other design approaches.	Design Guidelines require articulation of building facades thorough projections or recesses. The use of 1:1 step-backs would also be required to provide vertical articulation.
18	Transition building scale, massing, and height along	Building scale, massing, and height transitions

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	Comp Plan Future Land Use Map (FLUM) boundaries from higher density areas to abutting low-density residential areas.	are provided through rear yard and building setback and step-back requirements.
18	Design and orient the shape and massing of buildings to maximize energy efficiency, increase access to light and air, and capture interesting views or vistas.	Zoning would not appropriately provide this level of design requirement, but any building would have to meet both building code and green building requirements.
19	Design buildings to maximize the availability, variety, flexibility, and sustainability of housing and retail.	
19	Include balconies, terraces, and other private outdoor spaces for residents.	The design guidelines encourage and require the use of inserts or projections such as balconies to break up uninterrupted building facades.
19	Modulate building massing to increase corners and accommodate more three-bedroom units.	The modulation of building massing every 100 feet of building façade would be required. However, zoning does not establish requirements for number or size of bedrooms or other internal rooms.
19	Design buildings to be attractive to a range of household types and sizes, including families with children and older adults.	IZ Plus would provide options for a broader range of households, and provide some incentives for the provision of larger units.
19	Use courtyards and/or elevated terraces to provide light, air, vegetation, and amenities.	The provision of light and air is a Building Code issue. However, court requirements in the Zoning Regulations would apply to any new building. Building articulation requirements would also encourage balconies, patios, and additional windows.
19	Prioritize upper level building rooftops for housing, residential amenity space, green roofs, and solar panels.	Rooftops for housing, residential amenity space, green roofs, and solar panels are all allowed under the proposed zones.
19	Activate second level rooftop terraces with café seating to complement street-level public life.	Second level rooftop terraces with café seating would be allowed under the proposed zones.
19	Increase the availability of smaller storefronts (under 2,000 square feet); where possible, activate the ground floor with smaller food-based businesses.	The zones require retail entrances an average of every 25 feet and other active uses every 40 feet which encourages the provision of interiors that would meet smaller businesses.
20	CORRIDOR-WIDE PUBLIC REALM OPPORTUNITIES	
20	In Friendship Heights, a plaza is needed to serve as a central gathering place, ideally located on 44th Street. If development is not feasible above the proposed Western Bus Garage, a full-sized recreational field should be explored for its large roof area.	This is public space, not governed by zoning.
20	In Tenleytown, improvements to 40th Street/ Fort Drive can be designed as a central transit and civic plaza framed by the high school and aquatic center on the east and future high-density mixed-use on the west, while providing a consistent north-south connection between Fort Reno Park and Tenley Circle.	This is public space, not governed by zoning.
20	South of Tenley Circle, Veazey Triangle Park can be activated by community groups, similar to Fessenden	This is public space, not governed by zoning.

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	Park.	
	Opportunities for family-oriented play for all ages and physical abilities should be incorporated into existing and future open spaces on the Wisconsin Avenue corridor. Playgrounds, sculptural play elements, open space and lawns, skateparks, and both temporary or permanent interactive art offer memorable experiences for children and families. Potential locations for play include:	This is public space, not governed by zoning.
21	Places to Play and Gather	
21	Opportunities for family-oriented play for all ages and physical abilities should be incorporated into existing and future open spaces on the Wisconsin Avenue corridor. Playgrounds, sculptural play elements, open space and lawns, skateparks, and both temporary or permanent interactive art offer memorable experiences for children and families. Potential locations for play include:	This is generally on public space, not governed by zoning.
21	<ul style="list-style-type: none"> • The landscaped setback on 45th Street along the west wall of the proposed bus garage; 	The landscaped setback is required but is on private space.
21	<ul style="list-style-type: none"> • The roof of the proposed bus garage; 	Private space
21	<ul style="list-style-type: none"> • The west side redevelopment opportunity on the 5100-block of Wisconsin Avenue; 	Private space
21	<ul style="list-style-type: none"> • Fessenden Park; 	This is public space, not governed by zoning.
21	<ul style="list-style-type: none"> • The east side redevelopment opportunity on the 4500-block of Wisconsin Avenue; 	The redevelopment on the east side of the 4500-block of Wisconsin Avenue would be subject to design guidelines although play areas are not required as this is private property.
21	<ul style="list-style-type: none"> • The triangular green space on Chesapeake Street between Jackson-Reed High School and Fort Reno Park; 	This is public space, not governed by zoning.
21	<ul style="list-style-type: none"> • Veazey Triangle Park; and 	This is public space, not governed by zoning.
21	<ul style="list-style-type: none"> • The Great Lawn at City Ridge. 	The City Ridge development is completed.
21	Shared Streets	
21	Shared streets prioritize pedestrians but allow access for vehicles operating at low speeds and are designed to permit easy loading and unloading for trucks at designated hours. They are designed to slow or divert traffic with pedestrian activity, landscaping, differing surface materials and striping, and other cues. A shared street is sometimes called a woonerf, a Dutch term meaning 'living street.'	This is public space, not governed by zoning.
	In commercial areas, shared streets contribute to the public space network, adding vibrancy and activity with outdoor dining, public seating, artwork, and landscaping. Local developments have incorporated private shared streets in recent years, including the DC Wharf, 901W in Shaw, and at Eckington Yards.	This is public space, not governed by zoning.
22	Friendship Heights	
22	Friendship Heights will transition into a modern	A 20-foot wide through block pedestrian

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	neighborhood center, enhancing walkability by breaking down the large blocks around Jenifer and 44th Streets with through-block pedestrian-priority connections activated with diverse ground floor uses and a plaza for community gathering. Neighborhood identity and a renewed public life will be created through welcoming public open spaces framed by retail, restaurants, residences, and other active ground floor uses.	connection is required between Wisconsin Avenue and 44 th Street. It would accommodate open green spaces, outdoor seating, commercial frontages, be uncovered for a minimum of 75% of the length, having clear sightlines between the streets, and would not allow vehicular access, parking or storage.
22	Contributing to Friendship Heights' identity will be the relocated Western Bus Garage on the former Lord and Taylor site, which will continue to serve as a piece of prominent civic infrastructure. Adaptive reuse of the existing garage on 44th Street can become a key neighborhood amenity if feasible in a redevelopment.	The Friendship Heights zoning would allow the adaptive reuse of the existing bus garage.
22	Recommendations	
24	Establish 44th Street and Jenifer Street as secondary retail streets supporting Wisconsin Avenue.	
24	Develop 44th Street as a secondary retail street with retail on both sides, from the alley north of Harrison Street up to Western Avenue. For the public segment of 44th Street from the alley to Jenifer Street, include wide sidewalks for outdoor dining and street activation. Coordinate the design of the proposed bus garage, where applicable on this block, to address operational and safety conflicts with transit vehicles. For the private segment of 44th Street from Jenifer to Western Avenue, brick-and-mortar retail may not be feasible. The private ownership allows for public space design flexibility and program (e.g., a shared street or plaza) to facilitate mobile vending food trucks and farmers markets.	The ground floor of new buildings along 44th Street shall be designed to activate the street frontage through a variety of non-residential uses with a minimum of 50% of the gross floor area of the ground floor devoted to animal sales, care, and boarding; arts, design, and creation; daytime care; eating and drinking establishments; entertainment, assembly, and performing arts; financial and general services; and retail. Sidewalks widths will be determined by Public Space and WMATA will address bus operations and safety.
24	Develop Jenifer Street as a secondary retail street with retail on both sides where feasible. Include wide sidewalks for outdoor dining and street activation with bicycle parking amenities to complement protected bike lanes.	Jenifer Street is designed for retail, service, and/or eating and drinking establishment uses.
25	Activate vacant and transitioning spaces in Friendship Heights.	
25	Promote the adaptive reuse of the existing WMATA Garage on 44th Street as an anchor retail opportunity such as a food hall, experiential grocer (potentially a relocated/ expanded Rodman's), or entertainment venue such as a bar or arcade.	The proposed MU-10/FHM zone would allow the adaptive reuse of the WMATA garage.
25	Incorporate a mid-block pedestrian connection on the 5200-block (west side) of Wisconsin Avenue to allow flexibility for storefronts, live/ work spaces, or residential frontages that activate the space, as well as retail. Encourage a maximum frontage width of 25 feet.	A minimum 20-foot wide through block pedestrian connection is required between Wisconsin Avenue and 44 th Street. It would accommodate open green spaces, outdoor seating, commercial or residential frontages, be uncovered for a minimum of 75% of the length, having clear sightlines between the streets, and would not allow vehicular access, parking or storage.

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25	Allow for flexibility in activating ground floor uses in Friendship Heights, designed to be street-facing with transparent façades.	
25	Require retail entrances face Wisconsin Avenue between Western Avenue and Jenifer Street. South of Jenifer Street to Fessenden Street; allow flexibility for storefronts, live/work residential, and office, among other active ground floor uses.	The ground floor of new buildings along Wisconsin Avenue would be required to activate the street frontage through a variety of non-residential uses with a minimum of 50% of the gross floor area of the ground floor devoted to animal sales, care, and boarding; arts, design, and creation; daytime care; eating and drinking establishments; entertainment, assembly, and performing arts; financial and general services; and retail.
25	All residential and commercial ground floor uses should have a minimum of 50% transparency.	All new commercial or residential spaces fronting on a designated roadway shall have a minimum of 50% transparency.
25	Allow double-height retail signage for retailers fronting Wisconsin Avenue between Jenifer Street and Western Avenue.	Zoning does not regulate signage.
26	PUBLIC REALM OPPORTUNITIES IN FRIENDSHIP HEIGHTS	
26	Improve safety and comfort of walking across Wisconsin Avenue to support retail on both sides of the street.	
26	Design intersections to be visually unobstructed with longer crossing intervals and high-visibility crosswalks.	This is public space, not governed by zoning.
26	Break down Friendship Heights' larger blocks with pedestrian connections.	
26	Create an east-west pedestrian plaza across the 5200-block of Wisconsin Avenue (west side) that connects the Metro Station elevator entrance on Wisconsin Avenue with 44th Street. Design this open space as a 'retail room' with seating, and landscape features.	A minimum 20-foot wide through block, public, pedestrian connection is required between Wisconsin Avenue and 44 th Street. It would accommodate open green spaces, outdoor seating, commercial or residential frontages, be uncovered for a minimum of 75% of the length, having clear sightlines between the streets, and would not allow vehicular access, parking or storage.
26	Make the private portion of 44th Street between Western Avenue and Jenifer Street a shared street or public plaza that can be programmed for activities while prioritizing pedestrians, bicycles, and socializing.	This is public space, not governed by zoning.
27	Design and program open spaces to support social gathering.	
27	Consider sun orientation and prevailing winds to improve pedestrian comfort and encourage use and activation of public open spaces.	This is public space, not governed by zoning. However, the required through block connection would provide additional pedestrian convenience.
27	Program open spaces with year-round and seasonal activities such as farmers markets, playful features, food festivals, and other cultural and performing arts events.	This is public space, not governed by zoning.
27	Design the public realm of 44th Street and Jenifer Street to support multimodal travel, including a bike	This is public space, not governed by zoning.

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	lane, bus circulation, and wide sidewalks for walking and outdoor dining.	
27	Explore using the large flat roof area of the proposed Western Bus Garage as publicly accessible open green space.	Private space, but zoning would allow this use on the rooftop.
27	Incorporate family-oriented play features wherever feasible, including the landscaped setback on 45th Street along the west wall of the proposed bus garage and the redevelopment opportunity on the west side of the 5100-block of Wisconsin Avenue.	This is public space, not governed by zoning..
28	A WESTERN BUS GARAGE FOR THE 21ST CENTURY	
28	The Comp Plan recommends a mix of residential and commercial uses to complement the local public facilities use (bus garage).	The proposed MU-10/FHM zone allows residential and commercial uses along with the bus garage.
28	Development above the proposed bus garage should step down toward moderate- and low- density residential zones along Harrison and 45th Streets.	The MU-10/FHM zone provides a minimum 15-foot, landscaped setback from the lot line abutting the public alley parallel to Harrison Street. Additionally, a 50 feet minimum step back of any portion of the structure above 50 feet in height and a 1:1 set step back drawn at a 45° angular plane from a point above 110 feet are required. The portion of the property abutting 45 th Street would be rezoned to the RA-2 zone to provide a buffer between the bus garage and the low-density properties on the west side of 45 th Street.
28	This Development Framework recommends community-serving uses on the garage site to support the residential growth in Friendship Heights, including passive or active recreational areas with seating, lighting, and gardens or vegetation that are publicly accessible.	The proposed MU-10/FHM zone would allow these uses.
28	If there is no development above the proposed bus garage, its roof could be designed as a green area with community-serving uses and incorporate solar panels to generate energy for the facility.	The proposed MU-10/FHM zone would allow these uses.
28	The façade along the south (facing the alley) and 45th Street should be designed to reduce its visual impact on neighboring residences. The garage should include vegetative screening, such as hanging or climbing vines, trees, shrubs, and flowers.	Building setbacks and landscaped areas should assist in minimizing potential visual impacts.
29	Further study and coordination are required to determine the points of access, loading, and servicing for the proposed bus garage and private uses to ensure safety and address operational needs.	DDOT will coordinate with WMATA and other private developers to address traffic management and access points. This is normally done through the existing building permitting and public space review processes. The proposed zoning would not allow access to parking or loading from Wisconsin Avenue to any site.
30	Tenleytown	
30	Recommendations	

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30	Activate public spaces in Tenleytown’s urban blocks in advance of future redevelopment.	Public space is not governed by zoning.
30	Concentrate a diversity of sidewalk-activating retailers on the east side of the 4500-block of Wisconsin Avenue.	Street level frontage shall be devoted to retail and other non-residential active uses along Wisconsin Avenue and other designated street frontages.
30	Allow for flexibility in activating ground floor uses in Tenleytown, designed to be street-facing with transparent façades.	New buildings should be built so that not less than 75% of the street wall at the street level be constructed to the lot line. Retail entrances should be provided an average of every 25 feet along the Wisconsin Avenue frontage and every 40 feet for other commercial uses along the other designated streets. Additionally, not less than 50% of the surface area of the street wall at the ground level shall have clear or clear/low emissivity glass.
30	Break down Tenleytown’s larger blocks with east-west pedestrian connections.	A minimum 20-foot wide through block, public, pedestrian connection is required between Wisconsin Avenue and 40th Street/Fort Drive. It would accommodate open green spaces, outdoor seating, commercial or residential frontages, be uncovered for a minimum of 75% of the length, having clear sightlines between the streets, and would not allow vehicular access, parking or storage.
30	Coordinate public and private investment at the Tenleytown-AU Metro Station block to enhance the area’s role as a civic and commercial center.	Public space, not governed by zoning.
30	Improve Fessenden Park and the alley network behind the west side of the 4900-block of Wisconsin Avenue.	Public space, not governed by zoning.
30	Incorporate the NPS-owned green spaces around Tenley Circle into a connected public realm coordinated with future improvements to 40th Street/Fort Drive.	Public space, not governed by zoning.
32	WISCONSIN AVENUE’S CIVIC COMMONS	
32	Activate public spaces in Tenleytown’s urban blocks in advance of future redevelopment.	
32	Introduce a weekly farmers market in Tenleytown to provide smaller format retail opportunities in the near term.	Not governed by zoning.
32	Improve the well-used alleys on the east side of the 4500-block of Wisconsin Avenue with pedestrian amenities such as lighting and colorful paint on the ground and walls.	Public space, not governed by zoning.
32	Explore pedestrian improvements at key intersections of Wisconsin Avenue through the application of DDOT’s Arts in the Right-of-Way (AROW) program.	Public space, not governed by zoning.
32	Activate underused green spaces and parks with cultural and educational activities.	Public space, not governed by zoning.
33	Concentrate a diversity of sidewalk-activating retailers on the east side of the 4500-block of Wisconsin Avenue.	

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33	Prioritize food and beverage tenants with ample café seating framing a mid-block pedestrian connection through the east side of the 4500-block of Wisconsin Avenue in future redevelopment. Restaurant frontage should not exceed 40 feet and other uses 25 feet.	A minimum 20-foot wide through block, public, pedestrian connection is required to accommodate open green spaces, outdoor seating, commercial or residential frontages, be uncovered for a minimum of 75% of the length, having clear sightlines between the streets, and would not allow vehicular access, parking or storage. Retail and other commercial uses would be required along Wisconsin Avenue.
33	Encourage retail frontage in the public and private alley and along 40th Street to activate all pedestrian-facing façades, if the east side of the 4500-block of Wisconsin Avenue does not substantially redevelop.	Retail and other active uses are to be concentrated along 40 th Street. However, MU-10/TTM zone does not preclude retail uses along alleys.
33	Provide opportunities for retail kiosks adjacent to the Metro station plaza on Albemarle Street.	Public space, not governed by zoning.
33	Allow for flexibility in activating ground floor uses in Tenleytown, designed to be street-facing with transparent façades.	
33	Require retail entrances face Wisconsin Avenue between Albemarle Street and Brandywine Street.	Brandywine Street, Albemarle Street, and Wisconsin Avenue require street level frontage be devoted to retail and other active non-residential uses.
33	Allow flexibility for storefronts, live/work residential, and office, among other active ground floor uses between Brandywine Street and Ellicott Street, Grant Road and Albemarle Street, and Rodman Street and Windom Place; all ground floor uses should have 50% minimum transparency.	A variety of ground floor uses would be allowed along these street frontages, including retail, storefronts, live/work residential, office, and other active ground floor uses. Not less than 50% of the street wall at the ground level of each new building shall have clear or clear/low emissivity glass.
33	Discourage retail on Wisconsin Avenue between Windom Place and Grant Road, around Tenley Circle.	Most of the properties around Tenley Circle are not in the area to be rezoned. Retail and other non-residential uses would be allowed along Wisconsin Avenue.
34	PUBLIC REALM OPPORTUNITIES IN TENLEYTOWN	
34	Break down Tenleytown’s larger blocks with east-west pedestrian connections.	
34	Establish an east-west connection across the 4500-block of Wisconsin Avenue (east side) through future redevelopment as a shared street that prioritizes pedestrians. This requires consolidation of existing driveways/curb cuts and likely closure of the existing public alley on the block. The ground floor along the mid-block connection should be active and transparent.	Any new development on the east side of the 4500-block of Wisconsin Avenue would provide an east-west pedestrian corridor between Wisconsin Avenue and 40th Street/Fort Drive and be activated with additional commercial frontage, outdoor seating, or open green space.
34	Establish an east-west pedestrian connection through future redevelopment of the triangular property bounded by Wisconsin Avenue and 42nd Street, approximately aligned with Davenport Street.	Any new development on the triangular property between 42 nd Street and Wisconsin Avenue would provide an east-west pedestrian corridor which is aligned with Davenport Street.
34	Coordinate public and private investment at the Tenleytown-AU Metro Station block to enhance the area’s role as a civic and commercial center.	
34	Improve the pedestrian experience at the Tenleytown-AU Metro Station, prioritizing pedestrian circulation	Public space, not governed by zoning

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	while establishing the area as a gateway for visitors. Fixed seating and movable furniture can activate the plaza and provide a more dignified experience for transit users.	
34	Coordinate improvements to 40th Street/Fort Drive with the abutting NPS parkland and public rights-of-way as a central transit and civic plaza framed by the high school and aquatic center on the east, future high-density redevelopment on the west, Tenley Circle to the south and Fort Reno Park on the north. Consider the area holistically with improvements such as shade trees, ground cover planting, seating, lighting, and recreational features (especially for the large school-aged population) including play amenities, features that invite skateboarding, exercise equipment, and a spray park.	Public space, not governed by zoning
36	Improve Fessenden Park and the alley network behind the west side of the 4900-block of Wisconsin Avenue.	
36	Preserve existing large healthy trees and add understory trees and other plantings to provide seasonal interest.	Public space, not governed by zoning.
36	Retain and/or define flexible lawn areas that can be used for events and as a location for movable tables and chairs.	Public space, not governed by zoning
36	Add walkways to structure circulation through the park and bicycle parking on 42nd Street.	Public space, not governed by zoning..
36	Add an iconic public art feature as a playable and/or culturally important element.	Public space, not governed by zoning.
37	Incorporate the NPS-owned green spaces around Tenley Circle into a connected public realm coordinated with future improvements to 40th Street/Fort Drive.	
37	Enhance the open spaces' landscape by adding sidewalks, shade trees, understory trees, shrubs, and ground cover plantings.	Public space, not governed by zoning.
37	Retain open lawns to allow for flexible programming opportunities such as outdoor festivals, concerts, farmers markets, and other community-centered events.	Public space, not governed by zoning.
37	Relate improvements to the current and future pedestrian circulation routes of the intersecting streets, incorporating traffic calming where feasible.	Public space, not governed by zoning.
38	South of Tenley Circle	
38	Improve the pedestrian experience between City Ridge and the Tenleytown-AU Metro Station.	Public space, not governed by zoning.
38	Transform Veazey Triangle Park into an inviting place for both passive enjoyment and active public gathering for neighbors of all ages.	Public space, not governed by zoning.
40	PUBLIC REALM OPPORTUNITIES SOUTH OF TENLEY CRICLE	
40	Improve the pedestrian experience between City	

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	Ridge and the Tenleytown- AU Metro Station.	
40	Improve walkability from Tenley Circle south to Upton Street with crosswalk safety improvements and enhanced sidewalks that reduce the number of curb cuts and shorten intersection crossings.	Public space, not governed by zoning.
40	Activate private surface parking lots with outdoor seating and programmed events.	Private space. Any new surface parking lot would need to meet existing landscape and design standards in the regulations.
40	Activate public alleys with redevelopment that prioritizes the pedestrian experience.	Retail and other non-residential uses would activate the Wisconsin Avenue frontage and particularly the retail nodes. However, retail uses along alleys would not be precluded.
41	Transform Veazey Triangle Park into an inviting place for both passive enjoyment and active public gathering for neighbors of all ages.	Public space, not governed by zoning
42	Zoning Strategy	
42	Four zoning categories are recommended for properties within the Wisconsin Avenue corridor study area, consistent with Comp Plan land use designations and policies:	Three new Mixed-Use zones have been created while the existing RA-2 zone is proposed as a Transition zone.
42	<ul style="list-style-type: none"> • Friendship Heights Metro Zone 	
42	This high-density mixed-use zone enables redevelopment of larger blocks at the Friendship Heights Metro station while accommodating the proposed Western Bus Garage relocation. Development integrates public open spaces and retail for placemaking.	The proposed new Friendship Heights Metro Mixed Use Zone (MU-10/FHM) is based on the base MU-10 along with Comprehensive Plan and WADF guidance, and would allow for the redevelopment of the blocks around the Friendship Heights Metro station, allow for additional housing including affordable housing; allow a mix or non-residential uses with a concentration of retail uses along the designated streets, and accommodating the proposed Western Bus Garage relocation.
42	FAR (IZ+): 7.8	7.8 with IZ+ is proposed.
42	Height: 130 feet plus penthouse	130 feet, plus penthouse is proposed.
42	Lot Occupancy: 80% (except for proposed bus garage)	80% for all uses is proposed (100% lot occupancy for ground floors and for non-residential uses is typical in other zones)
44	Provide a 1:1 step back (45-degree angular plane) of building massing above 110 feet. A tower projection compliant with the projection regulations can accentuate corners.	Proposed. Each new building or addition will provide a 1:1 step-back at a 45° angular plane above 110 feet. Projections in public space are not regulated by zoning, but the proposed zones exempt tower projections from setback requirements.
44	Provide a 1:1 step back (45-degree angular plane) of building massing from the property line above 65 feet when abutting moderate- or low-density residential zones or an alley abutting moderate- or low-density residential zones.	Proposed. Each new building or addition will provide a 1:1 step-back at a 45° angular plane above 65 feet above a lot line abutting a moderate or low-density residential zone or an alley abutting a moderate-or low-density residential zone.
44	On the former Lord & Taylor site (Square 1580):	
44	<ul style="list-style-type: none"> • Provide a 15-foot minimum setback from the property line along the south alley (parallel to 	Proposed. A minimum 15 feet, landscaped setback from the lot line abutting the public

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	Harrison Street). The setback should be improved with landscaping and vegetation.	alley parallel to Harrison Street is required.
44	<ul style="list-style-type: none"> Provide a 50-foot minimum step back from the property line along the south alley (parallel to Harrison Street) and from 45th Street for any building massing rising above 50 feet. 	Proposed. From the lot line abutting the alley running parallel to Harrison Street, a step back of a minimum 50 feet is required for any portion of a building above 50 feet.
44	<ul style="list-style-type: none"> The bus garage use is exempt from this zone's lot occupancy standards. 	Proposed. WMATA bus facilities would be allowed 100% lot occupancy except where a facility is adjacent to the public alley which is parallel to Harrison Street where it must comply with the required setback and height requirements.
44	On the current WMATA Western Bus Garage property (Square 1657, lot 0024), establish an east-west pedestrian plaza connecting the Friendship Heights Metro station elevator entrance on Wisconsin Avenue to 44th Street, near the current north-facing façade of the existing garage structure. The pedestrian plaza should be a minimum of 20 feet in width with a 10-foot clearway and visible, linear connections between public sidewalks from one end to the other lined with active residential and commercial ground floor uses. Overhead obstructions should be minimized.	Proposed. An east-west pedestrian corridor connecting the Wisconsin Avenue to 44th Street is required. The pedestrian corridor would be a minimum of 20 feet in width with a 10-foot clearway; be uncovered for a minimum of 75% of its length; be open to the public on a continuous basis; be used only for commercial frontage, outdoor seating, or open green space, and umbrellas; allow ground floor uses on adjacent buildings to include, but not limited to storefronts, live/work spaces and residential entrances.
42	<ul style="list-style-type: none"> Friendship Heights Transition Zone 	
42	This moderate-density zone enables residential redevelopment on blocks between Garrison and Harrison Streets as well as on the west side of the proposed Western Bus Garage providing a transition to lower-scale neighborhoods.	The RA-2, moderate density residential zone, is proposed for these transition areas.
42	FAR (IZ+): 2.16	2.16 FAR with IZ+ is allowed in RA-2.
42	Height: 50 feet plus penthouse	50 feet Plus penthouse is allowed in RA-2.
46	Lot Occupancy: 70% (except for proposed bus garage) The bus garage use is exempt from this zone's lot occupancy standards.	60% matter-of-right, 70% by special exception is allowed in RA-2. The WMATA bus facility would be allowed up to 100% lot occupancy (consistent with guidelines above) but has to meet the step back and height restrictions where the property abuts the alley which runs parallel to Harrison Street.
46	Provide a 12-foot minimum setback from the rear property line (rear yard).	The RA-2 zone rear yard requirement is 4 in./1 ft. of building height, but not less than 15 feet.
46	On the former Lord & Taylor site (Square 1580), provide a 15-foot minimum setback from the property line on 45th Street. The setback should be enhanced with landscaping and vegetation.	Square 1580 would be split zoned with the lower density RA-2 zone applied to the portion of the square fronting on 45 th Street. This lower density would provide a transition between the residences on the west side of 45 th Street and the higher density portions of the square.
42	<ul style="list-style-type: none"> Tenleytown Metro Zone 	
42	This high-density mixed-use zone enables redevelopment of larger blocks at the Tenleytown/AU Metro station. Development integrates public open spaces and retail for placemaking.	The proposed new Tenleytown Metro Mixed Zone, MU-10/TTM is based on the MU-10 zone, and would allow for the redevelopment of the blocks around the Tenleytown Metro station,

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		allow for additional housing including affordable housing and allow a mix of non-residential uses with a concentration of retail uses along the designated streets.
42	FAR (IZ+): 7.2	7.2 FAR with IZ+ is proposed.
42	Height: 110 feet plus penthouse	110 feet plus penthouse is proposed
47	Lot Occupancy: 80%	80% for all uses is proposed (100% lot occupancy for ground floors and for non-residential uses is typical in other zones)
47	Design buildings with a 1:1 step back (45-degree angular plane) above 90 feet. A tower projection compliant with the projection regulations can accentuate corners.	Proposed. Each new building or addition will provide a 1:1 step-back at a 45° angular plane above 110 feet. Projections in public space are not regulated by zoning, but the proposed zones exempt tower projections from setback requirements.
47	On the block bounded by Wisconsin Avenue, Brandywine Street, 40th Street/Fort Drive, and Albemarle Street (Square 1770), establish an east-west pedestrian plaza, private shared street, or reconfigured public alley connecting Wisconsin Avenue and 40th Street/Fort Drive. The pedestrian passage should be a minimum of 20 feet in width with a 10-foot clearway and visible, linear connections between public sidewalks from one end to the other lined with active residential and commercial ground floor uses. Overhead obstructions should be minimized. If redevelopment on this block requires closure of the existing public alley, this Development Framework should inform District agencies' and Council's evaluation.	Proposed. An east-west pedestrian corridor connecting Wisconsin Avenue and 40th Street/Fort Drive would be required. The pedestrian corridor would be a minimum of 20 feet in width with a 10-foot clearway; be uncovered for a minimum of 75% of its length; be open to the public on a continuous basis; be used only for commercial frontage, outdoor seating, or open green space, allow ground floor uses on adjacent buildings to include, but not limited to storefronts, live/work spaces and residential entrances.
42	Mixed-Use Corridor Zone	
42	This medium-density mixed-use zone enables infill redevelopment along the Wisconsin Avenue corridor, with small open spaces such as plazas or pocket parks, and neighborhood-serving retail/cafes.	The proposed new Wisconsin Avenue Mixed-Use Zone, MU-8A/WA is based on the MU-8A zone and would allow for the redevelopment Wisconsin Avenue corridor outside of the node area around the metro stations.
42	FAR (IZ+): 5.4	5.4 (IZ+) is proposed 1.0 Non-Residential is proposed
42	Height: 75 feet plus penthouse	75 feet plus penthouse is proposed.
48	Lot Occupancy: 80%	80% for all uses is proposed (100% lot occupancy for ground floors and for non-residential uses is typical in other zones)
48	Provide a 12-foot minimum setback from the rear property line (rear yard).	Proposed. A minimum rear yard of 12 feet would be required from a lot line abutting an R or RF-1 zone.
48	Provide a 6-foot minimum step back from the property line above 45 feet when abutting low-density residential zones or 55 feet abutting an alley abutting low-density residential zones.	Proposed. Zone would require a 6 feet step-back minimum from the lot line measured from a point 45 feet above grade when directly abutting a low-density residential zone or 55 feet above grade when abutting an alley along a low-density residential zone.
49	Wisconsin Avenue Streetscape	

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50	Commercial Streetscapes	
50	Wisconsin Avenue’s commercial streetscapes should have wider sidewalks...	Public space, not governed by zoning
50	Commercial streetscapes will accompany non-residential ground floor uses offering two variations of the Tenant Zone, based on whether a sidewalk café is present and the programmed activation of the building façade.	Retail and other non-residential uses would be required at the metro nodes and permitted on the remainder of the corridor. They would help to activate public space, and could, in turn, be enhanced by these public space improvements that are not governed by zoning.
50	The Tenant Zone should be paved with gray, poured-in-place concrete with three-foot by three-foot scoring, with exceptions for building entrances*.	Public space, not governed by zoning
50	Public amenities should be incorporated that support walking and socializing for people of all ages and abilities, such as benches, bike racks, and lighting. Unique amenities such as public art, fountains, and special lighting are encouraged to create destinations with distinct identities.	Public space, not governed by zoning
50	Where the building frontage is not fully activated and where conditions allow, include at the back of the sidewalk a vegetated buffer with a minimum width of four feet for a second row of trees.	Public space, not governed by zoning
51	RESIDENTIAL STREETSAPES	
51	Wisconsin Avenue’s residential streetscapes should incorporate a greater amount of green space to support a comfortable walking environment and an increased residential population. Residential streetscapes will accompany residential ground floor uses.	Public space, not governed by zoning
51	The Landscaped Area should be predominantly dedicated to landscaping, with exceptions for building entrances*.	Public space, not governed by zoning
52	STREETScape ENHANCEMENTS	
52	<p>Continuous Walkway</p> <p>The corridor’s Circulation Area should provide a continuous pedestrian clear path of travel comprised of gray, poured-in-place concrete with three-foot by three-foot scoring. Minimum widths should vary based on abutting density, mix of uses, and proximity to Metro stations, as follows:</p> <ul style="list-style-type: none"> • 10 feet on blocks between Western Avenue and Fessenden Street; • Eight feet on blocks between Fessenden Street and Brandywine Street; • 10 feet on blocks between Brandywine Street and Tenley Circle; and • Eight feet on blocks between Tenley Circle and Rodman Street. 	Public space, not governed by zoning
52	<p>Curb Cuts</p> <p>New curb cuts on Wisconsin Avenue are strongly discouraged and typically not permitted, especially where alley access exists. New curb cuts may be</p>	Vehicle parking, loading and trash collection access would not be permitted Wisconsin Avenue, which could minimize curb cuts.

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	possible where multiple existing driveway accesses are consolidated and designed such that they are of the least width possible when crossing the sidewalk.	
52	<p>Street Trees Preserve existing street trees in good to excellent condition. Space new trees in areas without overhead wires between 30 to 40 feet on center. Where overhead wires remain, space new trees 20 to 25 feet. In areas where many new trees can be planted in a row (e.g., with new development or sidewalk reconfiguration) the spacing should be approximately 30 feet on center. Tree boxes should be between four and six feet wide and as long as possible.</p>	Public space, not governed by zoning
52	<p>Ground Cover Planting Well-landscaped spaces enhance the urban environment by remediating stormwater, reducing heat island effects, improving air quality, and increasing biodiversity. Planting beds in the streetscape should create a lush, full effect.</p>	Public space, not governed by zoning
52	<p>Green Infrastructure Incorporate green infrastructure such as permeable pavement at locations approved by DDOT, additional street trees, and bioretention planters where feasible. Use local, native materials and minimize the use of impervious paving.</p>	Public space, not governed by zoning
52	<p>Lighting Typical street lighting should follow the District’s Streetlight Policy and Design Guidelines. Special lighting can add visual interest, variety, and depth to the streetscape at strategic locations such as plazas, parks, intersections, and within tenant areas; however, it should avoid glare. Special lighting may highlight public art and be integrated into furnishings. All special lighting is subject to DDOT review on a case-by-case basis and cannot be used as an alternative to traditional street lighting.</p>	Public space, not governed by zoning
52	<p>Street Furnishings Street furniture along the corridor should accommodate a range of ages and abilities. Café seating and other comfortable seating areas are recommended to enhance opportunities for outdoor dining and socializing. Seating should be located to enable pedestrians to view street and sidewalk activities while being outside of the immediate flow of pedestrian traffic. Trash and recycling receptacles and bike racks should be included along the corridor to support activity areas near commercial areas, transit stops, plazas, and parks. Furnishings can include neighborhood branding, such as logos and colors.</p>	Public space, not governed by zoning.
53	<p>Public Art and Wayfinding Signage Public art and wayfinding signage can thematically differentiate commercial nodes while enhancing</p>	Public space and signage are not governed by zoning.

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	<p>people’s experience navigating busy urban areas. Locations for public art include intersections, plazas, parks, and Tenant/Amenity Areas. Wayfinding signage should be placed at transit plazas, bus stops, and parks.</p> <p>Business directories developed and maintained by commercial management associations should be located at key commercial nodes. Parking wayfinding signage will make off-street visitor parking locations more apparent.</p>	
53	<p>Building Projections</p> <p>The city’s projection regulations allow for building elements in the streetscape, such as bay and oriel windows, balconies, show windows, roof overhangs and architectural trims. These architectural elements should be used to enhance the public realm to break down the building mass along the streetwall and create a comfortable and human-scale experience along the streetscape. Tower-like projections are recommended at the terminus of visual corridors or next to open spaces.</p>	<p>Projections are governed by Public space. However, they are allowed and incentivized by not making them subject to the setback requirement of each zone.</p>
53	<p>Utilities</p> <p>Overhead utilities should be placed underground as part of ongoing redevelopment projects and streetscape improvements to avoid obstructing pedestrian travel and minimize impacts on the visual character of the streetscape.</p> <p>Grated PEPCO vaults are not allowed in pedestrian walkways and banks of above-grade utility meters are not allowed in public space. When supported by District agencies, PEPCO vaults can be located in alleys or in public space when surrounded with a minimum three feet of landscaping. Utility meters located in areaways are also acceptable.</p>	<p>Public space, not governed by zoning.</p>
54	<p>Planning Process</p>	
56	<p>The Wisconsin Avenue Development Framework’s recommendations were informed by the following themes that emerged from community engagement activities:</p>	
56	<p>HOUSING</p> <p>Create more multifamily housing, especially affordable housing, that accommodates a range of household types and sizes.</p>	<p>The proposed new zones will allow more housing opportunities, including IZ Plus</p>
56	<p>SAFETY</p> <p>Prioritize a safe and enjoyable walking experience that minimizes conflicts with automobiles, transit, bicycles, and scooters while enhancing access between Metro station entrances and bus stops.</p>	<p>Public space, not governed by zoning. However, zoning includes mid-block pedestrian connections and ground floor design and use requirements to help to activate public spaces.</p>
56	<p>PLACEKEEPING</p> <p>Highlight, enhance, and adaptively re-use neighborhood historic assets and public spaces.</p>	<p>Adaptive re-use of buildings (historic or otherwise) would be permitted under zoning. Adaptive re-use of public space is not governed</p>

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		by zoning.
56	<p>COMMERCE Increase support for thriving and resilient local businesses that serve the neighborhood and broader community along an active corridor.</p>	The proposed zones require ground floor retail and nonresidential uses where specified to encourage a mix of uses to activate the ground floor and the corridor.
56	<p>INCLUSIVITY Identify types and locations of urban public spaces, including small plazas, playgrounds, and gardens, for people of all ages and abilities.</p>	Public space, not governed by zoning
56	<p>COORDINATION Coordinate development activities with future transit investments including the Tenleytown Multimodal Access Project and the WMATA Western Bus Garage redevelopment.</p>	Not zoning
56	<p>SUSTAINABILITY Use site and building design strategies, systems, and materials that reduce energy and water use, and benefit the environment.</p>	Governed by DOEE regulations not zoning.
56	<p>ACTIVITY Enliven the public realm with uses and design elements that promote a welcoming and active street life, celebrate the neighborhood, and showcase design creativity.</p>	Public space, not governed by zoning