

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Maxine Brown-Roberts, Associate Director Development Review MBR
Karen Thomas, Development Review Specialist

DATE: April 20, 2026

SUBJECT: OP Supplemental Report II : Proposed Zoning Text and Map Amendments to create and map a new Wisconsin Avenue Mixed Use Corridor.

I. RECOMMENDATION

The Office of Planning (OP) recommends the Zoning Commission (ZC) **approve** the proposed text and related map amendments to the Zoning Regulations to:

- Create and map the following new **Wisconsin Avenue Mixed Use zones**:
 - Friendship Heights Metro Mixed Use Zone (MU-10/FHM)
 - Tenley Town Metro Mixed Use Zone (MU-10/TTM), and
 - Wisconsin Avenue Mixed Use Zone (MU-8A/WA)
- Map the existing RA-2 zone for the Friendship Heights Transition Area.

A significant addition to the text is the option for Design Review to be considered by the Zoning Commission. A revised text reflecting changes subsequent to the Public Hearing is provided at Attachments II to V.

II. OP RESPONSES TO ISSUES AND CONCERNS

At the Zoning Commission’s December 11, 2025, Public Hearing, the Commission requested OP provide additional information thy requested as well as those provided in testimony and submissions from the public. The information provided below is consolidation by topics to ease repetition and also to state that subsequent to the public hearing OP had meetings with concerned members of the public and representatives of community organizations.

Issue	Response
1. <i>Proposed Zones</i>	<p>The Generalized Policy Map designates Friendship Heights as a Regional Center while the Tenleytown area is recommended to be developed as a Multi-Neighborhood Center. The remainder of the area are within Neighborhood Conservation, Main Street Mixed-Use Corridor with small pockets of Institutional Uses with schools along the corridor. The Comp Plan states:</p> <p>- <i>These centers are generally located along major arterials and are served by transit, but commercial parking lots and garages, while also ensuring access for other transportation modes. Regional centers are higher in density and intensity of use than other commercial areas, except downtown. Building height, massing, and density should support the role of regional centers while scaling appropriately to development in adjoining communities and should be further guided by policies in the Land Use Element and the Area Elements. Examples of regional centers include Friendship Heights and Georgetown. 225.20</i></p>

Issue	Response																
	<p>The support for the proposed densities to accommodate a Regional Center and a Multi Neighborhood Center at these Metro locations are also supported by testimony in the record. The corridor is within a Future Planning Analysis Area which resulted in the Wisconsin Avenue Development Framework (WADF). During the WADF process, there were many meeting where residents, businesses, property owners and organizations were presented with development scenarios based on the recommendations of the Comp Plan. At Attachment 1, are sample boards depicting several scenarios under which future development could take place. Persons expressed a desire to maximize the density and building heights at the Friendship Heights and Tenleytown metro locations to allow for more housing and affordable housing opportunities.</p> <p>The proposed zones are further based on the recommendations of the WADF zoning recommendations (Page 43) which identifies FAR, height, lot occupancy which are not inconsistent with FLUM recommendations. The MU-10 zone was chosen as the base zone for Friendship Heights and Tenleytown.</p> <p>The Comp Plan designates the MU-9, D-3, and D-6 Zone Districts as being consistent with the High Density Commercial category, and other zones may also apply. The D-3 and D-6 zones are downtown areas and therefore the table below compares the MU-9 Zone with the proposed MU-10/FHM and MU-10/TTM zones. The FARs are consistent with the MU-9 zone but they both have additional heights. The additional heights are justified because the new zones are subject to IZ+, the width of Wisconsin Avenue can accommodate the additional height and not be in conflict with the Height Act and both are metro location where the Comp Plan encourages additional density and height to maximize residential use complemented by other non-residential uses. <i>As outlined in the OP Hearing Report, there are many other Comp Plan policies which support the proposed new “other zones” which apply.</i></p> <table border="1" data-bbox="464 1157 1528 1346"> <thead> <tr> <th></th> <th>MU-9</th> <th>MU-10/FHM</th> <th>MU-10/TTM</th> </tr> </thead> <tbody> <tr> <td>Max. FAR</td> <td>7.8 (IZ)</td> <td>7.8</td> <td>7.2</td> </tr> <tr> <td>Max. Height</td> <td>100 ft..</td> <td>130 ft.</td> <td>110 ft.</td> </tr> <tr> <td>Max. Lot Occupancy</td> <td>No maximum.</td> <td>80% (Residential)</td> <td>80% (Residential)</td> </tr> </tbody> </table> <p>Based on the above, OP continues to recommend the proposed MU-10/FHM and MU-10/TTM zones are not inconsistent with the Comp Plan.</p>		MU-9	MU-10/FHM	MU-10/TTM	Max. FAR	7.8 (IZ)	7.8	7.2	Max. Height	100 ft..	130 ft.	110 ft.	Max. Lot Occupancy	No maximum.	80% (Residential)	80% (Residential)
	MU-9	MU-10/FHM	MU-10/TTM														
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Max. Lot Occupancy	No maximum.	80% (Residential)	80% (Residential)														
<p>2. Form Based Zoning</p>	<p>Ward 3 Vision, the Coalition for Smarter Growth, and others have recommended to OP and the Commission that form-based code should be used to implement the recommendations of the WADF. OP has had several conversation and in response has reviewed the form-based codes used in other jurisdictions and had conversations with planners from other jurisdiction regarding their form-based code experience. Form based codes typically followed planning exercises intended to produce form-based codes, unlike the planning processes completed for this corridor. Many of the details that would be necessary to implementation form-based codes at this point were not addressed at the time of the WADF and could require reopening the WADF planning process for further direction before being included in the Zoning Regulations. Many of the processes to implement the form based codes are not in place at this time and tend to include some form of review process outside of normal permitting processes, which can include a design review body at the Department of Buildings (DOB) as well as specialized training for staff to administer the process. At this time, OP does not have the staff to draft the</p>																

Issue	Response
	<p>details necessary for form based code. Form based codes also tend to include direction for development of the public realm which the Zoning Regulations in DC does not control.</p> <p>Rather than a form-based code, OP is proposing to incorporate critical building form guidance from the Comp Plan and the WADF into the zoning requirements, including some provisions unique to this area. The other option which others have supported is having a design review process for all new development which is addressed below.</p>
<p>3. <i>Design Review</i></p>	<p>The WADF recommends a Zoning Commission design review process for the high-density metro zones at Friendship Heights and Tenleytown. This recommendation was intended to “promote high-quality, contextual design, <i>by allowing for review against specified criteria as identified in this Development Framework</i>” (p.42). At the time the WADF was completed, it was not envisioned that these design criteria and guidelines could be incorporated into zoning as requirements and that a discretionary process like design review would be needed to ensure their implementation. However, OP did incorporate them into the zoning, as requirements for any new development, including <i>proposed setbacks, upper level step-backs, façade articulation, open space, mid-block connections, and ground level streetscape character</i>. As such, OP did not recommend a design review process as part of the zoning.</p> <p>At the public hearing there was some testimony, that there would be an absence of provisions for public input on the design of major project. There was also testimony and in discussions with OP, several persons and organizations expressed concerns that further public review of individual projects could add time and financial constraints and could affect bringing projects to fruition in a timely manner, particularly at this time when both public and private financing are scarce or limited. The reality is that there are also persons with intentions to delay projects through the appeal process.</p> <p>The Zoning Commission also requested OP consider a design review process in the regulations to accommodate additional public review. The WADF had extensive public review, and the proposed zoning was subject to public review prior to its filing and is reflective of the objective and policies of the WADF. <i>The proposed zoning include setbacks, building articulation and other design requirements to enhance the public space and protect adjacent residences.</i></p> <p>In the revised text, OP has provided a design review process which would implement the design guidelines for each zone at Attachments II, IV and V:</p> <ul style="list-style-type: none"> • Subtitle § 808 in the Friendship Heights Metro Mixed Use Zone; • Subtitle § 908 in the Tenleytown Metro Mixed Use Zone; and • Subtitle § 1008.1 in the Wisconsin Avenue Mixed Use Zone <p>Some provisions of the WADF such as design guidelines which are related to public space design, cannot be enforced through the Zoning Regulations, and therefore were not incorporated into the proposed zoning text. OP recommended that these guidelines should be administered through the Public Space permitting processes before the Public Space Committee, administered by DDOT.</p>
<p>4. <i>IZ Plus</i></p>	<p>Several persons and representatives of organizations expressed concerns that the new zones should trigger a greater percentage of units to be affordable and at deeper affordability. OP would like to note that the IZ+ affordability requirements were based on a specific economic analysis detailed in OP’s Public Hearing report of November 6, 2020 (ZC 20-02) Exhibit 12 and revised in the supplemental report filed November 13, 2020. Exhibit 18.</p>

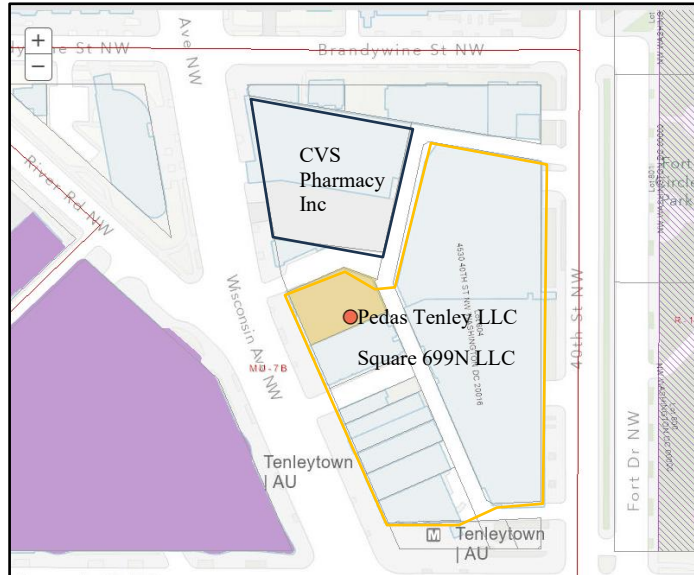
Issue	Response
	<p>Consistent with the matter-of-right IZ program dating back to 2006, the IZ+ analysis measured the impact on land values when the IZ requirements and density were changed. The model included the impact on construction costs when increasing density led to a necessary increase in height and required projects to go from wood frame construction to more expensive high-rise steel and concrete construction. The recommendation balanced the affordability requirements with the increases in density so as not to harm development and limit overall housing production.</p> <p>The IZ+ analysis stopped at an 80% - 125% increase in density and 18% - 20% affordability requirements for three reasons:</p> <ul style="list-style-type: none"> - First, going beyond an 80% or 125% increase tended to shift low-rise construction to more expensive steel and concrete. - Second, a 20% affordability requirement enables a project to receive Tax Exempt bonds and 4% Low-Income Housing Tax Credits (LIHTC). - Third, increases beyond 80% - 125% very quickly exceed theoretical limits of lot occupancy and stories within the District. <p>The goal was to support projects until they could benefit from affordable housing financial subsidies and achieve deeper affordability.</p> <p>All affordable housing tools target specific incomes. Multiple tools are then integrated together for individual projects to increase the share of units or the depth of affordability. For example, the federal 9% LIHTCs require a minimum affordability at 60 percent of the Median Family Income (MFI). To increase the share of units and serve lower incomes at 30 percent of the MFI, the District blends in additional subsidies such as the Housing Production Trust Fund (HPTF) and project based operating subsidies (rent vouchers).</p> <p>The percentage of units and target incomes presented in the testimony at the hearing require multiple subsidy sources to be successful. No one subsidy, such as bonus density, can achieve the percent of units and depth raised by the comments. In addition, the financial subsidies are limited and competitive in nature. For instance, only two to three, 9% LIHTC projects are funded each year. Therefore, mandating all projects meet those requirements without the necessary subsidies would impede overall development and damage housing production.</p> <p style="text-align: center;"><u>IZ + Recommendation in the Wisconsin Avenue Development Framework</u></p> <p>The WADF outlined an <i>Equitable Housing Strategy</i> for the provision of affordable housing and for deeper affordable housing and states:</p> <ul style="list-style-type: none"> - <i>Affordable housing units produced through IZ are not publicly subsidized, but rather, are cross subsidized by market-rate units within the building. An associated density bonus is provided to offset the premium required to cross-subsidize the IZ+ affordable set-aside which can be up to 18% or 20%. IZ provides socio-economic diversity within new buildings by including moderate income households but is not designed to target more deeply affordable housing for households below 50% median family income (MFI). Most IZ units require maximum MFIs of 60% for rental and 80% for ownership, with a smaller number at 50%. Deeper affordability below 50% MFI can be supported through financial programs administered by the District and the Federal government and through public private partnerships.</i> <p>It has been suggested in comments to OP and the Commission that changes be made to the IZ + program to lower set asides and allow for deeper affordability in these new zones. OP is fully aware that there is a great deficit of affordable housing and particularly deeply</p>

Issue	Response
	<p>affordable housing in the wider Rock Creek West area. However, making some of the recommended changes to the IZ and IZ + program specific to Wisconsin Avenue would not be advisable as it would have to be studied on a wider Citywide basis, and discussions would have to be done in compliance with the Inclusionary Zoning Implementation</p> <p>In discussions and testimony presented at the hearing it was conveyed to OP that the IZ+ requirement, up to 20%, is prohibitive to development at this time due to rising financing and construction cost. OP understands the concerns and comments of both sides.</p> <p>OP has been awarded a grant to undertake a study of the IZ Program as part of the new Comprehensive Plan, DC 2050 Comprehensive Plan, which is projected to become effective in 2028. The parameters of the study have not been defined at this time. <i>Therefore, any changes made to the current program as a result of the study would be applicable to the proposed zones.</i></p>
<p>5. <i>Lot Occupancy:</i></p>	<p>A concern was expressed that an 80% cap on lot occupancy in the MU-10/FHM and the MU-10/TTM zones could unnecessarily limit development potential, hinder core building operations, create poor urban design outcomes, and fail to deliver the desired open space along the public realm envisioned by the WADF. After further analysis it was agreed that the lot occupancy limitation could unnecessarily reduce development particularly on the ground floor for retail and could lead to an unintended reduction in buildable residential footprints at the upper levels, thereby reducing potential affordable units overall. Further, OP anticipates that property owners could likely seek zoning relief.</p> <p>Required setbacks would accommodate light and air and related reduction in massing, as discussed at the public hearing. While OP understands that there may be concerns regarding open space on individual properties for placemaking and gathering, the reduction in lot occupancy does not provide or ensure contiguous open space or collaboration between property owners to provide sizable areas parks and recreational areas. <i>OP therefore recommends allowing 80% lot occupancy for residential uses only (Subtitle K §§ 805.1 and 905.1).</i> This would also be consistent with the lot occupancy requirement in the MU-10 mixed-use zone (Subtitle G § 210.1).</p>
<p>6. <i>Pedestrian Connections</i></p>	<p>The WADF recommends the incorporation of a mid-block pedestrian connections at various locations to allow flexibility for storefronts, live/workspaces, or residential frontages and retail to activate the spaces. They are envisioned to assist in breaking up long blocks and providing pedestrian connections between block and active spaces. Following further analysis, some of the locations have been judged as not being practical and have been eliminated or refined to give more detail on their location. (See below for specific locations). The provision of these pedestrian ways are included in the design guidelines and will be enforced during design review.</p>
<p>7. <i>Pedestrian Connection: Square 1770</i></p>	<p>The property owner in Square 1770 posits that implementation of the text amendment as proposed would require a single property within the Square 1770 with frontage on both Wisconsin Avenue and 40th Street/Fort Drive. However, an alley bifurcates the square which currently provides back-of-house operations for businesses fronting Wisconsin Avenue and similarly 40th Street. The Square has two main property owners¹ with properties facing Wisconsin Avenue and one property fronting 40th Street/Fort Drive. To</p>

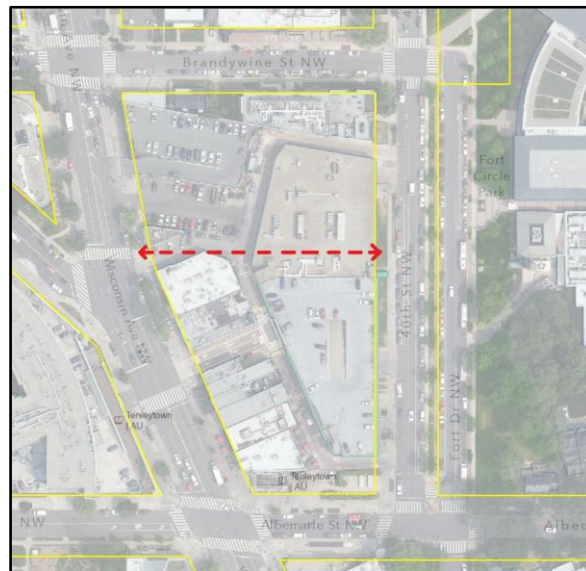
¹ According to data noted in [Property Quest](#), Pedas Tenley LLC owns Lot 804 fronting 40th Street, as well as the smaller lots fronting Wisconsin Avenue.

Issue	Response
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ensure that there is a pedestrian connection from Wisconsin to Fort Drive, the alley would have to be closed, as connection would conflict with vehicle traffic otherwise. The property owner has requested that OP amend the text to guide the optimal location of the pedestrian connection, including refining the language so that the requirement does not apply to every new development in the square.



The Wisconsin Avenue Development Framework (WADE, page 35) shows the pedestrian connection midblock, which seems logical. The properties are within common ownership, and this would break the massing of the block.



OP supports revisions to the text to clarify where and when the pedestrian connection requirement would be applicable. However, OP does not support incentivizing this requirement. The changes are reflected under proposed **Subtitle G § 907.2 and Subtitle G § 908.**

Issue	Response
<p>8. <i>Pedestrian Connection: 4800 Wisconsin Avenue</i></p>	<p>The WADF proposed a pedestrian connection which referred to the 4800 Wisconsin Avenue property, pedestrian corridor to link Devenport Street to 42nd Street. Although this connection is desirable, it may be impossible to implement due to a 14 foot grade change between Wisconsin Avenue and 42nd Street which would create ADA accessibility issues, and the grade change could obscure sight lines between the connecting streets and thereby undermining the corridor’s intended purpose. Given these challenges, it may be difficult to meet the goals of providing an active commercial frontage, outdoor seating and open green space. Therefore, OP is no longer recommending the pedestrian connection at this location and will delete <i>Subtitle G, § 1008.1.</i></p>
<p>9. <i>Plaza requirement for the MU-10 zone</i></p>	<p>OP does not support the removal of the plaza requirement under the MU-10 zone except for developments which have a pedestrian corridor (<i>Subtitle K §§ 806.2(b) and 907.2(b).</i>). The plaza requirement is intended to provide open spaces to serve “<i>as transitional spaces between streets or pedestrian rights-of-ways and the entrances of buildings</i>”. Although the width of Wisconsin Avenue through Tenleytown currently provides spaces for sidewalk cafes, seating, and pedestrian circulation the WADF calls for additional open space to accommodate other activities.</p>
<p>10. <i>Three bedroom units</i></p>	<p>The Commission requested that OP look at requiring 2- and 3-bedroom units in the proposed zones. The desire to provide larger family units is also encouraged in the WADF. However, the ability to provide larger units depends on a variety of factors such as the size of development and financing will vary between development proposals. Making this provision a requirement could negatively impact some development if they are unable to meet this standard. If the Commission opts for a design review process, each development could be assessed for this provision. OP encourages housing with units that are three (3) bedroom or more and is included <i>at Subtitle G § 800.1(f) in the Friendship Heights Metro Mixed Use Zone; § 900.1(f) in the Tenleytown Metro Mixed Use Zone; and §1000.1(d) in the Wisconsin Avenue Mixed Use Zone.</i></p>
<p>11. <i>Impacts on Small Businesses</i></p>	<p>The proposed map amendment could impact small business retention in existing structures. Like most commercial corridors, there are typically some vacant spaces available for businesses that need to relocate. However, should a commercial building with a retail tenant choose to redevelop it could lead to a displacement, at least temporarily, for some small businesses. While the rezoning could also result in additional new commercial space on the site, it could be at a higher cost to small and minority-owned businesses. However, redevelopment could also create new retail opportunities, and an increased population base to support small and minority-owned businesses in the area. On balance, while the rezoning could have some impacts on existing businesses, overall, the impact should be minimal or mitigated by the increased population base to support local businesses. There are also several businesses organizations as well as government programs which could help to minimize displacement of small businesses.</p>
<p>12. <i>Infrastructure</i></p>	<p>As part of the WADF process a capacity and infrastructure assessment as done with input from several District agencies and utilities (PEPCO, DC WATER, DDOT, DPW). The study was based on the build out of the recommendations of the WADF. The assessment provided information to understand each infrastructure current system capacity and the process for capital improvement planning to meet future demand. The assessment is provided at Infrastructure Assessment. The proposed zones are based on the WADF and therefore OP did not see the necessity to undergo a second study when not much has changed in the area. However, OP did request an update from DC Water but to date has received no response. OP will continue to engage DC Water to have a response prior to Final Action.</p>

Issue	Response
13. <i>Square 1769, Lot 33</i>	Square 1769, Lot 33, was originally omitted from the changes recommended for the MU-10/TTM zone. However, a revision is necessary because Lot 0032 is subject to an existing PUD, and its current underlying NMU zone will be eliminated with the establishment of the new Tenleytown zone. Should the PUD lapse, the lot would default to matter-of-right development standards under the newly mapped Tenleytown zone. Importantly, this adjustment to the language does not affect the Comprehensive Plan evaluation; the proposed map and text amendments continue to satisfy the applicable policies and land-use guidance as previously analyzed. OP is therefore recommending that the property be included in the proposed MU-10/TTM zone.

FORM BASED CODES

The following table provides OP responses to questions and suggestion submitted by Ward 3 Vision, the Coalition for Smarter Growth, and others:

Provision	Clarification Questions	Possible Solutions	OP Responses
<i>Setbacks, Angular Planes</i>	<ul style="list-style-type: none"> • How are angular planes determined on irregular lots? • Can the developer shift massing to fit site constraints without a variance? 	<ul style="list-style-type: none"> • Define specifics of measurements in text • Add diagrams • Allow staff to approve ≤10% dimensional adjustments for site constraints. 	<ul style="list-style-type: none"> • Developments that do not meet the requirements of the proposed zoned can request relief. If the Commissions adopts a design review process relief can be assessed at that time.
<i>Ground Floor Transparency and Accessibility</i>	<ul style="list-style-type: none"> • Is transparency measured from 0 feet to 15 feet above grade? • Does tinted/fritted glass count? 	<ul style="list-style-type: none"> • Add definition: e.g. 2'–10' above grade, clear or low-E glass, VT ≥ 0.6; exclude mirrored/tinted/spandrel glass • Require calculation method in submittals. • Allow staff to approve 10% dimensional adjustments for site constraints. 	<ul style="list-style-type: none"> • The proposal requires a minimum of 50% transparency along a building frontage on a designated roadway which gives flexibility and allows for adjustments. It also allows for clear or clear/emissivity glass, e.g. <i>Subtitle K § 806.1(j)</i>
<i>Mid-block Corridor Requirement</i>	<ul style="list-style-type: none"> • Is this a public easement, dedication of right of way, or just a private pass? • Who maintains it? • Can it be gated at night • Is the exact location set and if so, is there any administrative flexibility? • What are the required furnishing details? For example, what kind of lighting is required? 	<ul style="list-style-type: none"> • Require recorded Public Use Easement or dedication. Without a public easement, the space is private and could be closed. • Specify: minimum 25' clear width, ADA compliance, maintenance/security provisions, signage, lighting, no closure without Zoning 	<ul style="list-style-type: none"> • The pedestrian corridor would be a private space approved as part of the development plan to be maintained by the property owner of designee. There is some flexibility in their locations, and their designs are outlined at <i>Subtitle K §§ 807 and 907</i>.

Provision	Clarification Questions	Possible Solutions	OP Responses
<i>Adaptive Reuse</i>	<ul style="list-style-type: none"> • If reusing an existing building, does the developer have to meet all new transparency/entrance rules? • Is there administrative flexibility for structural constraints • Are there criteria for alternative compliance? 	<p>Commission or BZA approval.</p> <ul style="list-style-type: none"> • Add an adaptive reuse section • Allow retention of existing non-conforming transparency, entrance spacing, setbacks, lot occupancy if life-safety met • Guidance for the Zoning Administrator that any façade changes must improve pedestrian experience 	<ul style="list-style-type: none"> • The proposed regulations state that design requirements apply to all new buildings or additions an existing building. (<i>K §§ 806.1, 906.1 and 1007.1</i>) • Sidewalk and pedestrian experience would be assessed at the time of permitting by DDOT. • Guidance for relief from the design requirements are provided in the <i>Relief from Design Requirements</i> in each zone. If the Commission were to require a design review process, request for relief could also be assessed as part of that process.
<i>Administrative Flexibility</i>	<ul style="list-style-type: none"> • Are there options for administrative approval of minor adjustments without a full BZA/ZC case? • What is the threshold for administrative approval? 	<ul style="list-style-type: none"> • Add administrative adjustment provision: e.g. “Zoning Administrator may approve ≤10% deviations for site constraints, documented in public record.” Ideally, the adjustment would be contextual and not broadly applied. See Example Admin Flexibility Chart 	<ul style="list-style-type: none"> • The proposed zones allows for developments to seek special exception relief where standards cannot be met. Administrative deviations would be subject to the requirements of <i>Subtitle A § 304</i>.
<i>Coordination with DDOT</i>	<ul style="list-style-type: none"> • Is DDOT approval required before zoning approval can occur, or can reviews run parallel? • What specific requirements does DDOT have to ensure that the public realm—both publicly and privately controlled—contributes to achieving the WADF vision? 	<ul style="list-style-type: none"> • Specify that DDOT confirmation is required for public space/transportation elements before zoning permit is granted • Specify that these reviews will occur ideally with OP’s participation along with DDOT. 	<ul style="list-style-type: none"> • DDOT is part of the permitting process and will review all projects. DDOT’s approval is required prior to a permit being issued. • OP has a representative on DDOT’s Public Space Committee Public Space Committee where reviews will occur.

ATTACHMENTS:

Attachment I – Friendship Heights and Tenleytown Development Scenarios from WADF public meetings

Attachment II - Friendship Heights Metro Mixed-Use Zone (MU-10/FHM)

Attachment III - Friendship Heights Transition Zone (RA-2)

Attachment IV - Tenleytown Metro Mixed-Use Zone (MU-10/TTM)

Attachment V - Wisconsin Avenue Mixed-Use Zone (MU-8A/WA)

TENLEYS TOWN DEVELOPMENT SCENARIO BOARD

WISCONSIN AVENUE ZONING STUDY & PUBLIC REALM PLAN WORKSHOP

TENLEYS TOWN OPPORTUNITY SITES - Chipotle & 7/11

City of Columbus Office of Planning

THESE HYPOTHETICAL SCENARIOS EXPLORE POTENTIAL DIFFERENT APPROACHES TO THE DESIGN OF THIS OPPORTUNITY SITE WHICH INCLUDE INCORPORATING HOUSING AND PROVIDING DIFFERENT BUILDING AND OPEN SPACE CONFIGURATIONS.

Please place green dots ● on things you like about these ideas and add comments using sticky notes.

	SITE PLAN	OVERVIEW OF DESIGN ATTRIBUTES	
CONDITIONS		<p>This block consist of single-story retail/fast casual restaurants and surface parking along Wisconsin Ave. and Warren Street. Single-family residential homes occupy the northeast quadrant.</p> <p>AMOUNT OF PUBLIC OPEN / GREEN SPACE = 0</p> <p>FLUM DESIGNATION: - COMMERCIAL MODERATE - RESIDENTIAL MEDIUM</p>	
SCENARIO	<p style="font-size: x-small;">PLACE STICKY NOTES HERE TO SHARE YOUR THOUGHTS ABOUT THE DESIGN ATTRIBUTES OF THIS SCENARIO:</p>	<p>Scenario A consist of an L-shaped building with multifamily residential above retail/restaurants along Wisconsin Ave. transitioning to lower scale residential along Warren Street. A community plaza or green space with room for outdoor cafe seating is located on the northwest corner.</p> <p>This scenario adds new multifamily housing on Wisconsin Ave. and Warren St.</p> <p>HOUSING: 112 UNITS AFFORDABLE HOUSING: 22 UNITS NEW OPEN SPACE = 2,800 SF</p>	
SCENARIO B	<p style="font-size: x-small;">PLACE STICKY NOTES HERE TO SHARE YOUR THOUGHTS ABOUT THE DESIGN ATTRIBUTES OF THIS SCENARIO:</p>	<p>Scenario B consist of an L-shaped building with multifamily residential above retail/restaurants along Wisconsin Ave. transitioning to lower scale residential along Warren Street with a setback on the rear. A passive community green space is located on the southeast corner.</p> <p>This scenario adds new multifamily housing on Wisconsin Ave. and Warren St. and setback from the 5th floor on the rear of the building.</p> <p>HOUSING: 111 UNITS AFFORDABLE HOUSING: 22 UNITS NEW OPEN SPACE = 2,100 SF</p>	
SCENARIO C	<p style="font-size: x-small;">PLACE STICKY NOTES HERE TO SHARE YOUR THOUGHTS ABOUT THE DESIGN ATTRIBUTES OF THIS SCENARIO:</p>	<p>Scenario C consist of an L-shaped building with multifamily residential above retail/restaurants along Wisconsin Ave. transitioning to stacked townhomes along Warren Street. A corner plaza with room for outdoor cafe seating is located on the southwest corner.</p> <p>This scenario adds new multifamily housing on Wisconsin Ave. and stacked townhomes on Warren St.</p> <p>HOUSING: 107 UNITS AFFORDABLE HOUSING: 21 UNITS NEW OPEN SPACE = 800 SF</p>	

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November 2022

ATTACHMENT II - FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE (MU-10/FHM)

PROPOSED MAP AND TEXT AMENDMENT

The proposed amendments to the text of the Zoning Regulations is to create a new Chapter 8, Friendship Heights Metro Mixed Zone, MU-10/FHM zone as and to create a new use for WMATA bus facilities to be permitted in the MU-10/FHM zone on lots owned by WMATA and on any lot adjacent to the MU-10/FHM zone and owned by WMATA as follows. Substantive additions to the proposed text as provided in the Set down Report are noted in **red/bold/underline text**, while substantive deletions are shown in ~~**black/bold/strikethrough text**~~. Substantive additions to the proposed text since the Public Hearing are noted in **blue/bold/underline text**, while substantive deletions are shown in ~~**blue/bold/strikethrough text**~~. Additional non-substantive changes, such as reordering or revising of section numbers have also been incorporated into the proposed text.

a. **Proposed Amendments to Subtitles B, DEFINITIONS, RULES OF MEASUREMENT USE CATEGORIES**

Subtitle B, § 100.2 of Subtitle B § 100, DEFINITIONS, of Chapter 1, DEFINITIONS, of Subtitles B, DEFINITIONS, RULES OF MEASUREMENT USE CATEGORIES is proposed to be amended by adding the following:

WMATA Bus Facility: A public transit bus facility operated by the Washington Metropolitan Area Transit Authority.

The general Mixed Use Zone provisions of **Subtitle G CHAPTER 1 – INTRODUCTION TO MIXED-USE (MU) ZONES, and CHAPTER 2 - GENERAL DEVELOPMENT STANDARDS FOR MIXED-USE (MU) ZONES** would also continue to apply to the proposed new zones, but would not be amended as part of this Zoning Map and Text amendment petition.

b. **Proposed Amendments to Subtitle G, MIXED-USE (MU) ZONES**

A new Chapter 8, FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE, MU-10/FHM, in Subtitle G, MIXED USE (MU) ZONE to read as follows:

CHAPTER 8 FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE — MU-10/FHM ZONE

800 GENERAL PURPOSE AND INTENT

800.1 The purposes of the MU-10/FHM zone shall be those of the MU zones, as set forth in Subtitle G § 101, and the following:

- (a) Implement the policies and goals of the Wisconsin Avenue Development Framework, February 2024;**
- (b) Permit mixed-use development at a high-density;**

- (c) Allow and encourage residential development and a greater range of resident diversity to advance the District’s housing equity goals, and by mapping the MU-10/FHM zone as subject to IZ Plus;
- (d) Implement the design requirements of the Wisconsin Avenue Development Framework, 2024 to enhance the existing strengths and identity of the commercial areas and to transform them into attractive destinations for the community;
- (e) Encourage sustainable, well designed, new development that is compatible with the surrounding built environment and contributes to the main street character;
- (f) Encourage housing with units that are three (3) bedroom or more;
- (fg) Establish the designated roadways as set forth in Subtitle G, 801.1 as active, pedestrian-oriented commercial areas with a mix of neighborhood serving shops and services;
- (gh) Encourage walkability, connectivity and access to transit; and
- (hi) Provide for a mid-block east-west connection through Square 1657.

801 DESIGNATED ROADWAYS

801.1 In the MU-10/FHM zone, the designated roadways shall be Wisconsin Avenue N.W., Jenifer Street, N.W. and 44th Street N.W.

802 DEVELOPMENT STANDARDS

802.1 Except as specifically modified by this chapter, the MU-10 zone development standards in Subtitle G, Chapter 2 shall apply. In the event of a conflict between the provisions of this chapter and other regulations of this title, the provisions of this chapter shall apply.

803 DENSITY

803.1 The maximum permitted Floor Area Ratio (FAR) in the MU-10/FHM zone shall be as set forth in the following table:

TABLE G § 804.1: MAXIMUM PERMITTED FLOOR AREA RATIO		
Zone	Zone Maximum Total FAR	Maximum Non-Residential FAR
MU-10/FHM	7.8 (IZ+)	6.0

804 HEIGHT

804.1 In the MU-10/FHM zone, the maximum permitted height of buildings or structures, not including a penthouse or rooftop structure, shall be as set forth in the following table:

TABLE G § 805.1: MAXIMUM HEIGHT AND NUMBER OF STORIES			
Zone	Maximum Height, Including Rooftop Structure (ft.)	Not or	Maximum Stories
MU-10/FHM	130		No Limit

805 LOT OCCUPANCY

805.1 In the MU-10/FHM zone, the maximum lot occupancy shall be eighty percent (80%) for residential. ~~uses except as follows:~~

805.2 ~~In Square 1580, Lot 33, the WMATA Bus Garage, F~~for any new lot containing a WMATA bus facility ~~for on-site bus parking, a~~ the maximum lot occupancy ~~of shall be~~ one hundred percent (100%) ~~shall be allowed~~ for a WMATA bus garage facility use, provided that any portion of such WMATA bus facility that is constructed adjacent to the public alleyway parallel to Harrison Street N.W. shall comply with all height and setback requirements of Subtitle G § 807.3.

806 GENERAL DESIGN AND USE REQUIREMENTS

806.1 In the MU-10/FHM zone, the following design requirements shall apply to all new buildings ~~construction or additions~~ expansion of to an existing building on any lot fronting onto any of the designated roadways:

- ~~(a) No part of the building, including the penthouse or rooftop structure, shall project above a plane drawn at a forty-five degree (45°) angle from one hundred ten feet (110 ft.) above the property line abutting a designated roadway;~~
- (a) Each new building or addition to an existing building shall provide a 1:1 setback of building massing drawn at a forty-five degree (45°) angular plane above a height of one hundred and ten feet (110 ft.).
- (b) Tower projections to accentuate building corners are exempted from the setback requirements of Subtitle G § 806.1(a);
- (c) Each new building or addition to an existing building shall provide a 1:1 setback of building massing drawn at a forty-five degree (45°) angular plane above a point sixty-five feet (65 ft.) above a lot line abutting a moderate- or low-density residential zone or an alley abutting a moderate- or low-density residential zone;
- (d) Street level frontage along a designated roadway shall be devoted to non-residential uses;
- (e) The ground floor level of each new building or building addition with a commercial use shall have a minimum height of fifteen feet (15 ft.);
- (f) Buildings on corner lots shall be constructed to all lot lines abutting a public street;

- (e) ~~Street level frontage along a designated roadway shall be devoted to non-residential uses;~~
- (g) New buildings shall be ~~designed and~~ built so that at the street level, not less than seventy-five percent (75%) of the street wall(s) shall be constructed to the lot line abutting the street right-of-way, not including permitted projections into public space;
- (h) For every one hundred feet (100 ft.) of uninterrupted building façade length, new buildings shall incorporate modulated and articulated building wall planes through the use of projections or recesses in accordance with the following
 - (1) Inset balconies or recesses no less than six feet (6 ft.) in width and depth; and/or
 - (2) Projecting balconies or bays no less than four feet (4 feet) in width and depth;
- (i) New buildings shall ~~be designed so as to~~ not preclude retail entrances every twenty-five feet (25 ft.) on average for the linear frontage of buildings abutting Wisconsin Avenue, N.W. and every forty feet (40 ft.) for other commercial uses along the other designated roadways; and
- (j) New spaces in a new building ~~along a building frontage~~ shall have a minimum of fifty percent (50%) transparency along a building frontage on a designated roadway.
- (k) Not less than fifty percent (50%) of the surface area of the street wall at the ground level of each new building shall have clear or clear/low emissivity glass. Mirrored, tinted or spandrel glass should be excluded.

806.2 Each space devoted to a commercial use with frontage on a designated roadway shall have an individual public entrance directly at grade with the public sidewalk along that roadway;

806.3 The ground floor of new buildings fronting on Wisconsin Avenue, N.W., between Western Avenue, N.W. and Harrison Street, N.W. shall be designed for retail, service, and/or eating and drinking establishment uses.

806.4 The ground floor of new buildings fronting on Wisconsin Avenue, N.W. and 44th Street NW shall be designed for the following non-residential uses and a minimum of 50% of the gross floor area of the ground floor of each new building shall be devoted to these uses:

- (a) Animal sales, care, and boarding;
- (b) Arts, design, and creation;
- (c) Daytime Care;

(c) Eating and drinking establishments;

(d) Entertainment, assembly, and performing arts;

(e) Financial and general services; and

(f) Retail.

~~**806.5** The ground floor of new buildings along 44th Street, N.W. between the alley north of Harrison Street, N.W. and Western Avenue, N.W. shall be designed for retail, service, and/or eating and drinking establishment uses provided, that such uses shall not be required uses.; If retail is not feasible between Western Avenue, N.W. and Jennifer Street, N.W. other commercial uses are allowed;~~

806.5 Vehicle parking, loading and trash collection shall not be accessed from Wisconsin Avenue NW, but rather from the alley where an alley exists, or side streets. Trash and recycling rooms shall be located internal to the building; ~~accessible from the alley, and located at grade level of the building; and~~

806.6 Vehicle parking spaces shall be located below or at grade. If at grade, no portion of the parking shall be within twenty feet (20 ft.) of the Wisconsin Avenue, N.W. right-of-way and shall be screened along Wisconsin Avenue, N.W. with designated uses; and

806.7 The requirements of Subtitle G §§ 806.1-806.6 and 807.2 shall not apply to any building or lot containing a historic landmark.

807 SPECIFIC DESIGN REQUIREMENTS

807.1 In addition to the provisions of Subtitle G § 806, any new development ~~building~~ building or expansion addition to an existing building in the specific squares and lots as set forth below, shall meet the additional design requirements of Subtitle G §§ ~~807 and 808.~~

807.2 In the MU-10/FHM zone, any new development in Square 1657, Lot 24 shall provide an east-west pedestrian connection between Wisconsin Avenue N.W. and 44th Street N.W. in accordance with the following:

(a) A pedestrian connection shall:

- (1) Provide a ~~minimum~~ **maximum** width of twenty-five feet (25 ft.);
- (2) Be uncovered for a minimum of seventy-five percent (75%) of its length;
- (3) Provide clear sightlines between the connecting streets;
- (4) Be open and available to the general public on a continuous basis;

- (5) Be used only for commercial frontage, outdoor seating, or open green space, **umbrellas**, provided that no connection provided under this section shall be used for loading, **vehicular** parking, vehicular access, or trash storage; and
- (6) Provide an active pedestrian corridor, with ground floor uses on adjacent buildings to include, but not limited to storefronts, live/work spaces and residential entrances.
- (7) **A restaurant use fronting on the pedestrian corridor shall be designed to not exceed a maximum width of 40 feet (40 ft.).**

- (b) A pedestrian corridor provided in accordance with this section shall be considered **as** satisfying the public plaza requirement of **Subtitle G § 212.1 and Subtitle C, Chapter 17.**

807.3 Any portion of a new building in the MU-10/FHM zone, Square 1580, Lot 33, that abuts the public alley which runs parallel to Harrison Street N.W. shall;

- (a) Provide a minimum fifteen feet (15 ft.) landscaped setback from the lot line abutting the public alley parallel to Harrison Street, N.W., which shall not be used for loading; and
- (b) Provide **from the lot line abutting the public alley parallel to Harrison Street N.W.,** a setback of **at least** fifty feet (50 ft.) **minimum** for any portion of the structure above fifty feet (50 ft.) in height. ~~and a 1:1 set step back drawn at a forty-five degree (45°) angular plane from a point above one hundred and ten feet (110 ft.).~~

807.4 Any portion of a new building in the MU-10/FHM zone, Square 1657, Lot 24, that abuts the public alley which runs parallel to Harrison Street N.W. shall;

- (a) Provide a minimum fifteen feet (15 ft.) landscape setback from the ~~property~~ **lot** line abutting the public alley parallel to Harrison Street NW, which shall not be used for loading; and
- (b) Provide **from the lot line abutting the public alley parallel to Harrison Street N.W.** a 1:1 setback drawn at a forty-five degree (45°) angular plane from a point sixty-five feet (65 ft.) above the lot line.

808 **DESIGN REVIEW**

808.1 **In addition to the provisions of Subtitle K § 806 and 807 and Subtitle X Chapter 6, any new development or addition to an existing building in the MU-10/FHM zone, shall be subject to design review and approval by the Zoning Commission in accordance with the following provisions:**

- (a) **In addition to proving that the new development or addition to an existing building meets the special exception standards set forth in Subtitle X, Chapter 9, an applicant requesting approval under this**

section shall prove that the proposed building or structure, including the siting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:

- (1) Help implement the purpose and intent outlined in Subtitle G § 800;
- (2) Be protective of lower scale residences and be in context with the surrounding neighborhood;
- (3) Enhance pedestrian environments;
- (4) Minimize conflict between vehicles and pedestrians;
- (5) Incorporate massing, materials, and buildings and streetscape landscaping to further the design and development of properties in a manner that is sensitive to the establishment of the main street character;
- (6) Promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses;
- (7) Penthouses and rooftop structures shall be subject to the regulations of Subtitle C, Chapter 15 and the height and story limitations specified in this chapter;
- (8) Ensure development of the area meets a high level of environmental performance and incorporates sustainability best practices; and
- (9) Incorporate the location of access to parking and loading, the location of service areas to recognize the proximate residential neighborhood use and context, as applicable.

808.2 Each application for design review under this section will be referred to the Office of Planning, Department of Transportation, Department of Energy and Environment, and other District agencies deemed appropriate for review and comment.

808.3 The Zoning Commission may hear and decide any additional requests for special exception or variance relief from the requirements of Subtitle G § 806, 807 and 809 and shall be subject to all the applicable criteria and variance standards. Such requests shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.

808.4 At the time of filing an application with the Zoning Commission, the applicant shall pay the filing fees to the Office of Zoning pursuant to Subtitle Z, Chapter 16, plus such fees as apply to any additional zoning relief requested.

809 RELIEF FROM DESIGN REQUIREMENTS

809.1 Relief may be granted from the design requirements of Subtitle G §§ 806 and 807 and ~~809~~, if approved as a special exception by the Zoning Commission pursuant

to Subtitle X § 901 and Subtitle G § 5200, and provided that the project; design of the building that is the subject of such relief:

- (a) ~~Results in a superior design that substantially achieves~~ Is not inconsistent with the applicable design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 800; and
- (b) ~~Provides superior~~ Mitigate adverse impacts upon publicly accessible open space or public space and improvements, on or adjacent to the property that is the subject of the relief ~~other public amenities.~~

c. Proposed Amendments to Subtitles U, Use Permissions

Add a new Subsection 401.4 to Subtitle U, § 400, MATTER-OF-RIGHT USES (RA) of CHAPTER 4, USE PERMISSIONS RESIDENTIAL APARTMENTS ZONES, of SUBTITLE U as follows:

401.4 In the RA-2 zone, WMATA bus facility use shall be permitted as a matter of right in Square 1580, Lot 33.

d. Proposed Amendments to Subtitles U, Use Permissions Mixed Use (MU) Zones

Add a new Subsection 517.2 to Subtitle U, § 517, MATTER OF RIGHT USES (MU-USE GROUP G) of CHAPTER 5, USE PERMISSIONS MIXED USE (MU) ZONES as follows:

517.2 In the MU-10/FHM zone, WMATA bus facility use shall be permitted as a matter of right in Square 1580, Lot 33 and Square 1657, Lot 24.

e. Proposed Amendments to Subtitle W, SPECIFIC ZONE BOUNDARIES

Add new: FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE

124 FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE

124.1 The Friendship Heights Metro Mixed Use zone (MU-10/FHM) applies to the following square and lots and portions of lots around the Friendship Heights Metro Station:

- (a) All of Square 1579;
- (b) Square 1580, Lot 33 except for the western portion fronting on 45th Street, N.W.;
- (c) Square 1657, Lot 22, 24, 810 and the northern portion of Lot 26; and
- (d) All of Square 1660.

f. PROPOSED REZONINGS

1. Rezone Square 1579, Lots 0007, 0008 and 0010 from the MU-4 zone to the MU-10/FHM zone **and apply the IZ+ designation;**
2. Rezone 1579, Lot 0011 from the RA-2 to the MU-10/FHM zone **and apply the IZ+ designation;**
3. Rezone Square 1580, Lot 33 from the MU-4 and RA-2 zones to the MU-10/FHM zone **and apply the IZ+ designation;**
4. Rezone Square 1657, Lot 22, **23**, 24, 26, 810 from the MU-5A and RA-2 zones to the MU-10/FHM zone **and apply the IZ+ designation;**
5. Rezone Square 1660 from the MU-7B zone to the MU-10/FHM zone **and apply the IZ+ designation.**

ATTACHMENT III - FRIENDSHIP HEIGHTS TRANSITION ZONE (RA-2)

PROPOSED MAP AMENDMENT

No changes to the existing RA-2 zone development standards of Subtitle E ~~or use provisions of Subtitle U~~ are proposed.

PROPOSED REZONINGS

1. Rezone the R-2 zoned portion of Square 1580, Lot 0033 to the RA-2 zone and apply the IZ+ designation;
2. Rezone the R-2 zone portions of Square 1656, Lots 0009, 0807, 0808, and 0810 to the RA-2 zone and apply the IZ+ designation; and
3. Rezone the R-2 zone portions of Square 1666, Lots 0809 and 0810 to the RA-2 zone and apply the IZ+ designation.

ATTACHMENT IV - TENLEYTOWN METRO MIXED-USE ZONE (MU-10/TTM)

PROPOSED MAP AND TEXT AMENDMENT

The proposed amendments to the text of the Zoning Regulations is to create a new Chapter 9, Tenleytown Metro Mixed Zone, MU-10/TTM zone as follows. Additions to the proposed text as provided in the Set down Report are noted in **red/bold/underline text**, while deletions are shown in **~~black/bold/strikethrough text~~**. Substantive additions to the proposed text since the Public Hearing are noted in **blue/bold/underline text**, while substantive deletions are shown in **~~blue/bold/strikethrough text~~**. Additional non-substantive changes, such as reordering or revising of section numbers, have also been incorporated into the proposed text.

The general Mixed Use Zone provisions of **Subtitle G CHAPTER 1 – INTRODUCTION TO MIXED-USE (MU) ZONES, and CHAPTER 2 - GENERAL DEVELOPMENT STANDARDS FOR MIXED-USE (MU) ZONES** would also continue to apply to the proposed new zones but would not be amended as part of this Zoning Map and Text amendment petition.

a. Proposed Amendments to Subtitle G, MIXED-USE (MU) ZONES

A new Chapter 9, TENLEYTOWN METRO MIXED-USE ZONE, MU-10/TTM in Subtitle G, MIXED USE (MU) ZONE to read as follows:

900 GENERAL PURPOSE AND INTENT

900.1 The purposes of the MU-10/TTM zone shall be those of the MU zones, as set forth in Subtitle G § 101, and the following:

- (a) Implement the policies and goals of the Wisconsin Avenue Development Framework Plan, February 2024;**
- (b) Permit mixed-use development at a high-density;**
- (c) Allow and encourage residential development and a greater range of resident diversity to advance the District’s housing equity goals, and by mapping the MU-10A/TTM zone as subject to IZ Plus;**
- (d) Encourage housing with units that are three (3) bedroom or more;**
- ~~**(e) Implement the policies and goals of the Wisconsin Avenue Development Framework Plan, February 2024;**~~
- (e) Implement the design requirements of the Wisconsin Avenue Development Framework to enhance the existing strengths and identity of the commercial areas and to transform them into attractive destinations for the community;**
- (f) Encourage sustainable, well designed, new development that is compatible with the surrounding built environment and contributes to the main street character;**

(e)(g) Establish the designated roadways as set forth in sections Subtitle G, § 901.1 as active, pedestrian-oriented commercial areas with a mix of neighborhood serving shops and services;

(f) (h) Encourage walkability, connectivity and access to transit;

(i) Complement residential and commercial uses with cultural, arts, social and entertainment uses; and

(i) Provide for a mid-block east-west connection through Square 1770.

901 DESIGNATED ROADWAYS

901.1 In the MU-10/TTM zone, the designated roadways shall be Wisconsin Avenue N.W., 40th Street, N.W./Fort Drive, N.W. Brandywine Street, N.W., Chesapeake Street, N.W., and Albemarle Street, N.W.

902 DEVELOPMENT STANDARDS

902.1 Except as specifically modified by this chapter, the MU-10 zone development standards in Subtitle G, Chapter 2 shall apply. In the event of a conflict between the provisions of this chapter and other regulations of this title, the provisions of this chapter shall control.

903 DENSITY

903.1 The maximum permitted Floor Area Ratio (FAR) in the MU-10/TTM zone shall be as set forth in the following table:

TABLE G § 904.1: MAXIMUM PERMITTED FLOOR AREA RATIO		
Zone	Zone Maximum Total FAR	Maximum Non-Residential FAR
MU-10/TTM	7.2 (IZ+)	4.0

904 HEIGHT

904.1 In the MU-10/TTM zone, the maximum permitted height of buildings or structures, not including a penthouse or rooftop structure, shall be as set forth in the following table:

TABLE G § 905.1: MAXIMUM HEIGHT AND NUMBER OF STORIES			
Zone	Maximum Height, Including Rooftop Structure (ft.)	Not Including Penthouse or	Maximum Stories
MU-10/TTM	110	or	No Limit

905 LOT OCCUPANCY

905.1 In the MU-10/TTM zone, the maximum lot occupancy shall be eighty percent (80%) for all residential uses.

906 GENERAL DESIGN AND USE REQUIREMENTS

906.1 In the MU-10/TTM zone, the following design requirements shall apply to all new construction buildings or additions to expansion of an existing building on any lot fronting onto any of the designated roadways:

- ~~(a) Any new building shall provide a 1:1 setback drawn at a forty-five degree (45°) angular plane from a point 90 feet (90 ft.) above the lot line that abuts the zone.~~
- (a) Each new building or addition to an existing building shall provide a 1:1 setback of building massing drawn at a forty-five degree (45°) angular plane above a height of ninety feet (90 ft.).**
- (b) Tower projections to accentuate building corners are exempted from the setback requirements of Subtitle G § 906.1(a);**
- (c) Street level frontage along a designated roadway shall be devoted to non-residential uses;**
- (d) The ground floor level of each new building or building addition with a commercial use on the ground floor shall have a minimum height of fifteen feet (15 ft.);**
- (e) Buildings on corner lots shall be constructed to all ~~property~~ lot lines abutting a public street;**
- (f) Retail uses and other active uses should be concentrated along Wisconsin Avenue, N.W., Brandywine Street, N.W., Chesapeake Street, N.W., Albermarle Street, N.W. and 40th Street, N.W. ~~with maximum storefront widths of twenty-five feet (25 ft.);~~**
- (g) New buildings shall be ~~designed~~ built so that not less than seventy-five percent (75%) of the street wall(s) at the street level shall be constructed to the ~~property~~ lot line abutting the street right-of-way, not including permitted projections into public space;**
- (h) For every one hundred feet (100 ft.) of uninterrupted building façade length, ~~the~~ new buildings shall incorporate modulated and articulated building wall planes through the use of projections or recesses in accordance with the following:**
 - (1) Inset balconies or recesses no less than six feet (6 ft.) in width and depth; and or**

(2) Projecting balconies or bays no less than four feet (4 feet) in width and depth;

(i) New buildings shall not preclude retail entrances every twenty-five feet (25 ft.) on average for the linear frontage of buildings abutting Wisconsin Avenue, N.W. and every forty feet (40 ft.) for other commercial uses along the other designated roadways; and

(i) Not less than fifty percent (50%) of the surface area of the street wall at the ground level of each new building shall have clear or clear/low emissivity glass. Mirrored, tinted or spandrel glass should be excluded.

906.2 Each space devoted to a non-residential use with frontage on a designated roadway shall have an individual public entrance directly at grade with the public sidewalk along that roadway ~~The public entrance to each retail use shall be at grade with the public sidewalk along a designated roadway.~~

906.3 The ground floor of new buildings fronting on the 4500 block of Wisconsin Avenue, N.W. shall be designed for the following non-residential uses and a minimum of 50% of the gross floor area of the ground floor of each new building shall be devoted to these uses:

(a) Animal sales, care, and boarding;

(b) Arts, design, and creation;

(c) Daytime Care;

(c) Eating and drinking establishments;

(d) Entertainment, assembly, and performing arts;

(e) Financial and general services; and

(f) Retail.

906.4 Vehicle parking, loading and trash collection shall not be accessed from Wisconsin Avenue NW, but rather from the alley where an alley exists or side streets. Trash and recycling rooms shall be located internal to the building ~~accessible from the alley and located at grade level of the building.~~

906.5 Vehicle parking spaces shall be located below or at grade. If at grade, no portion of the parking shall be within twenty feet (20 ft.) of the Wisconsin Avenue, N.W. right-of- way and shall be screened along Wisconsin Avenue with designated uses;

907 SPECIFIC DESIGN REQUIREMENTS

907.1 In addition to the provisions of Subtitle G § 906, any new development or expansion in the specific squares and lots as set forth below, shall meet the following additional design requirements.

907.2 In the MU-10/TTM zone, any new development in Square 1770, shall provide an east-west pedestrian corridor between Wisconsin Avenue N.W. and 40th Street/Fort Drive, N.W. in accordance with the following:

- (a) A pedestrian corridor provided in accordance with ~~this section Subtitle G § 907.2~~ shall:
- (1) Be located at a midblock location that is south of the intersection of Wisconsin Avenue, N.W. and River Road, N.W.;
 - (2) Be a minimum of twenty feet (20 ft.) wide;
 - (2) Be uncovered for a minimum of seventy-five percent (75%) of its length;
 - (3) Provide clear sightlines between the connecting streets;
 - (4) Be open and available to the general public on a continuous basis; and
 - (5) Be used only for additional commercial frontage, outdoor seating, or open green space. ~~provided that~~ No connection provided under this section shall be used for loading, **vehicular** parking, vehicular access, or trash storage.
 - ~~(6) A restaurant use fronting on the pedestrian corridor shall be designed to not exceed a maximum width of forty feet (40 ft.)~~
- (b) A development that provides a pedestrian connection in accordance with this section shall be exempt from A pedestrian corridor provided in accordance with this section shall be considered as satisfying the public plaza requirement of Subtitle G § 212.1 and Subtitle C, Chapter 17.

908 DESIGN REVIEW

908.1 In addition to the provisions of Subtitle K § 906 and 907 and Subtitle X, Chapter 6, any new development or addition to an existing building in the MU-10/TTM zone, shall be subject to design review and approval by the Zoning Commission in accordance with the following provisions:

- (a) In addition to proving that the new development or addition to an existing building meets the special exception standards set forth in Subtitle X, Chapter 9, an applicant requesting approval under this section shall prove that the proposed building or structure, including the siting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:
- (1) Help implement the purpose and intent outlined in Subtitle K § 900;

- (2) Be protective of lower scale residences and be in context with the surrounding neighborhood;
- (3) Enhance pedestrian environments;
- (4) Minimize conflict between vehicles and pedestrians;
- (5) Incorporate massing, materials, and buildings and streetscape landscaping to further the design and development of properties in a manner that is sensitive to the establishment of the main street character;
- (6) Promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses;
- (7) Penthouses and rooftop structures shall be subject to the regulations of Subtitle C, Chapter 15 and the height and story limitations specified in this Chapter;
- (8) Ensure development of the area meets a high level of environmental performance and incorporates sustainability best practices; and
- (9) Incorporate the location of access to parking and loading, the location of service areas to recognize the proximate residential neighborhood use and context, as applicable.

908.2 Each application for design review under this section will be referred to the Office of Planning, Department of Transportation, Department of Energy and Environment, and other District agencies deemed appropriate for review and comment.

908.3 The Zoning Commission may hear and decide any additional requests for special exception or variance relief from the requirements of Subtitle G § 806, 807 and 909 and shall be subject to all the applicable criteria and variance standards. Such requests shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.

908.4 At the time of filing an application with the Zoning Commission, the applicant shall pay the filing fees to the Office of Zoning pursuant to Subtitle Z, Chapter 16, plus such fees as apply to any additional zoning relief requested.

909 RELIEF FROM DESIGN REQUIREMENTS

909.1 The requirements of Subtitle G §§ 906 and 907.2 shall not apply to any historic landmark.

909.2 Relief may be granted from the design requirements of Subtitle G §§ 906 and 907 if approved as a special exception by the Zoning Commission pursuant to Subtitle X § 901 and Subtitle G § 5200, and provided that the **design of the building that is the subject of such relief;**

- (a) **Is not inconsistent with the applicable** design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 900; and
- (b) ~~Provides superior~~ **Mitigate adverse impacts upon publicly** accessible, open space, **public space** and improvements, or other public amenities.

909.3 Relief may be granted from the pedestrian connection requirements of Subtitle G § 907 if approved as a special exception by the Zoning Commission pursuant to Subtitle X § 901 and Subtitle G § 5200, and provided is demonstrated that one of the following circumstances exist:

- (a) The location of the proposed development within Square 1770 would not result in a pedestrian connection that is consistent Subtitle G § 907.2(a)(1); and
- (b) The lot(s) comprising the development site have a change in grade between Wisconsin Avenue, N.W. and 40th Street/Fort Drive, N.W. that would require substantial stairs, ramps, or other means of vertical circulation within the pedestrian connection.

II. Proposed Amendments to Subtitle W, SPECIFIC ZONE BOUNDARIES

Add new TENLEYTOWN METRO MIXED-USE ZONE

126 TENLEYTOWN METRO MIXED-USE ZONE

126.1 The Tenleytown Metro Mixed Use zone (MU-10/TTM) applies to a geographic area around the Tenleytown Metro Station comprised of the following squares and lots:

- (a) Squares 1770; and 1769.
- (b) ~~Square 1769 except Lot 0032.~~

III. Proposed Rezoning

1. Rezone Square 1770 from the MU-7B zone to the MU-10/TTM zone **and apply the IZ+ designation**; and
2. Rezone Square 1769, ~~except Lot 0032~~, from the MU-4 zone to the MU-10/TTM zone **and apply the IZ+ designation**.

ATTACHMENT V- WISCONSIN AVENUE MIXED-USE ZONE (MU-8A/WA)

Proposed Map and Text Amendment

The proposed amendments to the text of the Zoning Regulations is to create a new Chapter 10 Wisconsin Avenue Mixed-Use Zone, MU-8A/WA zone as follows. Additions to the proposed text as provided in the Set down Report are noted in **red/bold/underline text**, while deletions are shown in ~~black/bold/strikethrough text~~. Substantive additions to the proposed text since the Public Hearing are noted in **blue/bold/underline text**, while substantive deletions are shown in ~~blue/bold/strikethrough text~~. Additional non-substantive changes, such as reordering or revising of section numbers have also been incorporated into the proposed text.

The general Mixed Use Zone provisions of Subtitle G CHAPTER 1 – INTRODUCTION TO MIXED-USE (MU) ZONES, and CHAPTER 2 - DEVELOPMENT STANDARDS FOR MIXED-USE (MU) ZONES would also continue to apply to the proposed new zones but would not be amended as part of this Zoning Map and Text amendment petition.

a. Proposed Amendments to Subtitle G, MIXED-USE (MU) ZONES

A new Chapter 10, WISCONSIN AVENUE MIXED-USE ZONE, MU-8A/WA, in Subtitle G, MIXED USE (MU) ZONE to read as follows:

CHAPTER 10 WISCONSIN AVENUE MIXED-USE ZONE — MU-8A/WA

1000 PURPOSE AND INTENT

1000.1 The purposes of the MU-8A/WA zone shall be those of the MU zones, as set forth in Subtitle G § 101, and the following:

(a) Implement the policies and goals of the Wisconsin Avenue Development Framework, February 2024;

(b) Permit mixed-use development at a medium-density;

(c) **Allow and encourage residential development and a** ~~Prioritize housing especially affordable housing as the principal use along the corridor by accommodating a~~ greater range of resident diversity to advance the District’s housing equity goals, and by mapping the MU-8A/WA zone as subject to IZ Plus;

(d) Encourage housing with units that are three (3) bedroom or more;

~~(d) Implement the design requirements of the Wisconsin Avenue Development Framework, 2024 to enhance the existing strengths and identity of the commercial areas and to transform them into attractive destinations for the community;~~

~~Implement the policies and goals of the Wisconsin Avenue Development Framework, February 2024~~

- (e) Encourage sustainable, well designed, new development that is compatible with the surrounding built environment and contributes to the main street character;
- (f) Encourage walkability, connectivity and access to transit; and
- (fg) Complement residential and commercial uses with cultural, arts, social and entertainment uses.

1001 DEVELOPMENT STANDARDS

1001.1 Except as specifically modified by this chapter, the MU-8A zone development standards in Subtitle G, Chapter 2 shall apply. In the event of a conflict between the provisions of this chapter and other regulations of this title, the provisions of this chapter shall control.

1002 DENSITY

1002.1 In the MU-8A/WA zone, the maximum permitted floor area ratio (FAR) shall be as set forth in the following table:

TABLE G § 1002.1: MAXIMUM PERMITTED FLOOR AREA RATIO		
Zone	Zone Maximum Total FAR	Maximum Non-Residential FAR
MU-8A/WA	5.4 (IZ+)	1.0

1003 HEIGHT

1003.1 In the MU-8A/WA zone, the maximum permitted height of buildings or structures, not including a penthouse or rooftop structure, shall be as set forth in the following table:

TABLE G § 1003.1: MAXIMUM HEIGHT AND NUMBER OF STORIES		
Zone	Maximum Height, Not Including Penthouse or Rooftop Structure (ft.)	Maximum Stories
MU-8A/WP	75	No Limit

1004 REAR YARD

1004.1 In the MU-8A/WA zone, no minimum rear yard is required on properties adjacent to a MU zone.

1004.2 A minimum twelve feet (12 feet) rear yard is required abutting a R or RF-1 zone and a six feet (6 ft.) step back above forty-five feet (45 ft.) of building height. On properties abutting an alley adjacent to a R or RF-1 zone the six feet (6 ft.) step back should be provided above fifty five feet (55 ft.) of building height.

1005 SIDE YARD

1005.1 In the MU-8A/WA, no side yard is required; however, if a side yard is provided it shall be at least two inches (2 in.) wide for each one foot (1 ft.) of height of building but no less than five feet (5 ft.).

1006 LOT OCCUPANCY

1006.1 In the MU-8A/WA zone, the maximum permitted lot occupancy, shall be 80% for all residential uses.

1007 GENERAL DESIGN AND USE REQUIREMENTS

1007.1 In the MU-8A/WA zone, the following design requirements shall apply to new buildings or additions on any lot fronting onto Wisconsin Avenue, N.W.

(a) Each new building or addition to an existing building shall provide a step-back of six feet (6 ft.) minimum from the property line measured:

(i) From a point forty-five feet (45 ft.) above grade when directly abutting a low-density residential zone; or

(ii) From a point fifty five feet (55 ft.) above grade when abutting an alley abutting and a low-density residential zone;

(b) Retail entrances shall face Wisconsin Avenue N.W; however, other uses could include storefronts, live/work residential, office, and other active ground floor uses;

(c) Along Wisconsin Avenue, N.W. new buildings shall be designed and built so that not less than seventy-five percent (75%) of the street wall at the street level shall be constructed to the property line abutting the street right-of-way, not including permitted projections into public space;

(d) New buildings shall be designed so as not to preclude an entrance every thirty feet (40 ft.) on average for the linear frontage of the building;

(e) Not less than fifty percent (50%) of the surface area of the street wall at the ground level of each new building shall have clear or clear/low emissivity glass;

(f) Not less than fifty percent (50%) of the surface area of the street wall at the ground level of each new building shall have clear or clear/low emissivity glass. Mirrored, tinted or spandrel glass should be excluded.

(g) Each new building entrance with frontage on Wisconsin Avenue, N.W. shall have individual public entrance directly at grade with the public sidewalk;

- (h) **On a corner lot that fronts onto both Wisconsin Avenue, N.W. and a side street, any entrance to residential portions of the building shall be located on the side street;**
- (i) **Buildings on corner lots shall be constructed to all property lot lines abutting a public street;**
- (j) **Vehicle parking, loading and trash collection shall not be accessed from Wisconsin Avenue, N.W., but rather from the alley where an alley exists or side streets. Trash and recycling rooms shall be located internal to the building and accessible from the alley or side street; and located at grade level of the building.**
- (k) **Vehicle parking spaces shall be located below or at grade. If at grade, no portion of the parking shall be within twenty feet (20 ft.) of the Wisconsin Avenue, N.W. right of way and shall be screened along Wisconsin Avenue, N.W. with designated uses.**

1008 **DESIGN REVIEW**

1008.1 **In addition to the provisions of Subtitle K § 1006 and 1007 and Subtitle X, Chapter 6, any new development or addition to an existing building in the MU-8A/WA zone, shall be subject to design review and approval by the Zoning Commission in accordance with the following provisions:**

- (a) **In addition to proving that the new development or addition to an existing building meets the special exception standards set forth in Subtitle X, Chapter 9, an applicant requesting approval under this section shall prove that the proposed building or structure, including the siting, architectural design, site plan, landscaping, sidewalk treatment, and operation, will:**
 - (1) **Help implement the purpose and intent outlined in Subtitle K § 1000;**
 - (2) **Be protective of lower scale residences and be in context with the surrounding neighborhood;**
 - (3) **Enhance pedestrian environments;**
 - (4) **Minimize conflict between vehicles and pedestrians;**
 - (5) **Incorporate massing, materials, and buildings and streetscape landscaping to further the design and development of properties in a manner that is sensitive to the establishment of the main street character;**
 - (6) **Promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses;**

- (7) Penthouses and rooftop structures shall be subject to the regulations of Subtitle C, Chapter 15 and the height and story limitations specified in this Chapter;
- (8) Ensure development of the area meets a high level of environmental performance and incorporates sustainability best practices; and
- (9) Incorporate the location of access to parking and loading, the location of service areas to recognize the proximate residential neighborhood use and context, as applicable.

1008.2 Each application for design review under this section will be referred to the Office of Planning, Department of Transportation, Department of Energy and Environment, and other District agencies deemed appropriate for review and comment.

1008.3 The Zoning Commission may hear and decide any additional requests for special exception or variance relief from the requirements of Subtitle G § 1006 and 1007 shall be subject to all the applicable criteria and variance standards. Such requests shall be advertised, heard, and decided together with the application for Zoning Commission review and approval.

1008.4 At the time of filing an application with the Zoning Commission, the applicant shall pay the filing fees to the Office of Zoning pursuant to Subtitle Z, Chapter 16, plus such fees as apply to any additional zoning relief requested.

1008 — SPECIFIC DESIGN REQUIREMENTS

~~1008.1 In the MU-8A/WA zone, any new development in Square 1733, shall provide an east-west pedestrian corridor at Davenport Street, N.W. between Wisconsin Avenue N.W. and 42nd Street, N.W. shall be provided in accordance with the following:~~

- ~~(a) Any pedestrian corridor provided in accordance with Subtitle G § 1008.1 shall:~~
 - ~~(1) Be a minimum of twenty feet (25 ft.) (20 feet) wide;~~
 - ~~(2) Be uncovered for a minimum of seventy five percent (75%) of its length;~~
 - ~~(3) Align with Devenport Street, N.W. and provide clear sightlines between the connecting streets;~~
 - ~~(4) Open and available to the general public on a continuous basis;~~
 - ~~(5) Used only for additional commercial frontage, outdoor seating, or open green space, provided that no connection provided under this section shall be used for loading, vehicular parking, vehicular access, or trash storage; and~~

~~(6) Retail uses are discouraged along the Wisconsin Avenue, N.W. frontage between Grant Road, N.W. and Windom Place, N.W. around Tenley Circle~~

~~(b) A pedestrian corridor provided in accordance with this section shall be considered as satisfying the public plaza requirement of Subtitle C, Chapter 17.~~

1009 RELIEF FROM ~~SPECIFIC~~ DESIGN REQUIREMENTS

1009.1 Relief may be granted from the specific design requirements of Subtitle G § 1007 ~~and § 1008~~, if approved as a Special Exception by the Zoning Commission pursuant to Subtitle X § 901 and Subtitle G § 5200 provided that the project;

- (a) ~~Results in the superior design~~ **Is not inconsistent with the applicable** design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 1000; and
- (b) ~~Provides superior~~ **Mitigate adverse impacts upon publicly accessible** open space, **public space** and improvements, or other public amenities.

b. Proposed Amendments to Subtitle W, SPECIFIC ZONE BOUNDARIES

Add new: WISCONSIN AVENUE MIXED-USE ZONE

127 WISCONSIN AVENUE MIXED-USE ZONE

127.1 The Wisconsin Avenue Mixed Use zone (MU-8A/WA) applies to the following square and lots:

- (a) The MU-4 zoned portions of Square 1655, Lots 8, 11, 14 and 807;
- (b) The MU-4 zoned portions of Square 1656, Lots 9, 808 and 809;
- (c) Square 1659, Lots 1 and 2;
- (d) Square 1665, Lots 10, 11, 801 and 802;
- (e) The MU-4 zoned portion of Square 1666, Lots 804, 812 and 813807;
- (f) Square 1668, Lot 1;
- (g) Square 1669, Lots 27, 34, 35, 36 and 805;
- (h) The MU-7B zoned portion of Square 1729, Lot 7 and a portion of the Lot 808;
- (i) Square 1730, Lots 15, 16, 17 and 807;
- (j) Square 1731, Lots 2 and 3;
- (k) Square 1732, Lot 54;
- (l) The ~~RA-1, MU-3 and MU-7A~~ MU-4 zoned Lots 7, 18, 19, 20, 21, 817, 818, 827, 835, 836 and 839 in Square 1733;
- (m) Square 1780, Lots 20, 24 and 820;
- (n) Square 1783, Lots 1 and 804;
- (o) Square 1784, Lots 14, 17 and 18;
- (p) Square 1785, Lots 9, 14, 17, 18, 801, 802 and 803;
- (q) Square 1786, Lots 6, 7, 8, 9, 810 and a portion of Lot 10;
- (r) Square 1789, Lots 801, 802, and 803

- (s) Square 1823, Lots 802, 803, 804, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 819, 820, 821, and 7000 to 7011;
- (t) Square 1829, Lots 55 and 56; and
- (u) Square 1831, Lot 37.

c. **PROPOSED REZONINGS**

Apply the IZ+ designation to all the following areas:

1. Rezone the MU-4 zoned portions of Square 1655, Lots 8, 11, 14 and 807 to the MU-8A/WA zone.
2. Rezone the MU-4 zoned portions of Square 1656, Lots 9, 808 and 809 to the MU-8A/WA zone.
3. Rezone Square 1659, Lots 1 and 2 from the MU-4 to the MU-8A/WA zone.
4. Rezone Square 1665, Lots 10, 11, 801 and 802 from the MU-4 to the MU-8A/WA zone.
5. Rezone Square 1666, Lots 804 and 808 from the MU-4 to the MU-8A/WA zone.
6. Rezone Square 1668, Lot 1 from the MU-4 to the MU-8A/WA zone.
7. Rezone Square 1669, Lots 27, 34, 35, 36 and 805 from the RF-1 and MU-4 zones to the MU-8A/WA zone.
8. Rezone portions of Lot 7 and Lot 808 in Square 1729 from the R-1B and the MU-7B zones to the MU-8A/WA zone.
9. Rezone Square 1730, Lots 15, 16, 17 and 807 from the RA-1, MU-3A and MU-7B zones to the MU-8A/WA zone.
10. Rezone Square 1731, Lots 2 and 3 from the MU-7B zone to the MU-8A/WA zone.
11. Rezone Square 1732, Lot 54 from the MU-4 zone to the MU-8A/WA zone.
12. Rezone Square 1733, Lots, 7, 18, 19, 20, 21, 817, 818, 827, 835, 836 and 839 from the ~~RA-1, MU-3A and MU-7B~~ MU-4 zones to the MU-8A/WA zone.
13. Rezone Square 1780, Lots 20, 24 and 820 from the R-1-B and MU-3A zones to the MU-8A/WA zone.
14. Rezone Square 1783, Lots 1 and 804 from the MU-3A zone to the MU-8A/WA zone.
15. Rezone Square 1784, Lots 14, 17 and 18 from the MU-3A zone to the MU-8A/WA zone.
16. Rezone Square 1785, Lots 9, 14, 17, 18, 801, 802 and 803 from the MU-3A zone to the MU-8A/WA zone.
17. Rezone Square 1786, Lots 6, 7, 8, 9, 810 and the eastern portion of Lot 10 from the MU-4 zone to the MU-8A/WA zone.
18. Rezone Square 1789, Lots 801, 802, and 803 from the MU-4 zone to the MU-8A/WA zone.

19. Rezone Square 1823, Lots 802, 803, 804, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 819, 820, 821 and 7000 - 7011 from the MU-5A to the MU-8A/WA zone.
20. Rezone Square 1829, Lots 55 and 56 from the MU-4 zone to the MU-8A/WA zone.
21. Rezone Square 1831, Lot 37 from the MU-4 zone to the MU-8A/WA zone.