

Cochran, Patricia (DCOZ)

From: jciw-centernet@erols.com
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To: DCOZ - ZC Submissions (DCOZ)
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I oppose the zoning proposals in Case 25-13. My comments are focused on Friendship Heights.

I have lived in Friendship Heights, 3 blocks east of Wisconsin Avenue and 3 blocks south of Western Avenue, for forty years during which time both the appearance and function of nearby Wisconsin Avenue has undergone a series of changes. While that is not unexpected, these changes have not resulted in an enhanced quality of life for the adjacent neighborhoods.

In those forty years, building heights have increased creating a wind canyon in Friendship Heights. The architecture is generally unremarkable. The retail options have declined. Parking is difficult for those that remain. Public amenities – elementary school, library – are non-existent. OP's current proposal will significantly increase the permitted height around the Friendship Heights Metro stop to a maximum of 150 feet (including a 20 foot penthouse.) This proposed increase will effectively double the height and density around the Metro stop. There is NOT, however, a requirement for equally significant increase in the amount of **affordable** middle class/workforce housing. Friendship Heights is home to many families with young children; their parents drive them – because of distance and the necessity to cross Wisconsin Avenue and/or a number of heavily trafficked cross streets - to Janney School in Tenleytown which is at 100% student capacity before any new development. On my block alone the number of young children has exploded in the last two to three years. Traffic has increased.

The residential development already underway or planned – is taking an inordinate amount of time to be completed. Covid might have been a justifiable excuse for a year or even two, but that is no longer the case. There has been insufficient evidence that more market rate housing is needed – especially as the workforce/affordable component is minimal.

Altering current zoning to increase the matter of right for future development is an unacceptable way to encourage housing options. It would deny current residents the opportunity to comment on critical elements of a project – how much workforce/affordable housing, architecture, parking for residents (a significant percentage of residents will have cars whether or not they use them for commuting!), where loading docks are located, green space and more. Area residents should have a say about what happens in their neighborhoods. Increased MOR will effectively silence the community's voice.

The city apparently anticipates a transition from commercial/office tenants to residential occupants along Wisconsin Avenue. If that were to occur, those residents would require amenities that have traditionally been negotiated through the PUD process. Increasing the MOR envelope relies on the developer to provide them – an unreasonable expectation.

Vibrant livable cities don't exist without a mix of residents and housing, retail and restaurant options from small independents to more deep pocketed chains, public venues for sports and community gatherings, green space to name just a few.

Zoning is a contract the city makes with its residents. Changes to existing zoning must not be made without a more thorough explanation of why it is deemed necessary – or advantageous - than has been provided in this case. Increasing MOR along Wisconsin Avenue cedes control of our communities to developers.

I ask that you oppose the increased MOR for Friendship Heights from Western Avenue to Fessenden Street as well as well as the extended corridor.

Jane Waldmann
Friendship Heights
5332 42nd Street NW
Washington, DC 20015