

Cochran, Patricia (DCOZ)

From: blaine.ponto@everyactioncustom.com on behalf of Blaine Ponto
<blaine.ponto@everyactioncustom.com>
Sent: Wednesday, December 10, 2025 4:05 PM
To: DCOZ - ZC Submissions (DCOZ)
Subject: Support ZC 25-13: Upzone Wisconsin Ave. from Friendship Heights to south of Tenleytown for more homes

CAUTION: This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to phishing@dc.gov for additional analysis by OCTO Security Operations Center (SOC).

[Some people who received this message don't often get email from blaine.ponto@everyactioncustom.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Chairman Anthony Hood,

I enthusiastically urge the Zoning Commission to approve the proposed rezoning of Wisconsin Avenue, Zoning Case 25-13, in order to expand the opportunity to build more housing in this high opportunity area, at two Metro stations and along a major bus corridor!

The rezoning implements the Wisconsin Avenue Development Framework, which is intended to create as many as 9,500 new homes, including the potential for 1,700 affordable homes. This increased housing offers important benefits – much needed homes for families and individuals, affordable housing, and the opportunity to live in a walkable, transit-accessible community and reduce our climate emissions. Everyone in DC will tell you that rent prices are a major drain on finances, and we cannot afford to miss this opportunity to increase the supply of housing! New housing acts as an anti-gentrification measure - when lots of shiny new apartments are available, well-off/incoming residents don't have to fight with existing residents on more limited budgets. This upzoning measure will allow more of DC's residents to stay where they want to live.

The proposed changes include important design guidance to support a walkable environment and require mid-block connections to break up overly long blocks to create a more intimate and pedestrian-friendly experience. More pedestrians means more "eyes on the street," which means more safety for everyone. Also, this design guidance should be strengthened using additional national best practices to ensure people-oriented buildings and public spaces. Making a more people-oriented space and a less car-oriented one will take Wisconsin from a commuter pseudohighway to a real neighborhood and hub of economic activity where people can live, work, shop, and socialize.

Increased mixed-use, walkable places with more housing, along with design guidance for public spaces and transitions, will help bring new vitality to this area, and help DC achieve its vision for a more equitable and sustainable community.

Thank you!

Sincerely,
Mx. Blaine Ponto
1209 Oates St NE Washington, DC 20002-3825 blaine.ponto@gmail.com