

## **MEMORANDUM**

**TO:** District of Columbia Zoning Commission

**FROM:** Maxine Brown-Roberts, Development Review Specialist  
Karen Thomas, Development Review Specialist  
*JL* Joel Lawson, Associate Director, Development Review  
Jennifer Steingasser, Deputy Director, Development, Design and Preservation

**DATE:** July 21, 2025

**SUBJECT:** OP Set Down Report for Proposed Zoning Text and Map Amendments to create and map - **new Wisconsin Avenue Mixed Use zones:** Friendship Heights Metro Mixed Use Zone (MU-10/FHM); Friendship Heights Transition Area (RA-2); Tenley Town Metro Mixed Use Zone (MU-10/TTM), and Wisconsin Avenue Mixed Use Zone (MU-8A/WA) between Western Avenue and Rodman Street NW

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### **I. RECOMMENDATION**

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

- Friendship Heights Metro Mixed-Use Zone (MU-10/FHM) on properties generally fronting the west side of Wisconsin Avenue, east side of Western Avenue, along the alley north of Harrison Street, and east of 45<sup>th</sup> Street, NW.
- Friendship Heights Transition Area (RA-2) on three properties: (1) fronting on 45<sup>th</sup> Street, between Western Avenue and the alley north of Harrison Street, NW; (2) west of the commercial area along Wisconsin Avenue, between Harrison Street, Garrison Street, and the alley; and (3) east of the commercial area along Wisconsin Avenue, and between Harrison Street, Garrison Street and 42<sup>nd</sup> Street, NW.
- Tenleytown Metro Mixed-Use Zone (MU-10/TTM) on properties generally fronting Wisconsin Avenue, between Chesapeake Street, 40<sup>th</sup> Street/Fort Drive, NW.
- Wisconsin Avenue Mixed-Use Zone (MU-8A/WA) on properties generally fronting Wisconsin Avenue, between Jennifer Street, Western Avenue, and Rodman Street, NW.

[\(See Section III – Area Description\)](#)

The proposed zoning text and map amendments are not inconsistent with the Comprehensive Plan, including when viewed through a Racial Equity lens, and incorporate land use, massing, design and use guidance from the Wisconsin Avenue Development Framework (February 2024). OP has had multiple meetings with ANCs and community groups, and anticipates that those conversations about the proposal will continue prior to a public hearing.

OP requests that the Zoning Commission **waive the requirements of Subtitle Z § 502.1 (e)** to post notices on properties regarding the proposal. The waiver is requested as the applicant in this case is OP and few of the properties to be rezoned are owned by the government and OP cannot post signs on

private property. Similarly, OP is not permitted to post signs on electrical or light standards. OP has taken steps to notify the public through many meetings with the ANCs and other community organizations.

This zoning map and text amendment is also the culmination of a lengthy public planning process, including amendments to the Comprehensive Plan with a Council Public Hearing, and development of the Wisconsin Avenue Development Framework with multiple public meetings. The extensive outreach effort is described in more detail later in this report.

If set down for a public hearing, OP requests flexibility to work with the Office of Zoning Legal Division (OZLD) on the draft language for the public hearing notice.

This report also serves as the Pre-hearing Statement.

## II. PLANNING BACKGROUND SUMMARY

**2021 Comprehensive Plan:** As part of the 2021 update of the Comprehensive Plan (Comp Plan), Council approved targeted changes to the Future Land Use Map (FLUM), the Generalized Policy Map and the Citywide and Rock Creek West Area Elements, for this portion of the Wisconsin Avenue corridor. The Comp Plan places a strong emphasis on the provision of new housing and new affordable housing opportunities as part of high density mixed-use development, particularly in areas such as the Rock Creek West Planning Area where there is a lack of dedicated affordable housing.

As part of the 2021 Comprehensive Plan, the Future Land Use Map designations for sites around the Friendship Heights and Tenleytown metro stations were specifically changed to encourage high-density mixed-use development, which also corresponds to the Generalized Policy Map designations of Friendship Heights metro area as a Regional Center (the highest designation outside of downtown), and the Tenleytown metro area as a Multi-Neighborhood Center.

The Comp Plan also recommended a detailed and holistic analysis of the Wisconsin Avenue<sup>1</sup> corridor, looking at the area's physical, social, transportation, environmental, housing and economic issues.

**Wisconsin Avenue Development Framework:** The Comp Plan recommended a detailed and holistic analysis of the Wisconsin Avenue corridor, looking at the area's physical, social, transportation, environmental, housing and economic issues. After several community meetings, the [Wisconsin Avenue Development Framework \(WADF\)](#) was released by OP in February 2024. As noted in the Executive Summary to the WADF, *"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 WADF further states, *"(t)he 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."* (p.7) It goes on to say that *"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)."* (p. 8)

The Development Framework is an action to implement four guiding principles of the corridor:

- Prioritize housing, especially affordable housing, supported by active retail, restaurants, and cultural and entertainment uses.

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<sup>1</sup> See Comp Plan Policy Map, and Rock Creek West Area Element Policy Focus Areas § 2312

- Design public spaces to encourage walkability, connectivity, and access to transit.
- Design building massing and height to complement neighborhood context and emphasize local landmarks; and
- Design buildings to maximize availability, variety, flexibility, and sustainability of housing and retail.

A more detailed discussion of the WADF is provided in [Section VI](#) of this report.

The proposed text and map amendment is the next step towards implementing the recommendations of the Comp Plan and the WADF. The proposed text amendments reflect the density, heights, and form of buildings that would accommodate additional housing and retail, as established in the Comp Plan, while respecting neighborhood character, context and design guidance from the WADF.

**Rock Creek West Roadmap:** The Office of Planning along with the Department of Housing and Community Development (DHCD) and the Office of the Deputy Mayor for Planning and Economic Development (DMPED) undertook the [Rock Creek West Roadmap](#) study to examine where and how to build affordable housing within the Rock Creek West Area. The Rock Creek West Road Map identified several near-term opportunities to increase the supply of affordable housing and tools that can be used to realize those opportunities.

The Wisconsin Avenue Area was identified as one of three priority areas<sup>2</sup> in Rock Creek West for the production of housing and affordable housing supported by vibrant public spaces, retail and other amenities. The Roadmap identified three approaches to affordable housing production: Financial Subsidies, Land Use Regulations and Planning for Opportunity Sites. Regarding development on opportunity sites, the Roadmap provides the following guidance:

*Planning for opportunity sites in Rock Creek West includes exploring the possibility of including mixed income housing, especially for the lowest-income households, to support the District's housing goals. Many different types of sites can be considered "opportunity sites. . . .*

*Neighborhood Planning & Opportunity Sites: Neighborhood Planning can engage the community in establishing a vision and goals for redevelopment that can integrate a mix of housing options, high-quality design, public space, and community-serving amenities.*

*In Rock Creek West, OP's 2021-2023 neighborhood planning efforts are intended to implement the Comp Plan, particularly where land use changes have been made on **Wisconsin** and **Connecticut Avenue(s)** that increase opportunities for residential development. These land use changes were an important step for Rock Creek West to support an equitable share of the District's growth, specifically providing for more dedicated affordable and moderate-income housing.*

### III. AREA DESCRIPTIONS

The areas proposed to be included in the proposed text and map amendment are:

- Friendship Heights Metro Mixed-Use Zone (MU-10/FHM);
- Friendship Heights Transition Area (RA-2);
- Tenleytown Metro Mixed-Use Zone (MU-10/TTM); and
- Wisconsin Avenue Mixed-Use Zone (MU-8A/WA).

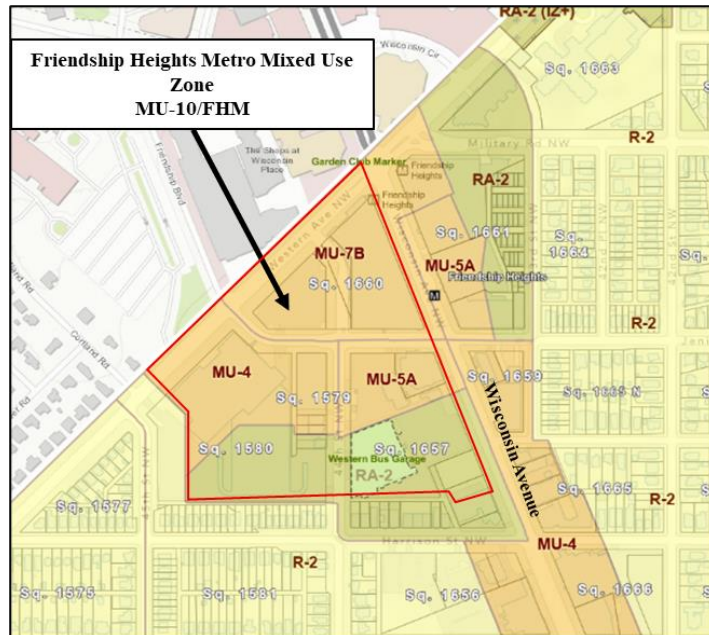
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<sup>2</sup> Chevy Chase Area, Cleveland Park/Woodley Park Area, and the Wisconsin Avenue Area.

The Wisconsin Avenue Corridor as described in the [Framework](#) comprises over 100 sites along the mile-and-a-half corridor from Western Avenue at the Maryland border to the north and Rodman Street, N.W. to the south and includes properties fronting both the east and west sides of Wisconsin Avenue, NW. The corridor has a variety of restaurants, retail and service, and government uses.

### Friendship Heights Metro Mixed-Use Zone

*Figure1 – Friendship Heights Metro Mixed-Use Zone*



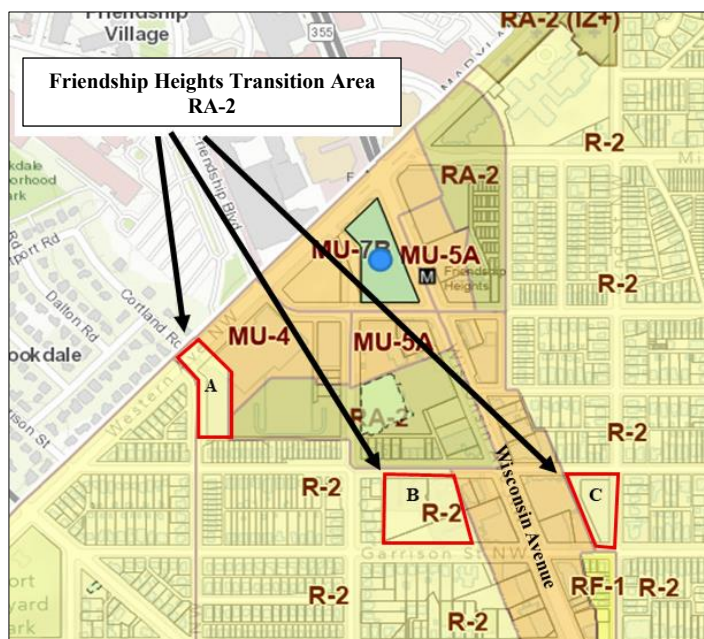
The Friendship Heights Metro Mixed Use Zone generally comprises properties fronting Wisconsin Avenue, Western Avenue, east of 45<sup>th</sup> Street, and north of Harrison Street and is bisected by 44<sup>th</sup> Street and Jennifer Street NW. The area includes lots which are typically part of larger development sites including the Western Bus Garage and Mazza Galerie sites, as well as the future Western Bus Garage site (the former Lord and Taylor). Properties within the boundary have a variety of shapes and sizes, with building of various architectural styles but primarily three-to-five stories in height. This area is intended to be zoned high-density mixed-use consistent with the Comp Plan and WADF recommendations.

The proposed zone would be mapped on:

**Square 1579**, Lots 0007, 0008, 0010, 0011, **Square 1580**, Lot 0033; **Square 1657**, Lots 0022, 0024, 0810; **Square 1660** Lots 0809, 0811 and 0812.

### Friendship Heights Transition Area

*Figure 2-Friendship Heights Transition Area*



The Friendship Heights Transition area includes portions of lots within Square 1580 (A), Square 1656 (B) and the east side of Wisconsin Avenue between Garrison and Harrison Street N.W., Square 1666 Lot 0810 and the portion of Lot 0809 (C) (Figure 2). These small areas immediately abut residential development off Wisconsin Avenue in the WADF Study Area. ([WADF Page 46](#)). Lots within the identified areas front 45<sup>th</sup> Street, Harrison Street, Garrison Street and 42<sup>nd</sup> Street NW.

These areas are zoned R-2 and currently developed as surface parking, but with potential for future development. As they are closest to low density residential areas, they are envisioned for lower density



residential, and as transition areas. However, the WADF does not provide specific guidelines for these areas, so standard RA-2 zoning, consistent with the Comp Plan direction, is proposed.

The proposed zone would be mapped on: **Square 1580**, 0033; **Square 1656**, Lots 0009, 0807, 0808; **Square 1666**, Lots 0806, 0807.

### Tenleytown Metro Mixed Use Zone

*Figure 3- Tenleytown Metro Mixed-Use Zone*



The Tenleytown Metro Mixed Use area is shown in the [WADF](#) (Page 47) as primarily **Squares 1769 and 1770** on the east side of Wisconsin Avenue and west of 40<sup>th</sup> Street/Fort Drive, NW between Chesapeake Street to the north and Albemarle Street to the south. This area is currently underdeveloped for a metro area, with small commercial buildings between 2-3 stories in height. Planning for the area envisions high-density mixed-use development at the metro location.

The proposed zone would be mapped on: **Square 1769**, Lots 0010, 0022-0030; **Sq. 1770** Lots 0001, 0008, 0013-0015, 0019, 00210026, 0804, 0806,0810, 0811, 081

### Wisconsin Avenue Mixed Use Zone

*Figure 4 – Wisconsin Avenue Mixed-Use Zone*

The Wisconsin Avenue Mixed Use Zone extends from Frienship Heights south along the Wisconsin Avenue Corridor as shown within the red boundary areas in Figure 4. Planning for these sites envisions medium-density mixed use infill redevelopment, predominantly residential to support the commercial nodes and address housing policy.

The four areas shown are on both sides of the corridor in the north and south portions and to the west side of Wisconsin Avenue mid-corridor. The existing zone districts within the marked areas consist primarily of the MU-4, with smaller areas zoned R-1B, R-2, RA-1, MU-3A, MU-5A, and MU-7B.

In these areas, existing commercial development is primarily one- and two-story commercial centers, with some 4-6 story residential and commercial buildings scattered among the identified areas.

The MU-8A/WA zone would be mapped in the Squares and Lots referenced in Attachment IV.



#### IV. SUMMARY OF PROPOSED TEXT AND MAP AMENDMENT

The proposal would replace the patchwork of existing zones along the corridor with zoning to reflect the guidance of the 2021 Comprehensive Plan, which specifically identified property along this corridor for the density, height and use mix proposed in the zones. The proposed zoning would also reflect the development pattern as envisioned by the community in the WADF - to sustain commercial activity through the introduction of higher density new housing and affordable housing opportunities throughout the length of the corridor.

The proposed bulk and use parameters of the proposed zones are consistent with the Comp Plan's Generalized Policy and Future Land Use Maps, as well as the Comp Plan land use policy direction. To address the policy direction within the Comp Plan, the proposed mixed-use zones are based on the parameters of the corresponding base zones of the existing Zoning Regulations, as is typical for new area zones.

Mixed-Use zones are applied to many commercial corridors and are intended to, among other things:

- provide for a mix of residential, employment, retail, service, and other related uses in the area;
- identify designated areas within which ground floor use restriction can apply, while providing flexibility in activating ground floor uses; and
- enhance neighborhood shopping areas and encourage a general compatibility in scale between new and older buildings.

OP is proposing the following new zones:

1. **MU-10/FHM** for the Friendship Heights Metro Mixed-Use area; based on the existing MU-10, medium to high-density mixed-use zone;
2. **RA-2** for the residential transition area around the Friendship Heights metro area, RA-2; a moderate density residential zone;
3. **MU-10/TTM** for the Tenleytown Metro Mixed-Use area; again, based on the existing MU-10, medium to high-density mixed-use zone; and
4. **MU-8A/WA** for the Wisconsin Avenue NW corridor sites that have been identified for new mixed-use zoning; based on the existing MU-8A medium density zone.

These zones were chosen as they are consistent with both Comprehensive Plan Policy direction, as well as specific building height and floor area ratio (FAR) guidance from the WADP. The proposed RA-2 zone would provide a transition from the envisioned higher density development to existing moderate and low density residential in Friendship Heights.

While each mixed-use zone is different, there are common provisions that apply to the base mixed-use zones, and these would also apply to the proposed zones where they are consistent with the direction of the WADF. Other guidelines from the WADF are incorporated and would apply only to the proposed zones, although where appropriate, they are often based on similar regulations from other mixed-use zones.

Other provisions of the WADF such as design guidelines related to public space design, cannot be addressed in zoning, and could not be enforced through the Zoning Regulations, and therefore are not incorporated into the proposed zoning text. As noted in the document, these would be administered through the Public Space permitting processes before the Public Space Committee, administered by DDOT. Where applicable, however, guidelines related to how buildings address the public space have been added.

OP is also proposing that IZ Plus be applied to all proposed zones and that any new development would be required to meet the IZ Plus requirements – this, too, is consistent with Comprehensive Plan and WADF direction.

The WADF also 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, by allowing for review against specified criteria as identified in this Development Framework” (p.42). At the time the WADF was completed, it was not envisioned that all of these 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 has been able to incorporate into the zoning, as requirements for any new development, the recommendations for setbacks, open space, mid-block connections, and ground level streetscape character. As such, OP is not recommending a design review process for by-right development. Review by the Zoning Commission of any PUD, or by the BZA of any relief from regulations, would remain possible.

### **1. Friendship Heights Metro Mixed Use Zone – MU-10/FHM**

The MU-10/FHM zone would apply to the existing commercial area proximate to Friendship Heights Metro Station and would be mapped in Squares 1579, 1580 1657 and 1660 on lots fronting on the western side of Wisconsin Avenue, Western Avenue, along an alley north of Harrison Street, 44<sup>th</sup> Street and Jennifer Street, N.W. These properties are currently zoned RA-2, MU-4, MU-5A and MU-7B zones.

The MU-10/FHM zone would allow mixed use, high density residential and high-density commercial uses – generally ground floor retail and residential use above. The development parameters, based on Comp Plan policy direction as modified by the WADF as appropriate, are summarized on Table 1 below.

*Table 1 – Summary of MU-10/FHM Zone*

<b>Proposed MU-10/FHM</b>	<b>Existing</b>			
	<b>RA-2</b>	<b>MU-4</b>	<b>MU-5A</b>	<b>MU-7B</b>
<b>Maximum FAR</b> 7.8 (IZ+), of which 6.0 Non-Residential	1.8	2.5/3.0 (IZ) 1.5 Non-Residential	3.5/4.2 (IZ) 1.5 Non-Residential	4.0/4.8 (IZ) 2.5 Non-Residential
<b>Max. Building Height</b> 130 ft. maximum	50 ft.	50 ft.	65 ft./70 ft. (IZ)	65 ft.
<b>Max. Penthouse Height</b> 20 ft.	12 ft./ 1 story; 15 ft. for mechanical space	12 ft./1 story 15 ft. for mechanical space	12 ft./1 story 15 ft. for mechanical space	12 ft./1 story 15 ft. for mechanical space
<b>Lot Occupancy</b> Residential - 80% Non-residential – 80% Square 1580, Lot 33, WMATA Bus Garage – 100%	60%	Residential - 60% 75% (IZ) Nonresidential – not limited	Residential - 80% Nonresidential – not limited	Residential - 75% 80%(IZ) Nonresidential – not limited
<b>Minimum Rear Yard</b> None	4 in./1 ft. of building height, but not less than 15 ft.	15 ft.	15 ft.	15 ft.

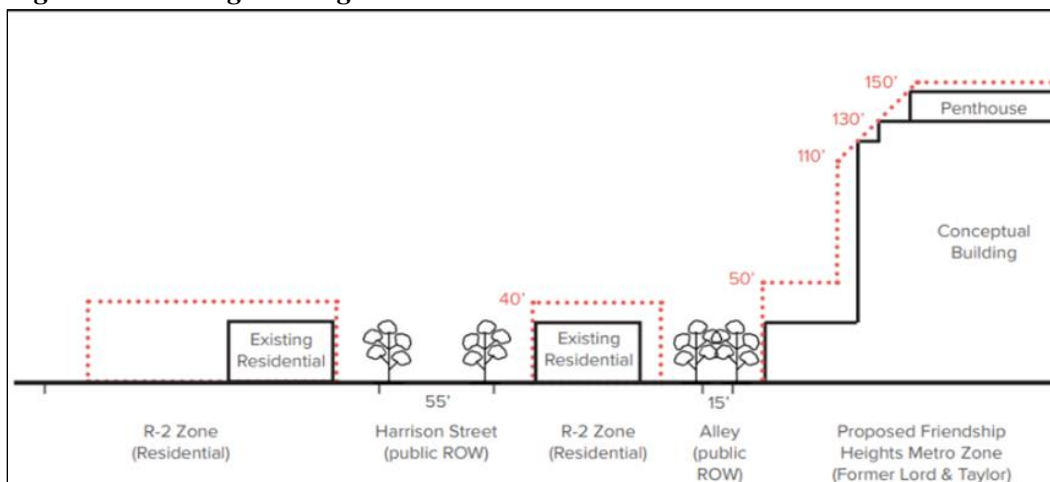
The proposed MU-10/FHM development standards would include provisions to reflect Comprehensive Plan direction and building form, design, and use guidelines of the Wisconsin Avenue Development Framework:

- Allow additional residential density to address policy direction for housing and affordable housing on these sites, and non-residential to allow a variety of commercial uses, including large commercial uses, on the lower floors;
- Allow up to 130 feet of building height (where permitted under the Height Act) which, combined with the FAR of 7.8, would provide additional opportunities for building setbacks and sculpting, step-backs, and creative design;
- Require an 80% lot occupancy limit for both residential and non-residential use on most sites;
- Allow up to 100% lot occupancy on the proposed WMATA Bus Garage site in Square 1580, Lot 33. Transition and compatibility requirements are proposed to address the relationship between new development adjacent to low density residential properties, including rear yard and step-back requirements;
- Require a minimum 15 feet height for the ground floor of buildings;
- Require the ground level to be generally along the street fronting lot lines, but that upper floors provide articulation through building projections and/or recesses to the façade;
- Encourage retail uses along Wisconsin Avenue, Western Avenue, Jennifer Street, and 44<sup>th</sup> Street frontages; and
- Require a public pedestrian corridor of at least 25 feet wide on Square 1657, between Wisconsin Avenue and 44<sup>th</sup> Street, for connectivity and to break down building massing.

The illustrations from the WADF (p. 45) show building massing transitions shown on Figures 5 and 6 below which have been incorporated into the design guidelines for the MU-10/FHM zone:

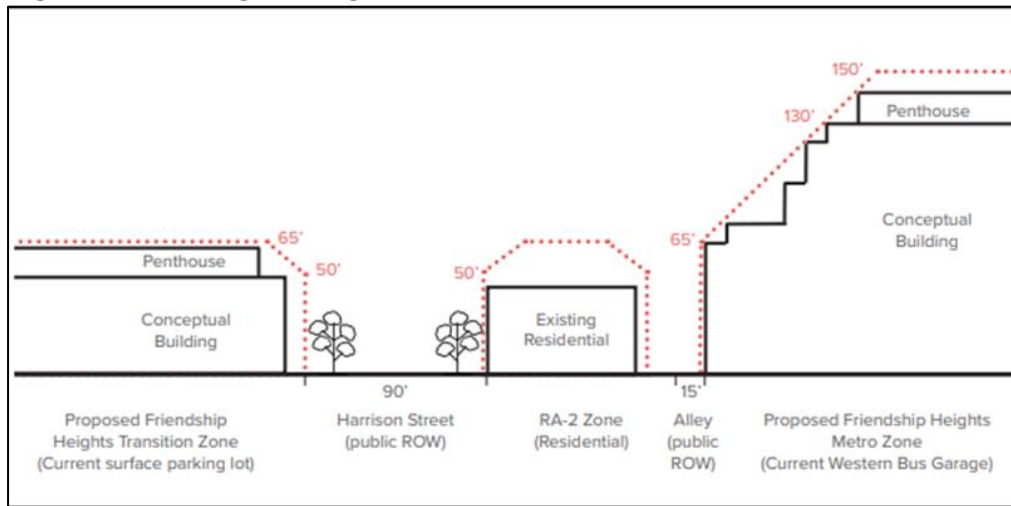
- Along the southern edge of proposed Friendship Heights Metro Zone: 15-foot setback from rear property line for building 50 feet in height and 50 foot setback for building up to 110-feet in height, then tapered at 45-degree angular plane to height of penthouse; and
- Along the southern edge of the proposed Friendship Heights Metro Zone: at 65 feet in height building tapers at 45-degree angular plane to height of penthouse.

**Figure 5 - Building Massing Transitions**





**Figure 6 -- Building Massing Transitions**



## **2. Friendship Heights Transition Area – RA-2**

The RA-2 zone would apply to three properties adjacent the proposed MU-10/FHM and MU-8A/WA zones, and would be mapped on:

- Square 1580, a portion of Lot 33 front on 45<sup>th</sup> Street, between Western Avenue and the alley north of Harrison Street;
- Square 1656, lots 807, 810 and portions of 9 and 808, between Harrison Street and Garrison Street and the north-south alley; and
- Square 1666, Lot 810 and a portion of 809, between Harrison Street and Garrison Street and 42<sup>nd</sup> Street.

The RA-2 zone allows moderate density residential uses, consistent with Comprehensive Plan FLUM designations and WADF direction, to provide a transition from large high-density mixed-use areas to existing low density residential areas.

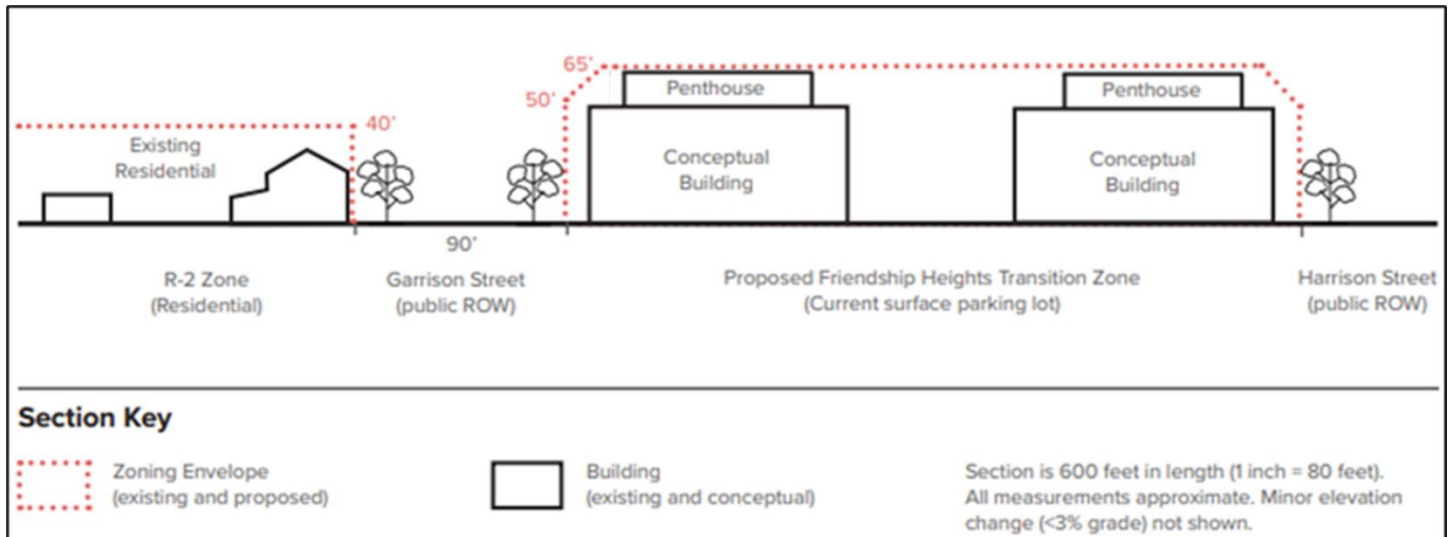
Development parameters, based on Comp Plan policy direction as modified by the WADF as appropriate, are summarized on Table 2 below.

**Table 2 – Summary of RA-2 Zone**

Proposed RA-2 Zone	Existing
	R-2
<b>Maximum FAR</b> 2.16 (IZ+)	n/a
<b>Maximum Building Height</b> 50 ft.	40 ft.
<b>Penthouse Height</b> 12 ft. max, habitable 15 ft. mechanical/1 story	12 ft./ 1 story
<b>Maximum Lot Occupancy</b> 60%	40%
<b>Rear Yard</b> 4 in./1 ft. of building height, but not less than 15 ft.	20 ft.

The WADF (p. 46) shows buildings in the proposed Friendship Heights Transition Area rising to 50 feet, and a penthouse that would be required to be set back at a 1:1 ratio.

**Figure 7 - Building Massing Transition**



### **3. Tenleytown Metro Mixed Use Zone – MU-10/TTM**

The MU-10/TTM zone would apply to the existing commercial area proximate to the Tenleytown/American University Metro station and would be mapped on Squares 1769 and 1770 on the east side of Wisconsin Avenue between Chesapeake Street, Albemarle Street, 40<sup>th</sup> Street/Fort Drive and Brandywine Street, NW. These properties are currently zoned MU-4 and MU-7B.

The MU-10/TTM zone would allow mixed use, high density mixed-use residential and commercial development – generally ground floor retail and residential use above, but, consistent with the Comp Plan and the WADF, at a lower height and density than the Friendship Height Metro area. The development parameters are summarized on Table 3 below.

**Table 3 – Summary of MU-10/TTM Zone**

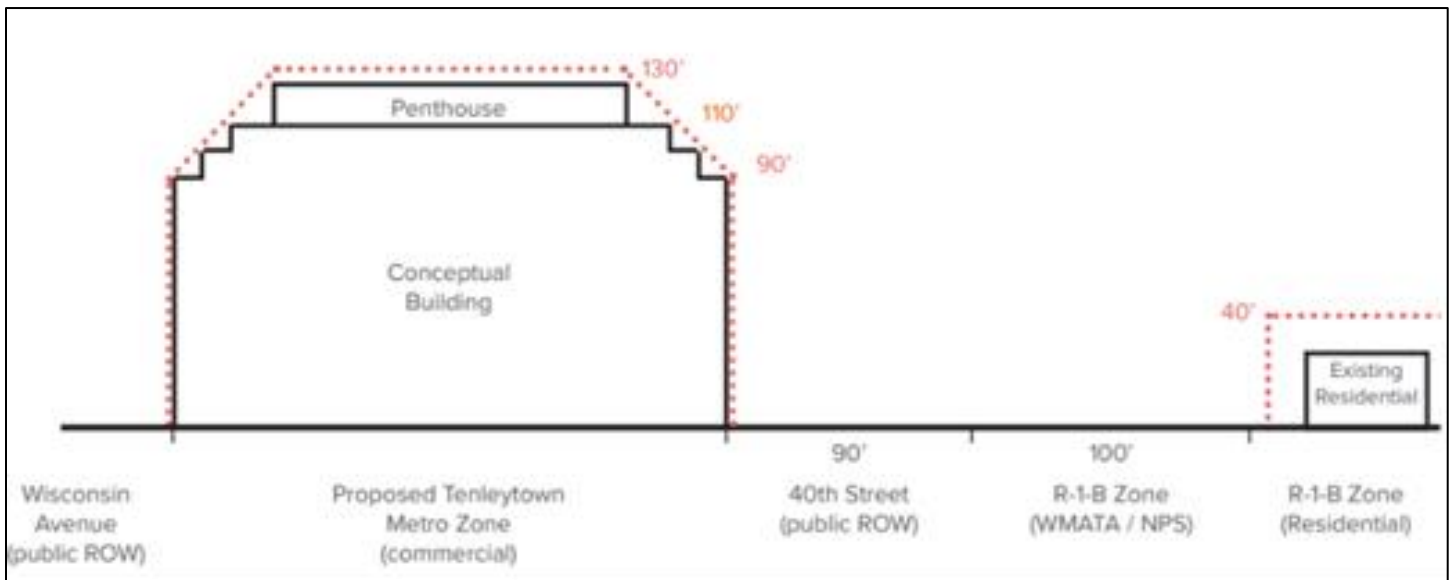
<b>Proposed MU-10/TTM Zone</b>	<b>Existing</b>	
	<b>MU-4</b>	<b>MU-7B</b>
<b>Maximum FAR</b> 7.2 (IZ+) Total; of which 4.0 Non-Residential	3.0 (IZ) Total; 1.5 Non-Residential	4.8 (IZ) 2.5 Non-Residential
<b>Maximum Building Height</b> 110 ft.	50 ft.	65 ft.
<b>Penthouse Height</b> 20 ft./ 1 story 2 <sup>nd</sup> story for mechanical space	12 ft./ 1 story; except 15 ft. for mechanical space	12 ft./ 1 story; except 15 ft. for mechanical space
<b>Maximum Lot Occupancy</b> Residential - 80% Non-Residential - 100%	Residential: 60%/75% (IZ) Non-Residential – 100%	Residential: 75%/80%(IZ) Non-Residential – 100%
<b>Minimum Rear Yard</b> Non required	15 ft.	15 ft.

The proposed MU-10/TTM zone would include provisions to reflect Comprehensive Plan direction and building form, design and use guidelines of the WADF:

- Allow additional residential density to address policy direction for housing and affordable housing on these sites, and non-residential to allow a variety of commercial uses, including large commercial uses, on the lower floors;
- Allow up to 110 feet of building height, where permitted under the Height Act, which, combined with the FAR of 7.2, would provide additional opportunities for building sculpting, step-backs, and creative design;
- Require retail and other active uses to be provided along all street frontages within the zone district;
- Require a minimum 15 feet height for the ground floor of buildings;
- Establish, along Wisconsin Avenue, N.W. and 40<sup>th</sup> Street/Fort Drive, N.W., a 1:1 setback drawn at a 45° angular plane from a point 90 feet above the lot line that abuts the zone.
- Require not less than 75% of the street wall(s) at the street level would be required to be constructed to the property line abutting the street right-of-way, but that upper floors provide articulation through building projections and/or recesses to the façade;
- Require not less than 50% of the street wall at ground level would be clear or clear/low emissive glass to provide transparency through the use; and
- Require a public pedestrian corridor of at least 25 feet wide on Square 1770, between Wisconsin Avenue and 40<sup>th</sup> Street/Fort Drive, NW, for connectivity and breaking down building massing.

The WADF (p. 47) shows building massing transitions, Figure 8 below, for a building at 90 feet in height, with a 1:1 setback above a height of 90 feet, as well as for the penthouse. These setbacks have been incorporated into the design guidelines for the MU-10/TTM zone.

***Figure 8 – Wisconsin Avenue Massing Transitions***



#### **4. Wisconsin Avenue Mixed Use Zone – MU-8A/WA**

The MU-8A/WA zone covers four areas along both sides of the Wisconsin Avenue corridor in and between Friendship Heights and Tenleytown (See Figure 4 and Attachment III for the specific square and lots ). This area is designated on the Comp Plan FLUM for moderate to medium density mixed

use development between the high-density Friendship Heights and Tenleytown areas. These properties are predominantly zoned MU-4, but also include R-2, RA-1, MU-3A, MU-5A, and MU-7B zoned lots.

The MU-8A/WA zone would allow mixed use, medium density residential and commercial uses. The development parameters, based on Comp Plan policy direction as modified by the WADF as appropriate, are summarized in Table 4 below.

**Table 4 – Summary of MU-8A/WA Zone**

Proposed MU-8A/WA Zone	Existing					
	R-2	RA-1	MU-3B	MU-4	MU-5A	MU-7B
<b>Max. FAR</b> 5.4 (IZ+) 1.0 Non-Residential	n/a	1.8	2.0/2.4 (IZ) 1.5 Non-Residential	2.5/3.0 (IZ) 1.5 Non-Residential	3.5/4.2 (IZ) 1.5 Non-Residential	4.0/4.8 (IZ) 2.5 Non-Residential
<b>Max. Building Height</b> 75 ft. maximum	40 ft./3 stories	50 ft.	50 ft./4 stories	50 ft.	65 ft./70 ft. (IZ)	65 ft.
<b>Max. Penthouse Height</b> 20 ft.	12 ft.	12 ft./ 1 story; 15 ft. for mechanical space	12 ft./1 story 15 ft. for mechanical space	12 ft./1 story 15 ft. for mechanical space	12 ft./1 story 18.5 ft. for mechanical space	12 ft./1 story 18.5 ft. for mechanical space
<b>Max. Lot Occupancy</b> Residential - 80% Non-residential – not limited	40%	60%	Residential - 60%/ 75% (IZ) Nonresidential – not limited	Residential - 60% 75% (IZ) Nonresidential – not limited	Residential - 80% Nonresidential – not limited	Residential - 75% 80%(IZ) Nonresidential – not limited
<b>Minimum Rear Yard</b> None where adjacent to MU zones Min. 12 ft. adjacent to R or RF zones; plus step backs	25 ft.	4 in./1 ft. of building height, but not less than 15 ft.	20 ft.	15 ft.	15 ft.	15 ft.

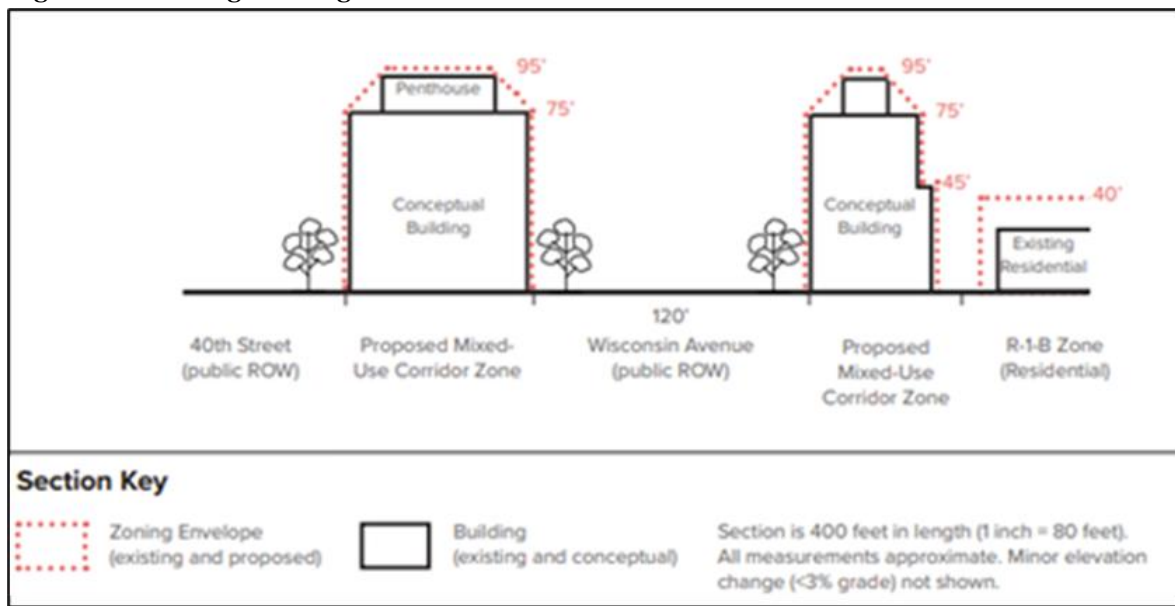
The proposed NMU-8A/WP zone would include provisions to implement Comprehensive Plan direction and to incorporate building form and design guidelines of the WADF:

- Allow additional residential density to address policy direction for housing and affordable housing, and ground floor non-residential;
- Establish transition and compatibility requirements, to address the relationship between new development adjacent to low density residential properties, including:
  - a rear yard requirement of 12 feet minimum adjacent to R or RF zones; and
  - a 6 foot step back, above a building height of 45 feet when adjacent to a R or RF zone or above a building height of 55 feet when abutting an alley adjacent to a R or RF zone.
- Complement residential and commercial uses with cultural, arts, social and entertainment uses;
- Require at least 75% of the front façade on new buildings to be built to the front lot line;
- Establish minimum door separations on the ground floor new buildings; and



- Require a public pedestrian corridor of at least 25 feet wide on Square 1733, between Wisconsin Avenue and 42<sup>nd</sup> Street, for connectivity and breaking down building massing. The WADF (p. 48) shows building massing transitions, Figure 9 below, along the eastern edge of proposed Mixed-use Corridor Zone abutting a low density property (with no alley): a 12-foot rear yard setback at ground level, then a 6-foot step back at 45 feet in building height, which have been incorporated into the design guidelines for the MU-8A/WA zone.

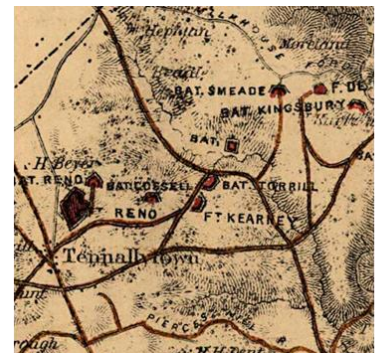
**Figure 9 - Building Massing Transition**



## V. PLANNING CONTEXT

### A. BRIEF HISTORY<sup>3</sup>

Wisconsin Avenue NW generally follows the route of an ancient Native American trail which was also used by Europeans since the 1690s. Between 1805 and 1820, it was turned into a toll road by the Georgetown and Rockville Turnpike Company as a route for tobacco and other products between Georgetown and Frederick. The first settlements in Rock Creek West developed along roads connecting the port of Georgetown to the north and west of Washington, DC. One of the first settlements was at the juncture of Georgetown Pike (now Wisconsin Avenue) and River Road, where there was a toll station. John Tennally opened a tavern at the intersection around 1790, giving his name to the area now called Tenleytown. Historic Tenleytown (spelled "Tennallytown" and "Tenallytown" on older maps) in Northwest Washington, DC. The village of Tenleytown grew slowly around the intersection, taking its name from the landmarked Tenleytown Firehouse. The Civil War and the development of Fort Reno, started in 1861, the arrival of electric streetcars in 1890, and the expansion of the city's gridded street plan into the neighborhood in the early 20th century changed the landscape of Tenleytown. A route from M Street to a loop at Friendship Heights was still running when the District's streetcar system shut down in



Closeup of Map of American Civil War defenses of Washington, D.C. in 1865. US Government document, War Department (1865).

1962.<sup>4</sup> Though rural "Tennallytown" no longer exists, a number of buildings and distinctive neighborhoods remain as visual reminders of the area's history. The [Tenleytown Heritage Trail](#) consists of approximately 13 sites along and abutting the subject Wisconsin Avenue corridor.

Development in the Rock Creek West area began in earnest around 1890<sup>4</sup>. Rapid residential development took place during the early 20th century as the Rock Creek rail line began operating on Connecticut Avenue and electric streetcar lines were extended up Wisconsin Avenue. Fort Reno Park was created in the 1920's through the displacement of a majority Black neighborhood called Reno which had existed on the site since about 1860.

Commercial buildings and apartment buildings were limited to certain zones, mostly along Wisconsin Avenue. Once new subdivisions gained a sufficient number of homeowners, they created a market for neighborhood shops, especially groceries and pharmacies, for convenient shopping without a trip downtown. These shops naturally located along streetcar lines, at locations that would then become attractive to a branch bank, theater, and other services. The adoption of zoning regulations in 1920 served to consolidate these uses into small neighborhood commercial clusters, featuring low-scale shops with functional designs.

Following World War II, department stores began moving out of Downtown Washington to the area's suburbs. Wisconsin Avenue attracted finer retailers at the turn of the century. According to the landmark nomination prepared by the DC Preservation League in 2022, the Lord and Taylor building at 5255 Western Avenue "*is a unique expression of functional Modernist building design principles tempered by the practical demands of the mid-century retail industry.*" The signature style of the Lord & Taylor chain, as conveyed in the existing structure, attracted shoppers from around the region and marked a turning point in the rise of Friendship Heights as a retail shopping destination during the late decades of the 20th century."

The Potomac Electric Power Company (PEPCO) built its Harrison Street substation to meet a growing demand for electricity in the area in case of war. The Harrison Street substation was the only substation built on a commercial corridor that was designed to resemble a business storefront and is the only substation of its period in the Art Moderne style.

By the 1960s, the land use pattern was well established. Wisconsin Avenue NW still had expanses of single-family residences, but mid-rise apartment and office buildings were being constructed on some blocks. The development of Metro led to additional development in the 1970s, including the Mazza Gallerie in Friendship Heights. By the late 1990s, almost all privately owned land in the community had been developed.

## **B. COMPREHENSIVE PLAN MAPS**

The Framework Element states that the "*Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comp Plan policies.*" Additionally, "*... the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comp Plan, including the Citywide Elements and the Area Elements.*"

The proposed zoning is not inconsistent with the Generalized Policy Map and the Future Land Use Map and furthers many important policy statements of the Comp Plan, as well as the Wisconsin Avenue Development Framework.

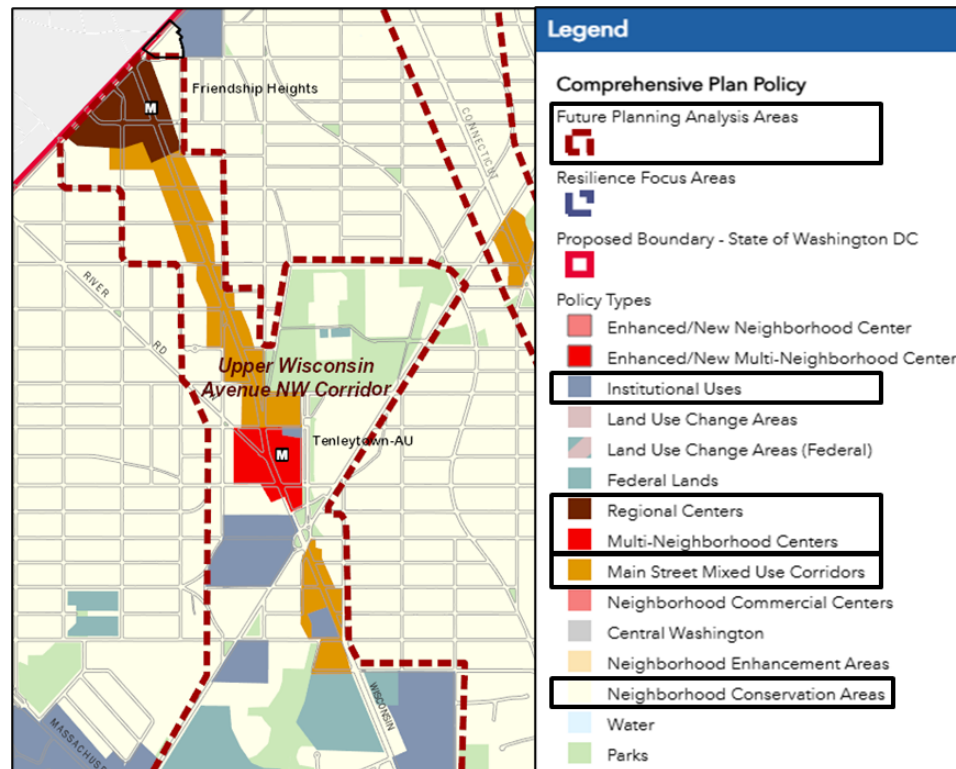
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<sup>4</sup> [2021 Comprehensive Plan](#)

### **Generalized Policy Map (GPM)**

The Generalized Policy Map (Figure 10, below) primarily designates the defined areas of the proposed amendments as being within Neighborhood Conservation, Main Street Mixed-Use Corridor, Regional Center, and Multi-Neighborhood Center areas, with smaller pockets of Institutional Uses with schools along the corridor. The site is also within a Future Planning Analysis Area.

**Figure 10 – Generalized Policy Map (GPM)**



**Main Street Mixed Use Corridors:** These are traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian oriented environment with traditional storefronts. Many have upper-story residential or office uses. Some corridors are underutilized, with capacity for redevelopment. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 225.14

**Multi-Neighborhood Centers:** Multi-Neighborhood Centers contain many of the same activities as Neighborhood Commercial Centers, but in greater depth and variety. The area served by a Multi-Neighborhood Center is typically one to three miles. These centers are generally found at major intersections and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include residential and office space for small businesses, although their primary function remains retail trade. Mixed use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. 225.17 225.18.

**Regional Centers:** Regional Centers have the largest range of commercial functions outside the Central Employment Area and are likely to have major department stores, many specialty shops, concentrations of restaurants, movies, and other leisure or entertainment facilities. They typically draw patrons from across the city, as well as patrons from nearby suburban areas. A large office component is also associated with

*Regional Centers. As with Multi-Neighborhood Centers, infill development at Regional Centers should provide new retail, entertainment, service uses, additional housing, and employment opportunities. 225.19*

*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. 225.20*

***Institutional Uses:*** *Much of the land identified as institutional on the map represents colleges and universities; change and infill can be expected on each campus consistent with campus plans. Other institutional sites, including hospitals and religious orders, likewise may see new buildings or facilities added. 225.22*

***Neighborhood Conservation Areas:*** *Neighborhood Conservation areas have little vacant or underutilized land. They are generally residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will typically be modest in scale and will consist primarily of infill housing, public facilities, and institutional uses. Major changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated, and these can support conservation of neighborhood character where guided by Comprehensive Plan policies and the Future Land Use Map. The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs. Limited development and redevelopment opportunities do exist within these areas. 225.4, 225.5*

***Future Planning Analysis Area:*** *As further discussed in Sections 2503.2 and 2503.3 of the Implementation Element, areas of large tracts or corridors where future analysis anticipated to ensure adequate planning for equitable development. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future planning analysis process for each area. Planning analyses generally establish guiding documents. Such analysis should precede any zoning change in this area. The planning process should evaluate current infrastructure and utility capacity against full buildout and projected population and employment growth. Planning should also focus on issues most relevant to the community that can be effectively addressed through a planning process. Individual planning analyses may study smaller areas than the Analysis Area. For the purposes of determining whether a planning analysis is needed before a zoning change, the boundaries of the Future Planning Analysis Areas shall be considered as drawn. The evaluation of current infrastructure and utility capacity should specify the physical or operational capacity both inside the boundaries and any relevant District-wide infrastructure available.*

The proposed zones are not inconsistent with the GPM as they would allow a mix of uses, particularly ground floor commercial uses and upper floor residential uses. Both Friendship Heights, a Regional Center, and Tenleytown, a Multi-Neighborhood Center, have a pedestrian oriented environment with traditional storefronts and retail and services mainly on the ground floor. Anticipated redevelopment under current regulations has generally not taken place and the potential continues to exist for a more vibrant mixed-use corridor around the metro stations. The capacity exists to encourage greater economic development and housing opportunities to address Comp Plan policies and neighborhood needs.

The recommended Future Planning Analysis for the Wisconsin Avenue corridor was completed in 2024 and resulted in the WADF. The [WADF \(Page 5\)](#) envisions four principles to guide equitable development:

- The provision of new housing and affordable housing.
- The design of public space to encourage walkability and access to transit.
- Building massing and height should complement neighborhood context and emphasize local landmarks.

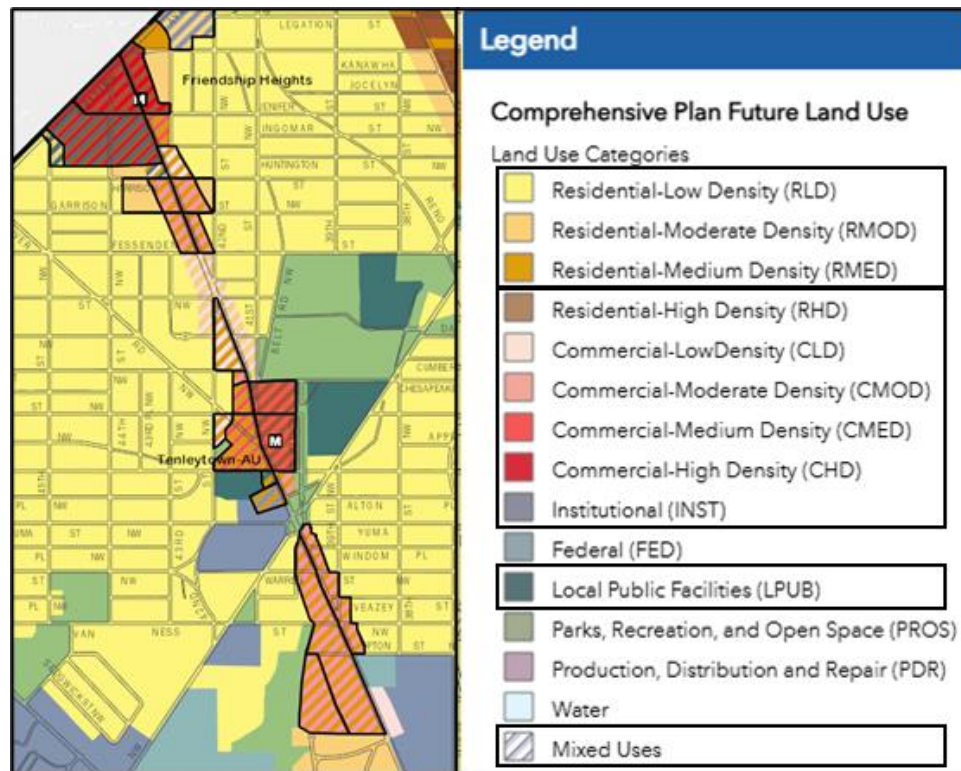


- Building designs should maximize availability, variety, flexibility and sustainability of housing and retail.

### **Future Land Use Map (FLUM)**

The Future Land Use Map (Figure 11) designates the defined Wisconsin Avenue Corridor for a variety of moderate to high-density mixed-use development including both commercial and residential uses. Areas around the metro stations are designated for medium to high-density mixed-use development, while other areas along the corridor closest to the primarily residential categories off the corridor, are designated for moderate to medium density mixed use development categories are also proposed for areas with an emphasis on residential use.

**Figure 11 – Generalized Future Land Use Map (FLUM)**



**Mixed Use Categories:** The Future Land Use Map indicates areas where the mixing of two or more land uses is encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. The **Mixed-Use** category generally applies in the following three circumstances:

- a. Established, pedestrian-oriented commercial areas which also include substantial amounts of housing, typically on the upper stories of buildings with ground floor retail or office uses;
- b. Commercial corridors or districts which may not contain substantial amounts of housing today, but where more housing is desired in the future. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, with ground floor retail or office uses and upper story housing; and
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared. 225.18

*The general density and intensity of development within a given Mixed-Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix ... 225.19.*

The WADF [zoning recommendations \(Page 43\)](#) identify four areas which are consistent with amendments made to the FLUM in 2021:

### **1. Friendship Heights Metro Zone:**

This zone is designated for Mixed Use Residential High Density / Commercial High Density; with a portion also designated for Local Public Facilities:

- i. **High Density Residential:** This designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than a FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High-Density Residential category, and other zones may also apply. 227.8*
- ii. **High Density Commercial:** This designation is used to define the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Office and mixed office/retail buildings with densities greater than FAR of 6.0 are the predominant use, although high-rise residential and many lower scale buildings (including historic buildings) are interspersed. The MU-9, D-3, and D-6 Zone Districts are consistent with the High-Density Commercial category, and other zones may also apply. 227.13*
- iii. **Local Public Facilities:** This designation includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Other non-governmental facilities may be co-located on site. While included in this category, local public facilities smaller than one acre – including some of the District’s libraries, police and fire stations, and similar uses – may not appear on the map due to scale. Zoning designations vary depending on surrounding uses. 227.17*



High-Density zone (in BLUE), with recommended:

- Density of 7.8 FAR, with IZ+ and
- Height of 130 feet maximum;
- Lot Occupancy of 80% maximum for all uses;
- Ground level retail along Wisconsin Avenue, Jenifer Street and 44<sup>th</sup> Street;
- Design requirements including setbacks from nearby rowhouses; and
- Density transition areas along 45<sup>th</sup> Street and between Garrison and Harrison Street.

The proposed MU-10/FHM would provide the Comp Plan anticipated density for new housing to support the envisioned mix of retail, office and residential uses at the Friendship Heights Metro. At a metro, such density and mix of uses would support growth as a regional destination for business and shopping.

## 2. Friendship Heights Transition Zone

The transition zone is a moderate density zone as stated under the WADF. The FLUM designates two categories as shown on the map:

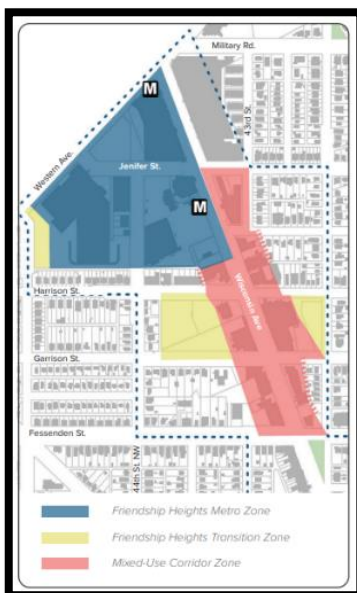
- *Low Density Residential /Public Facilities* - a portion of the Lord and Taylor site fronting Western Avenue and 45<sup>th</sup> Street; and
- *Moderate Density Residential:* - east and west of Wisconsin Avenue between Harrison and Garrison Streets

**Low Density Residential:** *This designation is used to define neighborhoods or areas generally, but not exclusively suited for single-family detached and semi-detached housing units with front, back, and side yards. The R-1 and R-2 Zone Districts are consistent with the Low-Density Residential category, and other zones may also apply. 227.57*

**Moderate Density Residential:** *This designation is used to define neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single-family homes, two- to four-unit buildings, row houses, and low-rise apartment buildings. In some neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all)*

The zone parameters on which the proposed RA-2 is based would allow for moderate-density residential development, to transition to the residential neighborhoods in the immediate vicinity while allowing the incorporation of guidance from the [WADF\(page 42\)](#) which is to enable “*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.*”

See **Local Public Facilities** description at [1.iii](#)



The Transition Zone (in LIGHT YELLOW) with recommended:

- Density of 2.16 FAR (IZ+) maximum,
- Height of 50 feet maximum; and

The proposed moderate density RA-2 zone would be consistent with the Comp Plan direction, and would enable residential redevelopment between Garrison and Harrison Street as well as on a small portion of the future Western Bus Garage site.

### 3. **Tenleytown Metro:**

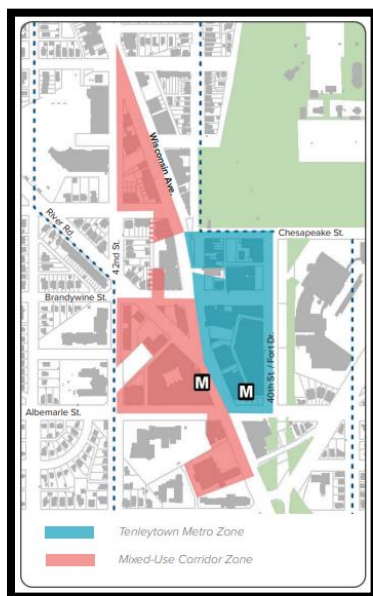
#### **High Density Residential/Medium Density Commercial**

**High Density Residential:** This designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than a FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High Density Residential category, and other zones may also apply. 227.8

**Medium Density Commercial:** This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a FAR of 4.0 and 6.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-8 and MU-10 Zone Districts are consistent with the Medium Density category, and other zones may also apply. 227.12

Properties within this identified boundary have two current zone designations ([See Figure 3](#)). Properties bounded by Chesapeake Street to the north, 40<sup>th</sup> Street to the east, Brandywine Street to the south and 41<sup>st</sup> and Wisconsin Avenue to the west are within **the MU-4 zone**. Properties south of Brandywine, north of Albemarle, between Wisconsin Avenue and 40<sup>th</sup> Street are within the **MU-7B** zone district. The current MU-4 and MU-7B zones are considered within the moderate density zoning category under the Comp Plan's [Framework \(227.11\)](#). Neither of the current zones in this area reflect the medium-to-high density recommendation of the Comp Plan FLUM.

The proposed MU-10/FHT is based on the MU-10 zone, consistent with the Comp Plan designation for medium to high density mixed-use developments, while also incorporating additional guidance from the WADF for redevelopment under a higher density residential zone category (7.2 FAR (IZ+) at the Tenleytown-AU Metro Station.



Shown in BLUE, the WADF recommends the Tenley Metro Area for:

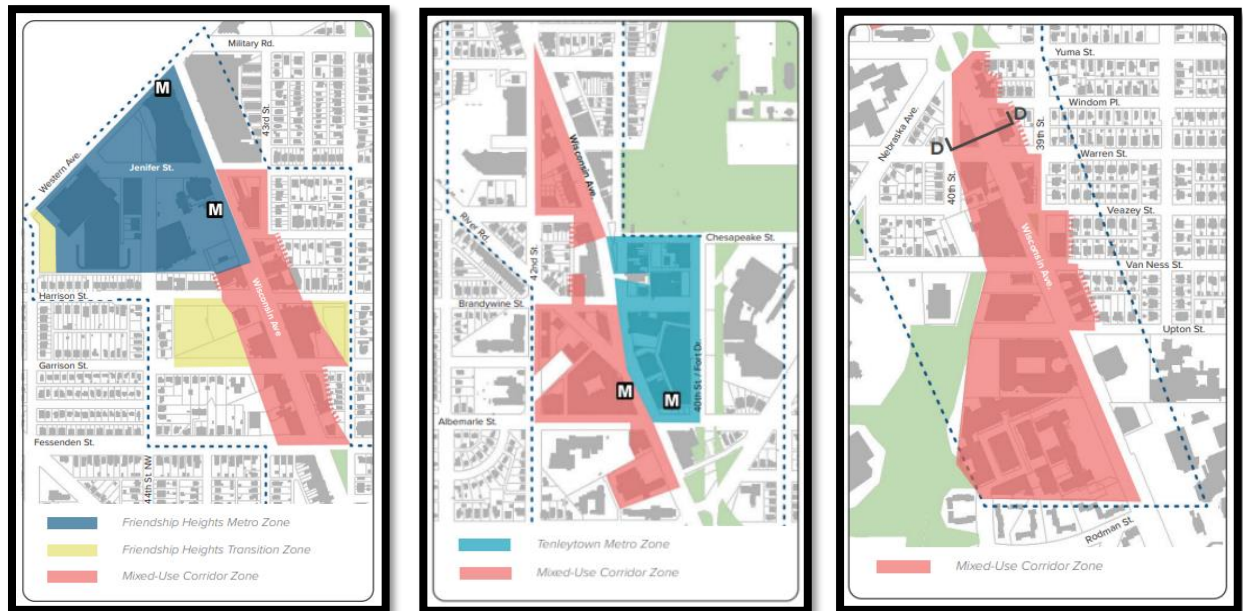
- Density of 7.2 FAR maximum, with IZ+;
- Height of 110 feet maximum;
- Step-backs above 90 feet, and
- Design standards to create new pedestrian connections and help concentrate massing onto designated streets.

The proposed MU-10/TTM would satisfy these guidelines.



#### 4. Mixed Use Zone

The WADF anticipates zoning along the corridor outside of the areas specified prior to be zoned for medium-density, mixed-use development, which would facilitate “*infill redevelopment along the Wisconsin Avenue corridor, with small open spaces such as plazas or pocket parks, and neighborhood-serving retail/cafes.*” These areas would include several lots on both sides of Wisconsin Avenue south of Jenifer Street to Fessenden Street NW, lots on the west side of Wisconsin Avenue between Ellicott St. and Yuma Street NW, and lots on both sides of Wisconsin Avenue (zoned MU-3A, MU-4 and MU-5A) from Windom Place extending down to lots south of Upton Street within Square 1823. (See also Figure 4). The recommendations for the Wisconsin Avenue Mixed-Use Corridor (shown in RED) are to encourage more residential development with supportive commercial



uses that would activate the streets with more storefronts and encourage in-fill on underdeveloped or vacant lots.

The WADF recommends:

- Density of 5.4 FAR (IZ+) maximum
- Height: 75 feet maximum
- Lot Occupancy: 80% maximum

The proposed MU-8A/WA zone satisfies the Comp Plan FLUM and policy guidance as well as development parameters recommended under the WADF.

As such, the proposed zones for each defined area of the corridor are not inconsistent with both the Comp Plan’s GPM and FLUM particularly when read in conjunction with policy recommendations of the Comp Plan.

### C. THE COMP PLAN ANALYSIS THROUGH A RACIAL EQUITY LENS

The Comp Plan requires the Zoning Commission and staff to consider equity as part of its Comp Plan consistency analysis and to do so through a racial equity lens (10-A DCMR § 2501.8). The scope of the review and Comp Plan policies that apply depend on the nature of the proposed zoning action.

One way the Comp Plan seeks to address equity is by supporting additional housing in new developments, particularly in areas where housing and affordable housing options are limited.

The Comp Plan Framework Element also states that equity is achieved by targeted actions and investments to create equitable opportunities. (10-A DCMR § 213.6.) Further, “*equitable development is a participatory approach for meeting the needs of underserved communities through policies, programs and/or practices [and] holistically considers land use, transportation, housing, environmental, and cultural conditions, and creates access to education, services, healthcare, technology, workforce development, and employment opportunities.*”

Ultimately, a racial equity analysis is a tool for identifying and addressing structural inequalities and ensuring that all members of the community, regardless of race or ethnicity, have an opportunity to benefit. The Commission requires an analysis of the proposed zoning action through the equity lens, utilizing disaggregated race and ethnicity data.

The Commission’s four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. As this is a rezoning, it can be difficult to definitively assess the impact that would result from future development on these sites. However, the potential impacts – positive or negative - of new development that would result from the proposed rezoning can be assessed, on the assumption that development consistent with permissions of the new zones would, at some point, be done.

As detailed below, the proposed MU-10/FHM, MU-10A/TTM, MU-8A/WA and RA-2 (for the transition area) zones are, on balance, not inconsistent with the policies and goals of the Comp Plan, particularly when the Comp Plan is read as a whole and in conjunction with other critical planning documents, including the WADF.

## **PART 1: COMPREHENSIVE PLAN POLICIES**

The map amendment proposal is, on balance, not inconsistent with the Citywide Elements of the Comprehensive Plan and would further many policies of the Citywide Elements, and the Rock Creek West Area Element. The following policies would potentially be advanced by the requested rezoning.

**Please refer to Appendix V at the end of this report for the full text of the relevant policies.**

### **CITYWIDE ELEMENTS**

#### **CHAPTER 3 - LAND USE ELEMENT**

- ***Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas***
- ***Policy LU-1.4.6: Development Along Corridors***
- ***Policy LU-2.1.1: Variety of Neighborhood Types***
- ***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***
- ***Policy LU-2.1.4: Rehabilitation Before Demolition Policy:***
- ***Policy LU-2.1.8 Explore Approaches to Additional Density in Low and Moderate-Density Neighborhoods***
- ***Policy LU-2.2.4: Neighborhood Beautification***
- ***Policy LU-2.3.2: Mitigation of Commercial Development Impacts***
- ***Policy LU-2.3.3: Buffering Requirements***
- ***Policy LU-2.3.4: Transitional and Buffer Zone Districts***
- ***Policy LU-2.4.1: Promotion of Commercial Centers***
- ***Policy LU-2.4.3: Regional Centers***

- ***Policy LU-2.4.4: Heights and Densities in Regional Centers***
- ***Policy LU-2.4.5: Encouraging Nodal Development***
- ***Policy LU-2.4.6: Scale and Design of New Commercial Uses***
- ***Policy LU-2.4.10: Use of Public Space within Commercial Centers***

In the 2021 Comp Plan, Council changed the land use designation for properties fronting on Wisconsin Avenue to medium to high-density levels of mixed-use residential development. The proposed zones would implement that policy direction by allowing mixed-use multi-family dwellings consistent with FLUM direction and would require the inclusion of affordable housing consistent with IZ Plus. As there is little housing currently on the corridor and most of it is of relatively recent construction, it is not anticipated that existing housing would be demolished or replaced.

The proposed zones would allow for growth along respective portions of Wisconsin Avenue, at a scale consistent with the FLUM policy direction, but also incorporating guidance from the WADF. The transition and setback provisions proposed in zoning would facilitate compatibility of new higher density development with the adjacent lower density residences. The zoning would allow or require continued ground floor retail and service uses along Wisconsin Avenue.

The Comp Plan GPM recommends the Wisconsin Avenue corridor as an area for future planning analysis. The planning analysis was undertaken by OP with substantial involvement, input and support from the ANC, neighborhood organizations, business owners, property owners and residents, and resulted in the Wisconsin Avenue Development Framework. The proposed zoning would provide opportunities to help meet identified needs of the city as enumerated in the policy direction of the Comp Plan, while at the same time providing an opportunity for inclusive and equitable housing growth, additional retail opportunities, and main street activation that would benefit neighborhoods along the corridor.

#### **CHAPTER 4 – TRANSPORTATION ELEMENT**

- ***Policy T-1.1.7: Equitable Transportation Access***
- ***Policy T-1.2.1: Major Thoroughfare Improvements***
- ***Policy T-1.3.1: Transit-Accessible Employment***

The corridor is served by two metro stops, the Tenleytown Metro Station and the Friendship Heights Metro Station, as well as frequent bus lines, including a new High Frequency Metrobus Route. With the potential increase in housing and affordable housing opportunities, residents and workers would have access to transportation options, including late night, early morning, and weekend service, as well as opportunities for jobs in the area. Along with the potential increase in housing, retail and services uses, the WADF encourages urban design and public space improvements along the corridors and around the Metro stations, which would be largely administered through the Public Space process, and which could encourage greater use of the transit system.

#### **CHAPTER 5 – HOUSING ELEMENT**

- ***Policy H-1.1.1: Private Sector Support***
- ***Policy H-1.1.2: Production Incentives***
- ***Policy H-1.1.3: Balanced Growth***
- ***Policy H-1.1.4: Mixed-Use Development***
- ***Policy H-1.1.8: Production of Housing in High-Cost Areas***
- ***Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority***
- ***Policy H-1.2.2: Production Targets***

- ***Policy H-1.2.3: Affordable and Mixed-Income Housing***
- ***Policy H-1.2.5: Moderate-Income Housing***
- ***Policy H-1.2.7: Density Bonuses for Affordable Housing***
- ***Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas***
- ***Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods***
- ***Policy H-1.3.1: Housing for Larger Households***
- ***Policy H-1.3.2: Tenure Diversity***
- ***Policy H-1.4.6: Whole Neighborhood Approach***
- ***Policy H-1.5.1: Land and Building Regulations***
- ***Policy H-1.6.5: Net-Zero, Energy Efficient Housing***
- ***Policy H-2.1.4: Avoiding Displacement***

The proposed map and text amendments would provide significant opportunities for the provision of new housing where housing options are currently limited, consistent with the Comp Plan direction, while the application of IZ Plus would facilitate the provision of affordable housing along the corridor.

The RCW Planning Area has the least amount of dedicated affordable housing of any Planning Area in DC. The Mayor’s Housing Equity Report set a goal of 1,990 new affordable units for RCW by 2025. Since 2019, the RCW Planning Area has made the least amount of progress in meeting this goal, achieving only 11.6% as of the end of 2024. The Wisconsin Avenue corridor is considered a high-cost, high-opportunity area with limited dedicated affordable housing. The proposed zone designations would permit significantly more housing than current zones, consistent with the FLUM designation, and would encourage the construction of new housing including affordable units along the corridor. IZ Plus would be applied to all new residential developments to encourage the provision of affordable units within the new development.

While zoning in DC does not establish specific requirements or targets for particular dwelling unit size, tenure, or target resident, the zoning would permit the range of potential housing types in either, or both, rental and home-ownership tenure.

## **CHAPTER 6 – ENVIRONMENTAL PROTECTION ELEMENT**

- ***Policy E-1.1.2: Urban Heat Island Mitigation***
- ***Policy E-2.1.2: Tree Requirements in New Development***
- ***Policy E-3.2.2: Net-Zero Buildings***

Because there is no specific project at this time, the environmental benefits of new development cannot be immediately assessed. However, any new development would be subject to applicable green building standards and other environmental regulations. The proposed map and text amendment would further broaden environmental and climate resilience goals of allowing additional housing, retail, and employment opportunities in existing walkable neighborhoods.

## **CHAPTER 7 – ECONOMIC DEVELOPMENT ELEMENT**

- ***Policy ED-2.2.3: Neighborhood Shopping***
- ***Action ED-2.2.B: Retail Ceiling Heights***
- ***Policy ED-2.2.5: Business Mix***
- ***Policy ED-3.1.1: Neighborhood Commercial Vitality***

The proposed zoning would support additional shopping opportunities in the neighborhood by continuing to require ground floor uses along the corridor to better meet the demand for basic goods



and services for the surrounding neighborhoods and the City as a whole. The proposal would also result in a stronger customer base for retail establishments, through increased residential density.

## **CHAPTER 9 – URBAN DESIGN ELEMENT**

- ***Policy UD-1.4.1: Thoroughfares and Urban Form***
- ***Policy UD-1.4.2: District Gateways***
- ***Policy UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts***
- ***Policy UD-2.1.7: Streetscapes That Encourage Activation***
- ***Policy UD-2.1.8: Special Streetscape Design Guidelines***
- ***Policy UD-2.2.1: Neighborhood Character and Identity***
- ***Policy UD-2.2.2: Areas of Strong Architectural Character***
- ***Policy UD-2.2.3: Neighborhood Mixed-Use Centers***
- ***Policy UD-2.2.4: Transitions in Building Intensity***
- ***Policy UD-2.2.5: Infill Development***
- ***Policy UD-2.2.7: Preservation of Neighborhood Open Space***
- ***Policy UD 4.1.1: Capital Improvements and Urban Design***
- ***Policy UD-4.2.1: Scale and Massing of Large Buildings***
- ***Policy UD-4.2.2: Engaging Ground Floors***
- ***Policy UD-4.2.3: Continuity and Consistency of Building Frontages***
- ***Policy UD-4.2.4: Creating Engaging Facades***
- ***Policy UD 4.2.6: Active Facades***
- ***Policy UD-4.3.3: Building Setbacks and Rooflines***
- ***Policy UD-4.3.4: Rooftop Penthouses***

The proposed new neighborhood commercial zoning would address many Urban Design policy statements, through the incorporation of neighborhood transition and building ground floor use and design guidelines from the WADF. Additionally, as individual development occurs, many other policies would be implemented through public space review to improve public space character identified in the WADF.

## **CHAPTER 23 - ROCK CREEK WEST AREA ELEMENT**

Wisconsin Avenue is within the boundaries of the Rock Creek West Area Element which outlines planning and development priorities including:

- increasing affordable and moderate-income housing units within new market rate projects;
- attracting non-residential uses to provide a wider range of neighborhood serving retail and service; and
- encouraging developments that would improve the vibrancy of pedestrian-oriented corridors.

The proposed zoning text and map amendment would allow for more housing and affordable housing while also maintaining or creating retail opportunities. The proposed density, consistent with the Comp Plan policy direction, would allow for more housing units to support local businesses.

The proposed zoning would incorporate Rock Creek West recommendations that would encourage a vibrant pedestrian corridor.

- ***Policy RCW-1.1.1: Neighborhood Conservation***
- ***Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers***
- ***Policy RCW-1.1.4: Infill Development***

- ***Policy RCW-1.1.5: Preference for Local-Serving Retail***
- ***Policy RCW-1.1.6: Metro Station Areas***
- ***Policy RCW-1.1.7: Housing for Older Adults and Persons with Disabilities***

The proposed zoning would allow for new medium to high-density mixed-use developments, including housing and affordable housing along the corridor, with expanded opportunities for retail and service uses and furthering the housing and affordable housing goals of the Comp Plan. The proposed zones would include requirements for setbacks and transitions to adjacent low density residential neighborhoods.

The proposed zoning would require ground floor retail with required door spacing, requirements that the floor level of retail be at grade with the sidewalk, and for parking and loading access from the rear and not from Wisconsin Avenue, to mitigate impacts and create a vibrant streetscape.

### **Rock Creek West Element Policy Focus Areas**

The site is within the [Wisconsin Avenue Corridor Policy Focus Area](#) 2312. The proposed text and map amendments are to implement the specific recommendations of the Comp Plan and the WADF guidelines for this policy focus area.

- ***Policy RCW-2.2.1: Housing Opportunities***
- ***Policy RCW-2.2.2: Tenleytown and Friendships Heights Metrorail Station Areas***
- ***Policy RCW-2.2.4: Wisconsin and Western Avenues NW***
- ***Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue NW***

The proposed zoning encourages the retention of positive qualities of the corridor. The new zones offer opportunities for additional housing, including affordable and moderate-income units, through the application of IZ Plus to new development. The additional housing could expand the retail market for local businesses. The proposed zoning would continue to permit most forms of retail, service and office uses along both corridors and particularly around the Metro Stations. Many other WADF guidelines would also be implemented as part of any new development through proposed zoning and Public Space Review processes.

### **Potential Inconsistencies with Specific Comp Plan Policies**

If approved, the map amendments would provide an opportunity for new development consistent with the intent of the Comp Plan and WADF.

- ***Policy ED-3.2.6: Commercial Displacement***

*Avoid displacement of small, minority, and local businesses due to rising real estate costs. Develop programs to offset the impacts of rising operating expenses on small businesses in areas of rapidly rising rents and prices. Also consider enhanced technical support that helps long-standing businesses grow their revenues and thrive in the strengthening retail economy.*  
714.11

The proposed map amendments could impact small business retention within existing structures. Like most commercial corridors, there are typically some vacant commercial spaces. However, should the owner of a commercial building with a retail tenant choose to redevelop, this could lead to displacement, at least temporarily, for some small businesses. While the rezoning could also result in additional new commercial space on the site or along sections of the Wisconsin Avenue corridor, 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, any new development would happen over time, and overall, the impact should be minimal or mitigated by the increased population base to support local businesses and new opportunities for location of businesses.

## **PART 2: COMMUNITY OUTREACH AND ENGAGEMENT**

### ***Community Participation/Outreach Efforts***

The proposed rezoning in this case is the direct result of policy level guidance of the Comp Plan, as approved by Council following public hearings in 2021, as well as additional guidance from the WADF which also provided numerous opportunities for community participation including focus group conversations with targeted groups/perspectives, pop-ups at neighborhood events, door-to-door discussions with local business owners and online conversation provided the project team with input from a cross-section of the community. A project website was established for the duration of the planning process to which a record of all the outputs was shared and key feedback received were posted for public review and comment. At all events, opportunities for feedback were provided, which in turn informed the development guidelines. Coordination included multiple check-ins with the ANC's, local advocacy groups focused on housing and development, Friendship Heights Alliance and Tenleytown Main Street.

These groups were key partners in developing and promoting engagement activities for the Development Framework, hosting opportunities for community dialogue, and advancing District policy goals along the corridor. The project team also coordinated with the DDOT and WMATA teams actively managing projects in the study area, as well as with the Montgomery County Planning Department, which is conducting an urban design study on the Maryland side of Friendship Heights. ([\*See WADF – Engagement by the Numbers, Page 55\*](#))

After the Framework's approval in February 2024, OP continued to engage with ANC 3E, ANC 3A and community organizations to discuss the process for developing the proposed amendments as shown on the table below:

Date	Meeting
June 20, 2024	OP email to chairs of effected ANC's <ul style="list-style-type: none"><li>ANC-3A Wisconsin Ave. Development Framework Zoning Implementation</li><li>ANC-3E Wisconsin Ave. Development Framework Zoning Implementation</li></ul>
July 12, 2024	ANC 3E Meeting to Discussion Wisconsin Ave. Development Framework Zoning
July 16, 2024	OP presentation to ANC 3A
August 26, 2024	OP meeting with WIN Ward 3, Steering committee
September 18, 2024	Presentation to WIN Ward 3
December 12, 2024	OP meeting with ANC 3E - Discussion of Process
December 12, 2024	OP meeting with representatives of GGW Washington
December 16, 2024	Meeting with Friendship Heights Alliance
December 20, 2024	OP meeting with ANC 3E, Chairperson, SMD's
January 6, 2025	OP emailed ANC-3A with information
January 28, 2025	OP emailed ANC Commissioner et al regarding pre-ANC meeting
February 4, 2025	ANC 3E Executive Committee

Date	Meeting
February 13, 2025	Presentation at ANC 3E General Meeting
February 19, 2025	Presentation at ANC 3A General Meeting
February 28, 2025	Meeting with representatives of property owners
February 28, 2025	Coordination meeting with planners for Bethesda, Montgomery Co.
March 7, 2025	Meeting with representatives of Ward 3 Vision
April 8, 2025	Reviewed Friendship Heights zoning with Friendship Heights Alliance
April 21, 2025	Meeting with representative of Ward 3 Vision
April 21, 2025	Meeting with Friendship Heights Alliance
April 22, 2025	Presentation at Ward 3 Vision Meeting
May 7, 2025	Meeting with Friendship Heights Alliance

These discussions informed the proposed zoning in key ways, including ensuring that the zoning included as requirements the guidelines related to the provision of open space and mid-block connections and guidelines related to the “form” of potential buildings (including set-backs, step-backs, and ground level relationship to the streetscape); and ensuring that the zoning permitted the WADF recommended height and density through a by-right process.

OP continues to be committed to community engagement throughout the current text and map amendment process towards implementing the recommendations of the Comp Plan and the guidelines of the WADF. If the application is set down, OP will continue to engage ANC-3E and ANC3A, community organizations, property owners and the public to discuss the proposed rezonings prior to the public hearing. The OP report and presentation to the Zoning Commission will also be made available on the OP website for this case.

### **PART 3: DISAGGREGATED DATA REGARDING RACE AND ETHNICITY**

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area.

The data source is the 2012-2016 and 2019-2023 American Community Survey 5 Year Estimates, available via the OP State Data Center ([ACS DATA](#)). Part 3 also asks if the planning area is on track to meet affordable housing goals, and whether the data shows any “*intersectionality of factors such as race, ethnicity, age, income, gender, or sexual orientation within the area of the zoning action and how might the zoning action impact the intersection of those factors*”.

It can be difficult to assess the impact that would result from future development on these sites. However, the *potential* impact that would result from the proposed zoning map and text amendment can be generally assessed.

#### ***Population by Race or Ethnicity***

The site is in the Rock Creek West Planning Area (RCW). Table 6 below indicates that the area has not experienced recent population growth. In 2012-2016, the Planning Area had a population of 91,389 or 13.9% percent of the District-wide total. In the 2019-2023 period, the population decreased to 86,400 and 12.8% percent of the Districtwide total.

The area has become somewhat more racially and ethnically diverse. For the Planning Area population in 2019-2023, the population identifying as white decreased by 8.4% and Hispanic by

0.3% from 2012-2016, while the population identifying as Black increased by 1.5% and Asian by 0.3%, and the largest percentage increase, 5.7%, was for persons who identified as having Two or More Races. Nevertheless, white-identifying residents continue to comprise over 70% of the Planning Area's population.

**Table 6: Race or Ethnicity Districtwide and in the Rock Creek West Planning Area (2012-2016 and 2019-2023)**

<b>Race or Ethnicity</b>	<b>District-wide 2012-16</b>	<b>District-wide Percent</b>	<b>RCW 2012-16</b>	<b>RCW Percent</b>	<b>District-wide 2019-23</b>	<b>District-wide Percent</b>	<b>RCW 2019-23</b>	<b>RCW Percent</b>
Population	659,009	100%	91,389	13.9%	672,079	100%	86,400	12.8%
White alone	266,035	40.4%	73,607	80.5%	262,549	39.1%	62,327	72.1%
Black alone	318,598	48.3%	6745	7.4%	290,772	43.3%	7,722	8.9%
American Indian and Alaskan Native alone	2,174	0.3%	293	0.3%	2,044	0.3%	212	0.2%
Asian alone	24,036	3.6%	5,479	6%	27,465	4.1%	5,481	6.3%
Native Hawaiian and Other Pacific Islander alone	271	0.04%	0	0%	378	0.01%	9	0%
Some other race alone	29,650	4.5%	1,552	1.7%	32,338	4.8%	2,227	2.6%
Two or more races	18,245	2.8%	3,622	4%	56,533	8.4%	8,421	9.7%
Hispanic	69,106	10.5%	9,250	10.1%	77,760	11.6%	8,439	9.8%

### ***Median Income***

The Rock Creek West planning area has a significantly higher median income than the District as a whole. The 2012-2016, ACS data identify the median household income as \$118,411 for the Planning Area, which was 62% greater than the median Districtwide household income (Table 6). There was a significant increase of approximately \$34,000 in both the area and the Districtwide median household income for the period 2019-2023.

In the planning area, however, these gains were not distributed evenly across racial groups. Black or African Americans have the lowest median income in the District as well as in the Planning Area, and experienced a reduction in median income between the two time periods. In the 2012-2016 period, the difference between the median income of Black or African American and white residents Districtwide was approximately \$52,000. This difference significantly increases in the 2019-2023 period to an approximately \$100,000 difference.

**Table 7: Median Income Districtwide and in the Mid-City Area (2012-2016 and 2019-2023)**

<b>Median Household Income</b>	<b>Districtwide 2012-2016</b>	<b>Districtwide 2019-2023</b>	<b>RCW 2012-2016</b>	<b>RCW 2019-2023</b>
<b>Total Median</b>	\$72,935	\$106,287	\$118,411	\$152,529
<b>Asian Alone</b>	\$91,453	\$121,619	\$91,732	\$121,202
<b>Black or African American</b>	\$40,560	\$60,466	\$76,527	\$74,363
<b>Hispanic or Latino</b>	\$60,848	\$106,435	\$89,692	\$120,638
<b>American Indian and</b>	\$51,306	\$63,617	\$47,168	n/a



Median Household Income	Districtwide 2012-2016	Districtwide 2019-2023	RCW 2012-2016	RCW 2019-2023
Alaskan Native				
Native Hawaiian and Other Pacific Islander	n/a	n/a	n/a	n/a
Some Other Race	\$48,047	\$74,754	\$100,817	\$85,465
Two or More Races	\$83,243	\$116,869	\$82,692	\$153,640
White	\$119,564	\$166,774	\$128,941	\$174,547

### *General Characteristics*

Between 2012-2016, the unemployment rate in the Planning Area was at 3.5%, which was substantially lower than the District at 8.7% (Table 8). Although the rate of the District decreased in 2019-2023 to 6.5%, that of the Planning Area increased to 4.1% but remained well below that of the District as a whole.

The percentage of households who are housing cost burdened in the Planning Area was over 7 percentage points lower than that of the District during both the 2012-2016 and 2019-2023 time periods. The poverty rate of the Planning Area 2012-2016 was lower than the District by approximately half but in the 2019-2023 period the poverty rate in the District and the Planning Area both fell, making poverty level Districtwide and in the Planning Area both below 10%.

*Table 8: General Characteristics of the Rock Creek West and District (2012-2016 and 2019-2023)*

Characteristic	Districtwide (2012-2016)	RCW (2012-2016)	Districtwide (2019-2023)	RCW (2019-2023)
Unemployment Rate	8.7%	3.5%	6.5%	4.1%
Cost Burdened Households	38.6%	31.1%	34%	27.7%
Below Poverty Rate	17.9%	9%	14.5%	7.0%

### *Median Age*

The median age within the Planning Area decreased between the two study periods. When race is considered, the data shows that the Black residents and American Indian and Alaskan Native were older than most of the other groups during the two periods.

*Table 9: Median Age (2012-2016 and 2019-2023)*

Median Age	District 2012-2016	District 2019-2023	RCW 2012-2016	RCW 2019-2023
Total Population	37.7	35.5	38.2	34.0
Asian Alone	36.5	35.6	37.8	34.7
Black or African American	33.4	38.1	39.1	39.9
Hispanic or Latino	28.4	32.2	33.7	32.0
American Indian and Alaskan Native	32.2	41.1	35.4	40.8
Native Hawaiian and Other Pacific Islander	30.8	n/a	n/a	n/a
Some Other Race	28.0	28.8	31.9	30.4
Two or More Races	19.8	30.8	31.1	31.0
White Alone	40.4	35.3	39.6	33.4

### ***Vulnerable or Special Populations***

The percentage of people 65 years or older in the planning area between 2019- 2023 was about 10% lower than the Districtwide percentage. However, between two time periods, there was a 2% decline in the percentage of people 65 years or older Districtwide while there was a 2% increase in the percentage of persons 65 years or older in the planning area. For persons under 18 years, the percentage of people has remained nearly the same both Districtwide and in the RCW planning area. The disability rate Districtwide has also remained fairly constant while that of the Planning Area has risen, but continues to be lower than the Districtwide rate.

**Table 10: Age/Vulnerable Populations in the District and the Planning Area**

<b>Vulnerable Population</b>	<b>District 2012-2016</b>	<b>District 2019-2023</b>	<b>RCW 2012-2016</b>	<b>RCW 2019-2023</b>
<b>Persons 65 and Older</b>	34.2%	32.3%	20.8%	22.0%
<b>Persons Under 18</b>	4.5%	4.5%	1.7%	2.0%
<b>Percent Disable</b>	11.3%	11.0%	5.7%	7.5%

### ***Housing Tenure***

More residents in Rock Creek West own their home than in the District as a whole –53.7% compared to 41.1% in 2019-2023. The homeownership rate in the Planning Area decreased slightly over the two survey periods, while there was a small increase District-wide. The homeownership rate among white households had a slight decrease between the time periods, as opposed to citywide, where white ownership decreased by approximately 1%. Black homeownership decreased in the planning area, although somewhat less than the citywide trend. The Asian population has the largest increase in percentage of homeownership in the 2019 to 2023 period of 15%. Many other racial groups also experienced a slight decrease in homeownership and an increase in rentals.

**Table 11- Owner Occupied and Rental Households Districtwide and in the Planning Area**

<b>Owners/ Renters</b>		<b>Districtwide 2012-2016</b>	<b>District wide 2019-2023</b>	<b>RCW 2012-2016</b>	<b>RCW 2019-2023</b>
<b>Total</b>	Owner Households	40.7%	41.1%	55.1%	53.7%
	Renter Households	59.3%	58.9%	44.9%	46.3%
<b>Asian Alone</b>	Owner Households	43.1%	41.4%	33.0%	48.2%
	Renter Households	56.9%	58.6%	67.0%	51.7%
<b>Black or African American</b>	Owner Households	46.6%	34.8%	29.3%	27.5%
	Renter Households	53.4%	65.1%	70.7%	72.6%
<b>Hispanic or Latino</b>	Owner Households	30.9%	36.4%	51.8%	43.6%
	Renter Households	69.1%	63.6%	48.2%	56.2%
<b>American Indian and Alaskan Native</b>	Owner Households	32.8%	19.6%	50.8%	40.7%
	Renter Households	67.2%	80.3%	49.2%	59.3%
<b>Native Hawaiian and Other Pacific Islander</b>	Owner Households	9.1%	31.8%	0%	0.0%

Owners/ Renters		Districtwide 2012-2016	District wide 2019-2023	RCW 2012-2016	RCW 2019-2023
	Renter Households	90.9%	68.2%	0%	0.0%
<b>Some Other Race</b>	Owner Households	17.5%	28.7%	37.3%	29.9%
	Renter Households	82.5%	71.3%	62.7%	70.1%
<b>Two or More Races</b>	Owner Households	32.7%	41.3%	33.8%	47.0%
	Renter Households	67.3%	58.7%	66.2%	53.0%
<b>White Alone</b>	Owner Households	47.8%	48.0%	59.9%	58.8%
	Renter Households	52.2%	52.6%	41.2%	57.6%

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family, senior housing, rental and ownership housing, and housing for all income levels. Given the land use characteristics of the District, only a small amount of the total land area (28.1 percent) is dedicated to residential use (205.3). Scarcity of land increases the cost of new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households. The Comprehensive Plan states that “*residents of color are a majority of lower-income households in the District and, therefore, face a disproportionate share of the problems caused by housing insecurity and displacement*” (206.4).

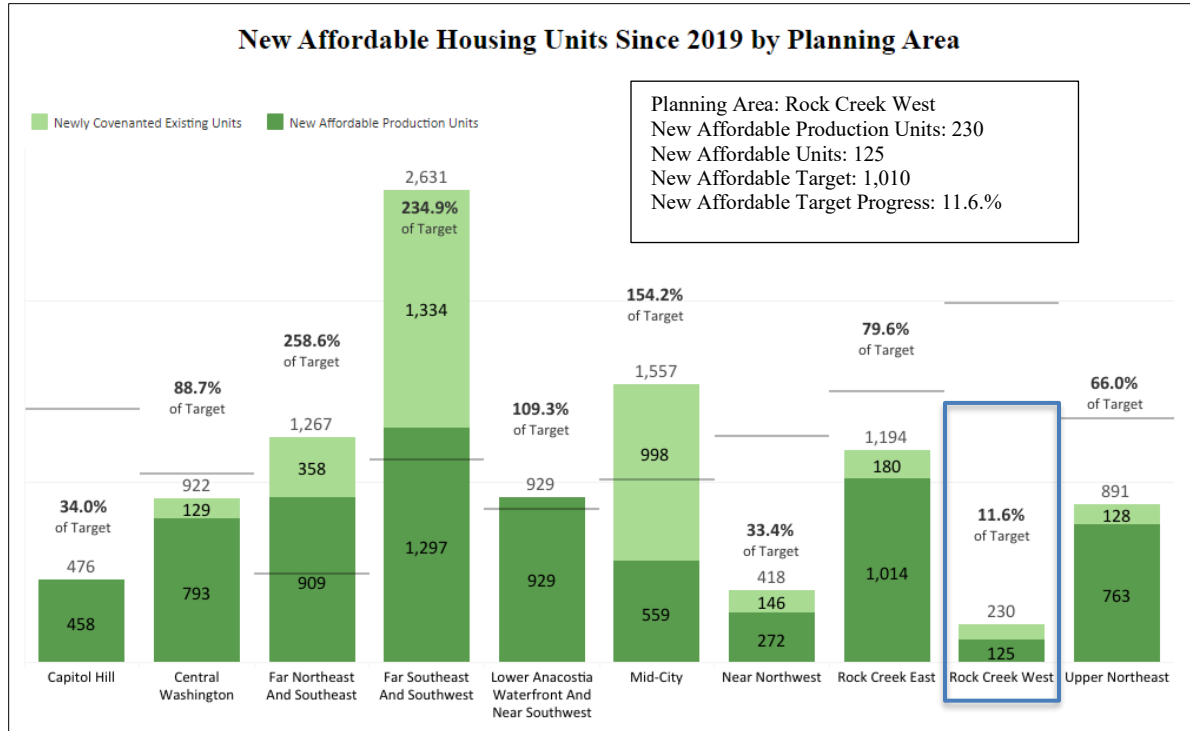
The Comprehensive Plan recognizes that without increased housing the imbalance between supply and demand will drive up housing prices in a way that creates challenges for many residents, particularly low-income residents. The Comprehensive Plan further recognizes the importance of inclusionary zoning requirements in providing affordable housing opportunities for households of varying income levels.

Applying the lens of racial equity to zoning actions would target support to communities of color. The Comprehensive Plan states that “*residents of color are a majority of lower income households in the District and therefore face a disproportionate share of problems caused by housing insecurity and displacement*. (206.4).

At Attachment VI is a table of Disaggregated Data from the State Data Center for the 2019-2023 time period, the most recent period for which data is available.

### ***Progress Toward Meeting the Mayor’s 2025 Housing Equity Goals***

Part 3 also asks if the planning area is on track to meet affordable housing goals. The Mayor’s housing goals include the production of 12,000 new affordable units citywide for households earning below 80% of Median Family Income (MFI). The Deputy Mayor for Planning and Economic Development (DMPED) provides regular updates ([DMPED 36,000 by 2025 Dashboard](#)) on how each planning area is progressing in meeting their portion of the affordable housing target. The most recent update (December 2024) indicates that the Rock Creek West planning area is further from achieving its goal than any other planning area. The proposed map and text amendment would provide opportunities for additional housing along major corridors, including affordable housing consistent with IZ+.



#### **PART 4: ZONING COMMISSION EVALUATION FACTORS**

Pursuant to the Racial Equity Tool, the Commission will use the following criteria, themes and questions, along with data provided in the filings in its evaluation of the proposed text and map amendment’s consistency with the Comp Plan, as viewed through a racial equity lens. Overall, the proposed text and map amendment would advance many of the policies related to racial equity in the provision of housing, job creation, advancement of arts and culture and assist in the revitalization of an underserved area.

Table 12 below provides the OP response to themes/questions from the Racial Equity Tool, based on Comp Plan policies related to racial equity, that are anticipated to have positive or negative impacts and/or outcomes because of the proposed text and map amendment.

***Table 12 - Proposed Zoning Action / Racial Equity***

Factor	Question	OP Response
<b>Direct Displacement</b>	Will the zoning action result in displacement of tenants or residents?	The text and map amendments would not likely result in the direct displacements of residents. The zoning action itself would have no physical impact until a property owner chooses to move forward with redevelopment. While this zoning action could result in the displacement of existing businesses, the text and map amendment would also provide opportunities that may enable existing or new businesses to relocate or expand within the community, as well as additional residents to support local area businesses.

Factor	Question	OP Response
<b>Indirect Displacement</b>	What examples of indirect displacement might result from the zoning action?	<p>OP does not anticipate indirect displacement of residents because of this zoning action. The amendments provide additional opportunities for existing residents to remain in the neighborhood if they downsize from their single-family dwelling.</p> <p>Likewise, OP does not anticipate indirect displacement of businesses. Rather, additional residents along Wisconsin Avenue could benefit local businesses by increasing their customer base and labor market.</p>
<b>Housing</b>	<p>Will the action result in changes to:</p> <ul style="list-style-type: none"> <li>▪ Market Rate Housing</li> <li>▪ Affordable Housing</li> <li>▪ Replacement Housing</li> </ul>	<p>The text and map amendment would enable additional market rate housing along the corridor, and new dedicated affordable housing opportunities. This could benefit current and future residents of the area and the city by providing more housing choices in terms of housing location, cost and type. In general, the provision of market rate and affordable housing should help to ease upward pressure on housing costs in the area and the city.</p> <p>The proposal also includes provisions to lessen the potential impact of new development on adjacent single- and multifamily areas.</p>
<b>Physical</b>	<p>Will the action result in changes to the physical environment such as:</p> <ul style="list-style-type: none"> <li>▪ Public Space Improvements</li> <li>▪ Infrastructure Improvements</li> <li>▪ Arts and Culture</li> <li>▪ Environmental Changes</li> <li>▪ Streetscape Improvements</li> </ul>	<p>The WADF outlines several streetscape and public and open space improvements envisioned for Wisconsin Avenue within the defined boundaries of the corridor. While many of these are outside the scope of zoning, as they apply to sidewalk and roadway treatments, the proposed zoning text includes design and siting related guidelines, not present in current zoning, to foster an improved streetscape.</p> <p>Any new construction would be required to address all current and applicable zoning regulations and DDOT and DOEE environmental standards.</p>
<b>Access to Opportunity</b>	<p>Is there a change in access to opportunity?</p> <ul style="list-style-type: none"> <li>▪ Job Training/Creation</li> <li>▪ Healthcare</li> <li>▪ Addition of Retail/Access to New Services</li> </ul>	<p>If the zoning action leads to redevelopment of sites, it could result in a temporary increase in construction jobs and a permanent increase in jobs in expanded and new retail and service facilities on the corridor. Overall, the proposal could result in new or improved retail and services for new and existing residents of the area.</p> <p>While healthcare uses would not be required by the zoning, this use would be permitted in the proposed zones.</p>



Factor	Question	OP Response
<b>Community</b>	<p>How did community outreach and engagement inform/change the zoning action?</p> <ul style="list-style-type: none"> <li>▪ (e.g., did the architectural plans change, or were other substantive changes made to the zoning action in response to community input/priorities etc.?)</li> </ul>	<p>As discussed in <i>Part 2: Community Outreach and Engagement</i> there was significant community outreach, engagement, input and agreement through the development of the Comp Plan and WADF.</p> <p>The proposed map and text amendment incorporated relevant recommendations of the WADF. OP met with representatives of the ANCs and made presentations to the ANCs and various community organizations and received generally positive feedback.</p> <p>Setting down the proposal will grant OP the opportunity to continue working with the ANCs, community organizations, property and business owners and adjacent residents to refine the proposal.</p>

## VI. WISCONSIN AVENUE DEVELOPMENT FRAMEWORK

The 2021 Comp Plan update amended Citywide and Area policies as well as the Future Land Use Map designations along Wisconsin Avenue NW. These Comp Plan amendments envision greater heights and densities in mixed use developments to support citywide housing equity goals by encouraging the provision of opportunities for more housing, including affordable housing, as well as neighborhood serving retail and service uses and public realm improvements.

The Comp Plan also placed the Wisconsin Avenue NW corridor within a Future Planning Analysis Area. Accordingly, OP initiated the Wisconsin Avenue Development Framework to guide future changes to the built environment. Following analysis and multiple discussions with the ANCs, community groups, individuals, DDOT, and other district agencies, the WADF was approved in February 2024. Generally, the WADF outlines four guiding principles for the Corridor.

### ***Housing***

A key goal is to prioritize the provision of new housing choices, especially affordable housing which would be supported by more retail, restaurants and entertainment uses. This would be achieved through Zoning, including the application of IZ Plus to new development.

### ***Public Spaces***

The intent is to enliven the public realm with design elements that promote an active street life, including walkability, connectivity and easy access to transit. The street walls of new buildings should be designed to a minimum 15 feet in height with transparent storefronts to activate the sidewalk and contribute to public life by promoting an active, safe, and vibrant public realm. Vehicle/pedestrian conflicts would be reduced by eliminating curb cuts, along with the application of traffic calming measures on the corridor. This principle envisions an inclusive and vibrant corridor that provides opportunities for outdoor dining, gathering, play, and socializing for residents and visitors of all ages, abilities, and socio-economic backgrounds.

### ***Building Design (Massing and Height)***

While the guidelines envision that any new zoning make full use of Comp Plan anticipated height and density, this principle anticipates that building massing and height should be varied and provide

transitions to adjacent buildings of substantially different height and mass. The guidelines address building density and height, with an emphasis on neighborhood context and key local landmarks. Building materials and their articulation should ensure design quality and compatibility of new development with existing buildings along the corridor. New building design could include tower projections at prominent intersections, orientation of height and massing to increase access to light and air and design approaches to break the massing of long horizontal building facades.

### ***Building Design (Housing and Retail)***

Recommendations under this principle envision attractive building designs for a range of families including children and older adults. Designs can include courtyards, elevated terraces for light and air and modulated designs with three or more-bedroom units, with balconies, terraces, and other private outdoor spaces for residents. Rooftops would accommodate housing, amenity spaces with green roofs and energy efficient installations.

Public realm guidelines relate primarily to street and sidewalk design and are outside the scope of zoning. These guidelines would not typically be included in zoning, but would rather be administered through the Public Space Permitting process. However, aspects of the public space guidelines – such as livability – can be impacted by the zoning, particularly the proposed ground floor use and design requirements.

### ***Zoning Response to WADF Guidance***

The WADF does not recommend specific zoning designations but provides recommendations for building and density to fully implement the policies established in the Comp Plan, including the FLUM. The proposed zones are intended to implement this direction as well as incorporate applicable WADF guidelines. Those guidelines also add to and supplement the Urban Design Guidelines of the Comp Plan.

The WADF design guidelines were assessed to whether they would be appropriate for incorporation into the proposed Zoning Regulations. The aim is for the creation of zoning to address Comp Plan direction, particularly to increase housing opportunities, and simultaneously provide provisions that address streetscape, neighborhood character, and activation guidelines of the WADF.

The proposed zoning along the corridor is intended to address these principles through the provision of requirements, such as the following:

- Allow the full building height and density anticipated by the Comp Plan FLUM and policy direction;
- Require ground floor retail, service, and other non-residential uses;
- Require building setbacks and step-backs;
- Encourage a strong relationship between retail spaces and the street; and
- Govern the location of commercial and residential entrances and access to parking and loading.

Not every guideline of the WADF is relevant to zoning or could be implemented through zoning. Provisions that are outside the scope of zoning would be relevant to other agency approval processes. The design guidelines are intended to be used by other agencies such as DDOT, or the Public Space Committee, various entities including private property owners, developers, design professionals, and community groups as they develop or review proposals.

## **VII. SUMMARY OF PLANNING CONTEXT ANALYSIS**

On balance, the proposed text amendment is not inconsistent with the 2021 Comp Plan, including the proposed building density, height, and use as indicated on the FLUM; with the guidelines and descriptions within the Wisconsin Avenue Development Framework; and with the objectives of the Rock Creek West Roadmap.

The Comp Plan maps and text provide a clear and definitive set of policy objectives that would be implemented through the proposed zoning, in particular to provide housing and affordable housing, retail and service uses and the public realm on the corridor at a high level of density close to the metro stations, and at lower heights and densities elsewhere. The proposed text and map amendments would permit the provision of new housing and affordable housing along this desirable mixed-use corridor. The proposal would also encourage the expansion of neighborhood retail and service uses, establish design guidelines to ensure an active streetscape along the Avenue, and to lessen potential impacts on adjacent residential uses.

## **VIII. ATTACHMENTS**

Attachment I – Friendship Heights Metro Mixed-Use Zone (MU-10/FHM) Proposed Text Amendment  
Attachment II– Friendship Heights Transition Area (RA-2) Proposed Text Amendment  
Attachment III - Tenleytown Metro Mixed-Use Zone (MU-10/TTM) Proposed Text Amendment  
Attachment IV – Wisconsin Avenue Mixed-Use Zone (MU-8A/WA) Proposed Text Amendment  
Attachment V - Comprehensive Plan Policy Statements  
Attachment VI – American Community Survey (ACS) 2019-2023 Disaggregated Data

## **ATTACHMENT I – FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE (MU-10/FHM) PROPOSED TEXT AMENDMENT**

### **FRIENDSHIP HEIGHTS METRO MIXED-USE ZONE (MU-10/FHM)**

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 follows:

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.

#### **I. 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 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) Permit mixed-use development at a high-density;
- (b) 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/FHM zone as subject to IZ Plus;
- (c) Implement the policies and goals of the Wisconsin Avenue Development Framework, February 2024;
- (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) Establish the designated roadways as set forth in Subtitle G, 802.1 as active, pedestrian-oriented commercial areas with a mix of neighborhood serving shops and services; and
- (f) Provide for a mid-block east-west connection through Square 1657.

#### **802 DESIGNATED ROADWAYS**

**802.1** In the MU-10A/FHM zone, the designated roadways shall be Wisconsin Avenue N.W., Jennifer Street, N.W. and 44<sup>th</sup> Street N.W.

**803 DEVELOPMENT STANDARDS**

**803.1** 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.

**804 DENSITY**

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

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

**805 HEIGHT**

**805.1** 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:

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

**806 LOT OCCUPANCY**

**806.1** In the MU-10/FHM zone, the maximum lot occupancy shall be eighty percent (80%) for all uses except as follows:

- (a) In Square 1580, Lot 33, the WMATA Bus Garage, for any new facility for on-site bus parking, a maximum lot occupancy of one hundred percent (100%) shall be allowed for a bus garage use, provided that any portion of such facility constructed adjacent to the public alleyway parallel to Harrison Street N.W. shall comply with all height and setback requirements of Subtitle G § 809.3.

**807 GENERAL DESIGN REQUIREMENTS**

**807.1** In the MU-10/FHM zone, the following design requirements shall apply to all new construction or expansion of an existing building on any lot fronting onto any of the designated roadway:



- (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;
  - (b) Tower projections to accentuate building corners are exempted from the setback requirements of Subtitle G § 807.1(a);
  - (c) 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.);
  - (d) Buildings on corner lots shall be constructed to all property lines abutting a public street;
  - (e) Street level frontage along a designated roadway shall be devoted to non-residential uses;
  - (f) 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 property line abutting the street right-of-way, not including permitted projections into public space;
  - (g) For every one hundred feet (100 ft.) of uninterrupted building façade length, the building 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
    - (2) Projecting balconies or bays no less than four feet (4 feet) in width and depth;
  - (h) 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
  - (i) New retail spaces along a building frontage shall have a minimum of fifty percent (50%) transparency.
- 808.2 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;
- 808.3 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 uses. Retail frontage widths shall be a maximum of twenty-five feet (25 ft.);
- 808.4 The ground floor of new buildings along 44<sup>th</sup> Street, N.W. between the alley north of Harrison Street, N.W. and Western Avenue, N.W. shall be designed for retail uses.

- If retail is not feasible between Western Avenue, N. W. and Jennifer Street, N.W. other commercial uses are allowed;
- 808.5** 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
- 808.6** 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 right-of- way and shall be screened along Wisconsin Avenue with designated uses.
- 809** **SPECIFIC DESIGN REQUIREMENTS**
- 809.1** In addition to the provisions of Subtitle G § 809, any new development or expansion in the specific squares and lots as set forth below, shall meet the additional design requirements of Subtitle G §§ 807 and 808.
- 809.2** 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 44<sup>th</sup> Street N.W. in accordance with the following:
- (a) A pedestrian connection shall:
- (1) Provide a minimum 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 additional commercial frontage, outdoor seating, or open green space, provided that no connection provided under this section shall be used for loading, 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.
- (b) An east-west pedestrian corridor provided in accordance with this section shall satisfy the public plaza requirement pursuant to Subtitle C, Chapter 17.
- 809.3** Any portion of a new building in the MU-10/FHMM 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 property line abutting the public alley parallel to Harrison Street NW, which shall not be used for loading; and

- (b) Provide a step back of at least fifty feet (50 ft.) for any portion of the structure above fifty feet (50 ft.) in height and a 1:1 setback drawn at a forty-five degree (45°) angular plane from a point above one hundred and ten feet (110 ft.).

**809.4** 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 line abutting the public alley parallel to Harrison Street NW, which shall not be used for loading; and
- (b) Provide a 1:1 step back drawn at a forty-five degree (45°) angular plane from a point sixty-five feet (65 ft.) above the lot line.

## **810 RELIEF FROM DESIGN REQUIREMENTS**

**810.1** Relief may be granted from the design requirements of Subtitle G §§ 808 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;

- (a) Results in a superior design that substantially achieves the design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 800; and
- (b) Provides superior publicly accessible open space and improvements, or other public amenities.

## **II. 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/FHMM) 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 45<sup>th</sup> Street, N.W.;
- (c) Square 1657, Lot 22, 24, 810 and the northern portion of Lot 26; and
- (d) All of Square 1660.

## **III. PROPOSED REZONINGS**

1. Rezone Square 1579, Lots 0007, 0008 and 0010 from the MU-4 zone to the MU-10/FHM zone;
2. Rezone 1579, Lot 0011 from the RA-2 to the MU-10/FHM zone;

3. Rezone Square 1580, Lot 33 from the MU-4 and RA-2 zones to the MU-10/FHM zone;
4. Rezone Square 1657, Lot 22, 24, 810 and the northern portion of Lot 26 from the MU-5A and RA-2 zones to the MU-10/FHM zone;
5. Rezone Square 1660 from the MU-7B zone to the MU-10/FHM zone.

## **Attachment II– Friendship Heights Transition Zone (RA-2) Proposed Text 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;
2. Rezone the R-2 zone portions of Square 1656, Lots 0009, 0807, 0808, and 0810 to the RA-2 zone; and
3. Rezone the R-2 zone portions of Square 1666, Lots 0809 and 0810 to the RA-2 zone.



## **Attachment III - Tenleytown Metro Mixed-Use Zone (MU-10/TTM) Proposed Text Amendment**

### **TENLEYTOWN METRO MIXED-USE ZONE (MU-10/TTM)**

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:

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.

#### **I. 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) Permit mixed-use development at a high-density;**
- (b) 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;**
- (c) Implement the policies and goals of the Wisconsin Avenue Development Framework Plan, February 2024;**
- (d) 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;**
- (e) Establish the designated roadways as set forth in sections Subtitle G, § 902.1 as active, pedestrian-oriented commercial areas with a mix of neighborhood serving shops and services;**
- (f) Encourage walkability, connectivity and access to transit; and**
- (g) Provide for a mid-block east-west connection through Square 1770.**

##### **902 DESIGNATED ROADWAYS**

**902.1 In the MU-10A/TTM zone, the designated roadways shall be Wisconsin Avenue N.W., 40<sup>th</sup> Street, N.W./Fort Drive, N.W. and Albemarle Street, N.W.**

**903 DEVELOPMENT STANDARDS**

**903.1** 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.

**904 DENSITY**

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

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

**905 HEIGHT**

**905.1** 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:

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

**906 LOT OCCUPANCY**

**906.1** In the MU-10/FHM zone, the maximum lot occupancy shall be eighty percent (80%) for all uses

**907 GENERAL DESIGN REQUIREMENTS**

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

- (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.
- (b) Tower projections to accentuate building corners are exempted from the setback requirements of Subtitle G § 907.1(a);
- (c) Street level frontage along a designated roadway shall be devoted to non-residential uses;

- (d) **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 40<sup>th</sup> Street, N.W with maximum storefront widths of twenty-five feet (25 ft.);**
  - (e) **New buildings shall be designed so that not less than seventy-five percent (75%) of the street wall(s) at the street level shall be constructed to the property line abutting the street right-of-way, not including permitted projections into public space;**
  - (f) **For every one hundred feet (100 ft.) of uninterrupted building façade length, the building 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**
    - (2) **Projecting balconies or bays no less than four feet (4 feet) in width and depth;**
  - (g) **Buildings on corner lots shall be constructed to all property lines abutting a public street;**
  - (h) **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.); 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.**
- 907.2 The public entrance to each retail use shall be at grade with the public sidewalk along a designated roadway.**
- 907.3 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.**
- 907.4 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 right-of- way and shall be screened along Wisconsin Avenue with designated uses.**
- 908 SPECIFIC DESIGN REQUIREMENTS**
- 908.1 In addition to the provisions of Subtitle G § 907, any new development or expansion in the specific squares and lots as set forth below, shall meet the following additional design requirements.**

**908.2 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 Subtitle G § 908.2 shall:**
  - (1) Be a minimum of twenty feet (25 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) 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, 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 pedestrian corridor provided in accordance with this section shall be considered satisfying the public plaza requirement of Subtitle C, Chapter 17.**

**909 RELIEF FROM DESIGN REQUIREMENTS**

**909.1 Relief may be granted from the design requirements of Subtitles G §§ 907 and 908 if approved as a Special Exception by the Zoning Commission pursuant to Subtitle X § 901 and Subtitle G § 5200, and provided that the project;**

- (a) Results in a superior design that substantially achieves the design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 900; and**
- (b) Provides superior publicly accessible open space and improvements, or other public amenities.**

**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) Square 1770; and**
- (b) Square 1769 except Lot 0032.**

### **III. PROPOSED REZONINGS**

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

## **Attachment IV – Wisconsin Avenue Mixed-Use Zone (MU-8A/WA) Proposed Text Amendment**

### **WISCONSIN AVENUE MIXED-USE ZONE (MU-8A/WA)**

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:

**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..**

#### **I. 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) Permit mixed-use development at a medium-density;**
- (b) Implement the policies and goals of the Wisconsin Avenue Development Framework, February 2024;**
- (c) 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) 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; and**
- (f) 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:

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

**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:

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

**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 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 uses.

**1007 DESIGN 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) Retail entrances shall face Wisconsin Avenue N.W; however, other uses could include storefronts, live/work residential, office, and other active ground floor uses;

- (b) 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;
- (c) 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;
- (d) 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;
- (e) Each new building entrance with frontage on Wisconsin Avenue, N.W. shall have individual public entrance directly at grade with the public sidewalk;
- (f) 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;
- (g) Buildings on corner lots shall be constructed to all property lines abutting a public street;
- (h) 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
- (i) 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 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 42<sup>nd</sup> 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 (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) 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, 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.

#### **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 provided that the project;
- (a) Results in a superior design that substantially achieves the design goals of the Wisconsin Avenue Development Framework and the Purpose and Intent statements of Subtitle G § 1000; and
  - (b) Provides superior publicly accessible open space and improvements, or other public amenities.

#### **IV. 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 and 807;
- (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 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.

## **V. PROPOSED REZONINGS**

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 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 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.

## **ATTACHMENT V - COMPREHENSIVE PLAN**

### **CITYWIDE AND ROCK CREEK WEST ELEMENTS POLICY STATEMENTS**

#### **CHAPTER 3 - LAND USE ELEMENT**

##### ***Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas***

*The Generalized Policy Map shows areas of large tracts and corridors where future analysis is anticipated to plan for inclusive, equitable growth and climate resilience. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future analysis process for each area. In certain locations, planning efforts will be undertaken to analyze land use and policy impacts and ways to capitalize on, mitigate, and incorporate the anticipated growth. Current infrastructure and utility capacity should be evaluated against full build-out and projected population growth. The planning process will target issues most relevant to the community that can be effectively addressed through neighborhood planning. Planning analyses generally establish guiding documents, such as Small Area Plans*

*Development Frameworks, Retail Strategies, or Design Guidelines. Areas anticipated for future planning analysis include the following:*

...

- *Upper Wisconsin Avenue NW corridor;*

...

##### ***Policy LU-1.4.6: Development Along Corridors***

*Encourage growth and development along major corridors, particularly priority transit and multimodal corridors. Plan and design development adjacent to Metrorail stations and corridors to respect the character, scale, and integrity of adjacent neighborhoods, using approaches such as building design, transitions, or buffers, while balancing against the District's broader need for housing. 307.14*

##### ***Policy LU-2.1.1: Variety of Neighborhood Types***

*Maintain a variety of neighborhoods, ranging from low-density to high-density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity. 310.7*

##### ***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***

*Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. 310.10*

##### ***Policy LU-2.1.4: Rehabilitation Before Demolition***

*In redeveloping areas characterized by vacant, abandoned, and underused older buildings, generally encourage rehabilitation and adaptive reuse of architecturally or historically significant existing buildings rather than demolition. 310.11*



**Policy: LU-2.1.8 Explore Approaches to Additional Density in Low- and Moderate-Density Neighborhoods**

*Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate-density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing. Build upon the guidance of the April 2020 Single Family Housing Report to diversify the cost of housing available in high-opportunity, high-cost low- and moderate-density neighborhoods, especially near transit. However, neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition. 310.15*

**Policy LU-2.2.4: Neighborhood Beautification**

*Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. 311.5*

**Policy LU-2.3.2: Mitigation of Commercial Development Impacts**

*Manage new commercial development to maximize benefits such as enlivened neighborhoods, tax generation, and job creation, while ensuring that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas. Establish appropriate requirements for transportation demand management and noise control, parking and loading management, building design, hours of operation, and other measures as needed before commercial development is approved. 312.4*

**Policy LU-2.3.3: Buffering Requirements**

*Buffer new commercial development adjacent to residential areas to avoid adverse effects. Buffers may include setbacks, landscaping, fencing, screening, height step-downs, and other architectural and site-planning measures that avoid potential conflicts. 312.5*

**Policy LU-2.3.4: Transitional and Buffer Zone Districts**

*Maintain mixed-use zone districts, which serve as transitional or buffer areas between residential and commercial districts and that also may contain institutional, nonprofit, embassy/chancery, and office-type uses. Through application of zoning regulations, consider appropriate height, design, density and operational standards to provide appropriate transitions between districts and enhance neighborhood character in each district. 312.6*

**Policy LU-2.4.1: Promotion of Commercial Centers**

*Promote the vitality of commercial centers and provide for the continued growth of commercial land uses to meet the needs of residents, expand employment opportunities, accommodate population growth, and sustain Washington, DC's role as the center of the metropolitan area. Commercial centers should be inviting, accessible, and attractive places, support social interaction, and provide amenities for nearby residents. Support commercial development in underserved areas to provide equitable access and options to meet the needs of nearby communities. 313.9*

**Policy LU-2.4.3: Regional Centers**

*Support and enhance the District's regional commercial centers to help serve area shopping needs that are not met downtown. Permit the District's two established regional commercial centers, at Georgetown and Friendship Heights, to develop and evolve in ways that are compatible with other land use policies, including those for accommodating population growth and increasing affordable housing, especially along corridors; strengthening commercial vitality; maintaining established neighborhoods; mitigating negative environmental impacts; strengthening transit options; managing parking; and*

*minimizing adverse transportation impacts. Promote equitable access to regional shopping by encouraging the continued development of the emerging regional centers at Minnesota-Benning and Hechinger Mall in a manner that is consistent with other policies, including those noted above, in the Comprehensive Plan. 313.11*

***Policy LU-2.4.4: Heights and Densities in Regional Centers***

*Provide heights and densities in established and proposed regional centers that provide daytime and residential populations to support successful retail and services, allow for additional housing, and offer employment opportunities. Use buffer areas, siting, massing, design, and other strategies to compatibly transition to adjoining residential neighborhoods. 313.12*

***Policy LU-2.4.5: Encouraging Nodal Development***

*Discourage auto-oriented commercial strip development and instead encourage pedestrian-oriented nodes of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 313.13*

***Policy LU-2.4.6: Scale and Design of New Commercial Uses***

*Develop new uses within commercial districts at a height, mass, scale, and design that is appropriate for a growing, densifying Washington, DC, and that is compatible with surrounding areas. 313.14*

***Policy LU-2.4.10: Use of Public Space within Commercial Centers***

*Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Continue to encourage the identification and transition of excess public right-of-way into temporary or permanent plazas that contribute to social interaction within commercial centers. Where feasible, the development of outdoor sidewalk cafes, flower stands, and similar uses that animate the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged. 313.18*

**CHAPTER 4 – TRANSPORTATION ELEMENT**

▪ ***Policy T-1.1.7: Equitable Transportation Access***

*Transportation within the District shall be accessible and serve all users. Residents, workers, and visitors should have access to safe, affordable and reliable transportation options regardless of age, race, income, geography or physical ability. Transportation should not be a barrier to economic, educational, or health opportunity for District residents. Transportation planning and development should be framed by a racial equity lens, to identify and address historic and current barriers and additional transportation burdens experienced by communities of color. 403.13*

▪ ***Policy T-1.2.1: Major Thoroughfare Improvements***

*Beautify and stabilize gateways and major thoroughfares by implementing coordinated multimodal transportation, economic development, and urban design improvements. 404.4*

▪ ***Policy T-1.3.1: Transit-Accessible Employment***

*Support more efficient use of the region's transit infrastructure with land use strategies that encourage employment locations near underused transit stations. Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. This would expand the use of major transit investments such as Metrorail. Encourage approaches that improve transit access to jobs for low-income residents. 405.7*

## CHAPTER 5 – HOUSING ELEMENT

### ***Policy H-1.1.1: Private Sector Support***

*Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.3*

### ***Policy H-1.1.2: Production Incentives***

*Provide suitable regulatory, tax, and financing incentives to meet housing production goals, prioritizing affordable housing production in support of the targets in Policy H-1.2.2. These incentives should continue to include zoning regulations that permit greater building area for commercial projects that include housing than for those that do not, and relaxation of height and density limits near transit. Strongly encourage incentives and strategies that result in the production of more deeply affordable housing, such as the use of income averaging across a range of affordable housing income levels. 503.4*

### ***Policy H-1.1.3: Balanced Growth***

*Strongly encourage the development of new housing, including affordable housing, on surplus, vacant, and underused land in all parts of Washington, DC. Ensure that a sufficient supply of land is planned and zoned to enable the District to meet its long-term housing needs, including the need for low- and moderate- density single-family homes, as well as the need for higher-density housing. 503.5*

### ***Policy H-1.1.4: Mixed-Use Development***

*Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6*

### ***Policy H-1.1.8: Production of Housing in High-Cost Areas***

*Encourage development of both market rate and affordable housing in high-cost areas of the District, making these areas more inclusive. Develop new, innovative tools and techniques that support affordable housing in these areas. Doing so increases costs per unit but provides greater benefits in terms of access to opportunity and outcomes. 503.10*

### ***Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority***

*The production and preservation of affordable housing for low- and moderate-income households is a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout all District neighborhoods. 504.8*

### ***Policy H-1.2.2: Production Targets***

*Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. In aggregate, the supply of affordable units shall serve low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8: 30 percent at 60 to 80 percent MFI, 30 percent at 30 to 60 percent MFI, and 40 percent at below 30 percent MFI. Set future housing production targets for market rate and affordable housing based on where gaps in supply by income occur and to reflect District goals. These targets shall acknowledge and address racial income disparities, including racially adjusted MFIs, in the District, use racially disaggregated data, and evaluate actual production of market rate and affordable housing at moderate, low, very-low, and extremely-low income levels. 504.9*

### ***Policy H-1.2.3: Affordable and Mixed-Income Housing***

*Focus investment strategies and affordable housing programs to distribute mixed-income housing more equitably across the entire District by developing goals and tools for affordable housing and*

*establishing a minimum percent affordable by Planning Area to create housing options in high-cost areas, avoid further concentrations of affordable housing, and meet fair housing requirements. 504.10*

***Policy H-1.2.5: Moderate-Income Housing***

*In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of those earning moderate incomes with wages insufficient to afford market rate housing in the District. 504.13*

***Policy H-1.2.7: Density Bonuses for Affordable Housing***

*Provide zoning incentives, such as through the PUD process, to developers proposing to build affordable housing substantially beyond any underlying requirement. Exceeding targets for affordable housing can refer to exceeding the quantity or depth of affordability otherwise required. The affordable housing proffered shall be considered a high priority public benefit for the purposes of granting density bonuses, especially when the proposal expands the inclusiveness of high-cost areas by adding affordable housing. When density bonuses are granted, flexibility in development standards should be considered to minimize impacts on contributing features and the design character of the neighborhood. 504.15*

***Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas***

*Proactively plan and facilitate affordable housing opportunities and make targeted investments that increase demographic diversity and equity across Washington, DC. Achieve a minimum of 15 percent affordable units within each Planning Area by 2050. Provide protected classes (see H-3.2 Housing Access) with a fair opportunity to live in a choice of homes and neighborhoods, including their current homes and neighborhoods. 504.17*

***Policy H-1.2.11 Inclusive Mixed-Income Neighborhoods***

*Support mixed-income housing by encouraging affordable housing in high-cost areas and market rate housing in low-income areas. Identify and implement measures that build in long-term affordability, preferably permanent or for the life of the project, to minimize displacement and achieve a balance of housing opportunities across the District. 504.1*

***Policy H-1.3.1: Housing for Larger Households***

*Increase the supply of larger family-sized housing units for both ownership and rental by encouraging new and retaining existing single-family homes, duplexes, row houses, and three- and four-bedroom market rate and affordable apartments across Washington, DC. The effort should focus on both affordability of the units and the unit and building design features that support families, as well as the opportunity to locate near neighborhood amenities, such as parks, transit, schools, and retail. 505.8*

***Policy H-1.3.2: Tenure Diversity***

*Encourage the production of both renter- and owner-occupied housing, including housing that is affordable at low-income levels, throughout the District. 505.9*

***H-1.4.6: Whole Neighborhood Approach***

*Ensure that planning and new construction of housing is accompanied by concurrent planning and programs to improve neighborhood services, schools, job training, childcare, services for older adults, food access, parks, libraries, community gardens, and open spaces, health care facilities, police and fire facilities, transportation, and emergency response capacity. 506.11*

***Policy H-1.5.1: Land and Building Regulations***

*Ensure the District's land regulations, including its housing and building codes, zoning regulations, construction standards, and permitting fees, enable the production of housing for all income groups. Avoid regulations that make it prohibitively expensive or difficult to construct housing. 507.2*

***Policy H-1.6.5: Net-Zero, Energy Efficient Housing***

*Encourage new housing units in the District to be net-zero energy and water efficient. 508.9*

***Policy H-2.1.4: Avoiding Displacement***

*Maintain programs to prevent long-term displacement resulting from the loss of rental housing units due to demolition or conversion, and minimize short-term displacement during major rehabilitation efforts, and the financial hardships created by rising rents on tenants and other shocks or stresses. Employ TOPA, DOPA, and other financial tools, such as the HPTF and the Preservation Fund. In addition, provide technical and counseling assistance to lower-income households and strengthen the rights of existing tenants to purchase rental units if they are being converted to ownership units. 510.8*

**CHAPTER 6 – ENVIRONMENTAL PROTECTION ELEMENT**

***Policy E-1.1.2: Urban Heat Island Mitigation***

*Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives. 603.6*

***Policy E-2.1.2: Tree Requirements in New Development***

*Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6*

***Policy E-3.2.2 Net-Zero Buildings***

*Provide incentives for new buildings to meet net-zero energy design standards, as called for in Clean Energy DC and Sustainable DC 2.0. Establish a path to the phased adoption of net-zero codes between 2022 and 2026. The District's building energy codes should be updated again by 2026 to require that all new buildings achieve net-zero energy use or better. Prior to 2026, the District should provide incentives to projects that voluntarily seek to achieve net-zero energy use. 612.4*

**CHAPTER 7 – ECONOMIC DEVELOPMENT ELEMENT**

***Policy ED-2.2.3: Neighborhood Shopping***

*Create and support additional shopping opportunities in Washington, DC's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately scaled retail infill development on vacant and underused sites. Promote the creation and growth of existing locally owned, nonchain establishments because of their role in creating unique shopping experiences, as well as in generating stronger local supply chains that facilitate community wealth building. 708.8*

***Action ED-2.2.B: Retail Ceiling Heights***

*Determine the feasibility of developing zoning amendments that would permit higher ground floor retail ceiling heights in neighborhood commercial areas. Through processes including ZR-16, many zones have been revised to better accommodate the national standards for retail space, which has higher ceiling limits than typical office or residential uses. However, there may be an additional opportunity to make similar adjustments to zones used in neighborhood commercial areas. If these adjustments are feasible, better accommodating national retail space standards would help improve the District's economic resilience. 708.16*

**Policy ED-2.2.5: Business Mix**

*Reinforce existing and encourage new retail districts by attracting a mix of businesses, including local companies, regional chains, and nationally recognized retailers. 708.10*

**Policy ED-3.1.1: Neighborhood Commercial Vitality**

*Promote the vitality and diversity of Washington, DC's neighborhood commercial areas by retaining existing businesses, attracting new businesses, supporting a strong customer base through residential density, and improving the mix of goods and services available to residents. 713.5*

**CHAPTER 9 – URBAN DESIGN ELEMENT**

- **Policy UD-1.4.1: Thoroughfares and Urban Form**

*Use Washington, DC's major thoroughfares to reinforce the form and identity of the District, connect its neighborhoods, and improve its aesthetic and visual character through context-sensitive landscaping, tree planting, and streetscape design. Special attention should be placed on how public space, building restriction areas, and adjacent buildings contribute to each thoroughfare's character. Focus improvement efforts on thoroughfares with limited amenities. 906.3*

- **Policy UD-1.4.2: District Gateways**

*Create more distinctive and memorable gateways at points of entry to the District and in neighborhoods, parks and open spaces, and neighborhood centers. Gateways should provide a sense of transition, orientation, and arrival through improvements in the form of landscaping, art work, commemoration, and roadway design. They should be designed to make a strong and positive visual impact. 906.9*

- **Policy UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts**

*Curb cuts should be avoided on streets with heavy pedestrian usage and minimized on all other streets. Where feasible, alleys should be used in lieu of curb cuts for parking and loading access to buildings. Curb cuts for individual residences should only be allowed if there is a predominant pattern of curb cuts and driveways on the block face. 908.8*

- **Policy UD-2.1.7: Streetscapes That Encourage Activation**

*Design new streetscape projects with public spaces that can be flexibly programmed to enhance public life with short- or long-term uses throughout the year to meet the needs of a wide variety of community members. Such spaces can be sites for creative placemaking efforts, block parties, festivals, markets, pop-up retail, or food trucks. 908.9*

- **Policy UD-2.1.8: Special Streetscape Design Guidelines**

*Create tailored streetscape guidelines for new neighborhoods or large sites undergoing redevelopment to promote interesting pedestrian experiences and a unique and consistent design for the public realm. 908.10*

- **Policy UD-2.2.1: Neighborhood Character and Identity**

*Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of high-quality and high-performance architectural designs and materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility. 909.5*

- **Policy UD-2.2.2: Areas of Strong Architectural Character**

*Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development, additions, and renovations within such areas do not need to replicate prevailing architectural styles exactly but should be complementary. 909.6*



- **Policy UD-2.2.3: Neighborhood Mixed-Use Centers**

*Undertake strategic and coordinated efforts to create neighborhood mixed-use centers that reinforce community identity and form compact, walkable environments with a broad mix of housing types, employment opportunities, neighborhood shops and services, and civic uses and public spaces. New buildings and projects should support the compact development of neighborhood centers and increase the diversity of uses and creation of public spaces where needed. 909.8*

- **Policy UD-2.2.4: Transitions in Building Intensity**

*Design transitions between large- and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single-family or row houses) can be made more pleasing and gradual through a variety of context-specific design strategies, such as a slender massing of taller elements, stepping back the building at floors above its neighbors' predominant roof line, stepping a building's massing down to meet the roof line of its neighbors, or strategic placement of taller elements to mark corners, vista terminations, or large open-space frontages. 909.9*

- **Policy UD-2.2.5: Infill Development**

*New construction, infill development, redevelopment, and renovations to existing buildings should respond to and complement the defining visual and spatial qualities of the surrounding neighborhood, particularly regarding building roof lines, setbacks, and landscaping. Avoid overpowering contrasts of scale and height as infill development occurs. 909.10*

- **Policy UD-2.2.7: Preservation of Neighborhood Open Space**

*Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to minimize the loss of sunlight and maximize the usability of neighborhood parks and plazas. Buildings adjacent to parks or natural areas*

- **Policy UD 4.1.1: Capital Improvements and Urban Design**

*Use new capital improvement projects as opportunities to strengthen the District's urban design vision. Important community-serving civic places, such as schools and libraries, should be designed as civic icons with a high level of architectural quality, enhancing neighborhood identity and promoting the pride of residents and the admiration of visitors at both the neighborhood and District-wide level. 917.4*

- **Policy UD-4.2.1: Scale and Massing of Large Buildings**

*Design the scale, height, volume, and massing of large buildings to avoid monotony and enhance the human scale. Varied roof heights, facade widths, and more expressive massing can provide variety and visual interest. Massing should be articulated with a special emphasis placed on corners, especially along important view corridors or intersections. Patterns of architectural elements, expressive structure, or other design tactics can provide variety and visual interest. 918.3*

- **Policy UD-4.2.2: Engaging Ground Floors**

*Promote a high standard of storefront design and architectural detail in mixed-use buildings to enhance the pedestrian experience of the street. Promote a high degree of visual interest through syncopated storefronts that vary every 20 to 30 feet, provide direct lines of sight to interior social spaces, provide socially oriented uses along the public street, and use tactile, durable materials at the ground level. 918.4*

- **Policy UD-4.2.3: Continuity and Consistency of Building Frontages**

*Maintain the established frontage lines of streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid placing new construction that extends beyond the existing facade line unless it significantly benefits the public life of the street. Where existing facades*

*are characterized by an established pattern of windows and doors or other elements, new construction should complement the established rhythm. 918.5*

- **Policy UD-4.2.4: Creating Engaging Facades**

*Design new buildings to respond to the surrounding neighborhood fabric by modulating façade rhythms and using complementary materials, textures, and color, as well as well-designed lighting. Varying design tactics may be used to engage a building with its surroundings. In contexts with smaller lot sizes and multiple closely spaced building entrances, breaking up a building façade in the vertical direction is encouraged, along with strongly defined and differentiated bases, centers, and tops of buildings. In areas lacking a strong building-form pattern, the use of complementary or reinterpreted materials and colors could strengthen architectural identity see Figure 9.19 for recommended façade design strategies). 918.6*

- **Policy UD 4.2.6: Active Facades**

*Prioritize the placement of multiple entrances for new multi-family and mixed-use buildings across the length of a block rather than a single lobby entrance at one location. New residential developments should promote active facades with spaces for social activity, such as porches, stoops, or patios along public streets, to encourage more activity along the sidewalk and increase social interaction in a neighborhood. 918.9*

- **Policy UD-4.3.3: Building Setbacks and Rooflines**

*Maintain uniform building setbacks and roof lines to establish a consistent pattern along avenues and priority view corridors. Setbacks should create a consistent street wall rather than have abrupt disruptions with facades that are set back or extend in front of an established pattern. The treatment of roof lines, such as recessed penthouses or variations created by bay windows and towers, should respond to the predominant character of a corridor. See Figure 9.22 for an example of building setbacks and rooflines. 919.8*

- **Policy UD-4.3.4: Rooftop Penthouses**

*Encourage new buildings to maximize the potential of penthouse regulations that allow for greater design flexibility and architectural expression of rooftops. Use penthouses to create shared recreation spaces for building users, using sculptural roof forms. Pay special attention to setback lines and tower projections in designing rooftop treatments. See Figure 9.23 for examples of dynamic rooftops. 919.10*

*Use the mayor's agent's public hearing process to reconcile preservation concerns and other public goals when necessary. Apply the legal standards for consistently and appropriately determining what is necessary in the public interest to the circumstances of the specific situation based on conclusions supported by the hearing record. Clearly record any applicant commitments and conditions of approval in an official written order. 1014.13*

## **CHAPTER 23 - ROCK CREEK WEST AREA ELEMENT**

### **Policy RCW-1.1.1: Neighborhood Conservation**

*Preserve the low-density residential neighborhoods west of Rock Creek Park. Future development in both residential and commercial areas should be carefully managed to address the existing scale, function, and character of these neighborhoods. Updates to zoning regulations offer the opportunity to create more accessory dwelling units for this area to help absorb a share of the District's growth and provide a more proportional portion of affordable and moderate- income housing sensitive to existing neighborhood context. 2308.2*

### **Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers**

*Support and sustain local retail uses and small businesses in the area's neighborhood commercial centers as outlined in the Generalized Policy Map. Compatible new uses such as multi-family housing*

*or neighborhood-serving office space (above local-serving ground-floor retail uses) should be considered within the area's commercial centers to meet affordable and moderate-income housing needs, provide transit-oriented development, and sustain existing and new neighborhood-serving retail and small businesses. 2308.4*

***Policy RCW-1.1.4: Infill Development***

*Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANC's, residents, and community organizations to encourage mixed-use projects that combine housing, including affordable housing, neighborhood-serving retail, and commercial uses. Design transitions between large- and small-scale development to ameliorate the appearance of overwhelming scale and to relate to context of lower-scale surrounding neighborhoods. 2308.5*

***Policy RCW-1.1.5: Preference for Local-Serving Retail***

*Support new commercial development in the Planning Area that provides the range of goods and services necessary to meet the needs of local residents. Such uses are preferable to the development of new larger-scale or big box retail uses that serve a regional market. Destination retail uses are not appropriate in smaller-scale commercial areas, especially those without Metro access. Regardless of scale, retail development should be planned and designed to mitigate traffic, parking, and other impacts on adjacent residential areas. 2308.6*

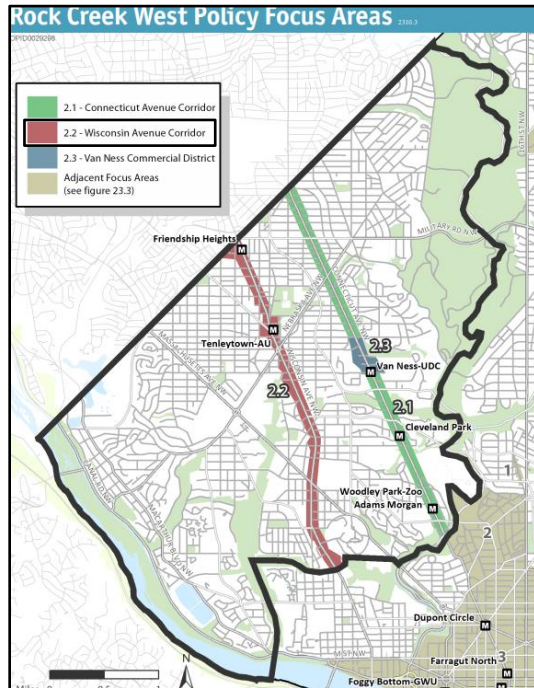
***Policy RCW-1.1.6: Metro Station Areas***

*Recognize the importance of the area's five Metro stations to the land use pattern and transportation network of Northwest Washington and Washington, DC as a whole. Each station should be treated as a unique place and an integral part of the neighborhood around it. Mixed-use redevelopment at the area's Metro stations should prioritize the production of affordable and moderate-income housing and retail uses in a manner consistent with the Future Land Use Map, the Generalized Policy Map, and the policies of the Comprehensive Plan. Design context-specific transitions to be more aesthetically pleasing from development along the avenues to nearby low-scale neighborhoods. 2308.7*

***Policy RCW-1.1.7: Housing for Older Adults and Persons with Disabilities***

*Maintain and increase housing for older adults and persons with disabilities, especially along the major transportation and commercial corridors of **Wisconsin** and Connecticut Avenues NW. 2308.8*

- **Rock Creek West Policy Focus Area**
- **Map of Rock Creek West Policy Focus Areas**



The Rock Creek West Area Element contains three policy focus areas (Figure 6) with additional guidance and direction to that provided in the Citywide and Area Elements and recommends *Future Planning Analysis Areas*, one of which is the Wisconsin Avenue corridor.

#### **RCW-2 Policy Focus Areas 2310**

The Comp Plan has identified three areas in Rock Creek West as Policy Focus Areas, indicating that they require a level of direction and guidance above that in the prior section of this Area Element and in the Citywide Elements. These areas are shown in Map 23.1 and are listed in Figure 23.3. The policy focus areas include:

- *Connecticut Avenue corridor*
- *Wisconsin Avenue corridor*
- *Van Ness Commercial District. 2310.1*

Two Future Planning Analysis Areas are located along Connecticut Avenue NW and **Wisconsin Avenue NW**. Within

those Analysis Areas, additional finer-grained small area plans are needed at **Friendship Heights**, **Tenleytown**, Chevy Chase, Cleveland Park, Forest Hills, and Woodley Park, and may be appropriate at other areas. 2310.4

#### **Policy RCW-2.2.1: Housing Opportunities:**

Pursue the opportunity for additional housing, including affordable and moderate- income housing, with some retail and limited office space on Wisconsin Avenue and underdeveloped sites west of the Friendship Heights Metro station. 2312.7

#### **Policy RCW-2.2.2: Tenleytown and Friendships Heights Metrorail Station Areas :**

Support coordinated planning for Wisconsin Avenue's Tenleytown and Friendship Heights Metro station areas, extending north from Van Ness to the Maryland state line at Western Avenue. Planning considerations for the corridor should:

- *Use the public transit infrastructure and maximize Metro and bus access;*
- *Enable merchants to upgrade existing businesses, attract new customers and new business establishments, and provide neighborhood services;*
- *Provide for the development of new housing for a mix of incomes;*
- *Conserve existing low-density residences in the vicinity, and the surrounding institutions and local public facilities, by mitigating the adverse effects of development;*
- *Ensure that planning and building design is sensitive to the area's topography, existing architectural assets, street layout, and pedestrian circulation patterns;*
- *Promote safe and comfortable pedestrian and bicycle circulation to parks, schools, transit, and shopping, as outlined in the Rock Creek West II Livability Study;*
- *Enhance a robust public life on the corridor, with key public spaces that function as places where neighbors and visitors want to stay, linger, and enjoy; and*

- *Partner and collaborate with public and private institutional and educational facilities along the corridor. 2312*

***Policy RCW-2.2.4: Wisconsin and Western Avenues NW***

*Any changes to facilitate through-traffic on Wisconsin and Western Avenues NW should be accompanied by pedestrian and bicycle safety measures and ease adverse effects of traffic on local streets. 2312.10*

***Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue NW***

*Future development along Wisconsin Avenue NW should be architecturally sensitive to adjoining residential neighborhoods. Use a variety of means to improve the interface between mixed-use districts and lower-scale residential uses, such as architectural design, the stepping down of building heights away from the avenue, landscaping and screening, and additional green space improvements. 2312.11*

***Action RCW-2.2.A: Zoning and Design Measures***

*Continue to work with the community, the ANCs, and local property owners to address concerns regarding building density and height, PUDs and related density bonuses, and architectural design in the Planning Area. Zoning techniques should be considered to break up the auto-oriented commercial appearance of much of Wisconsin Avenue NW and instead create a more pedestrian-oriented street, distinct in function and visual character from adjacent residential areas. 2312.13*

***Action RCW-2.2.C: Wisconsin Avenue NW Planning***

*Craft a coordinated vision with the District and community to better understand the realities of change along northern Wisconsin Avenue NW to inform future development and manage growth on the Wisconsin Avenue corridor at the Tenleytown and Friendship Heights Metro station areas. A plan will identify opportunities for urban design, commerce, housing, mobility, culture, public space, and community facilities to preserve a high-standard urban quality of life and advance District policies promoting inclusive prosperity. 2312.15*

**DEMOGRAPHIC AND SOCIOECONOMIC DATA FOR DISTRICT OF COLUMBIA BY  
AREA ELEMENTS: 2019-2023 ACS (5-YEAR ESTIMATES)**

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	<b>TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE</b>		
<b>Total Population</b>	<b>Total</b>	672,079	86,637
	Under 18 years	125,675	15,741
	Percent under 18 years	18.70	18.17
	65 years and over	85,501	18,333
	Percent 65 years and over	12.72	21.16
	Median age	34.9	35.9
<b>White alone</b>	<b>Total</b>	262,549	62,496
	Under 18 years	30,865	10,706
	Percent under 18 years	11.76	17.13
	65 years and over	31,115	14,877
	Percent 65 years and over	11.85	23.80
	Median age	35.3	44.7
<b>Black or African American alone</b>	<b>Total</b>	290,772	7,735
	Under 18 years	64,573	832
	Percent under 18 years	22.21	10.76
	65 years and over	46,472	1,425
	Percent 65 years and over	15.98	18.42
	Median age	37.3	34.0
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	2,044	213
	Under 18 years	239	31
	Percent under 18 years	11.69	14.58
	65 years and over	483	29
	Percent 65 years and over	23.63	13.64
	Median age	34.9	37.9
<b>Asian alone</b>	<b>Total</b>	27,465	5,492
	Under 18 years	2,286	691
	Percent under 18 years	8.32	12.58
	65 years and over	2,228	993
	Percent 65 years and over	8.11	18.08
	Median age	35.2	41.4
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	378	9
	Under 18 years	34	0
	Percent under 18 years	8.99	0.00



RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	65 years and over	36	9
	Percent 65 years and over	9.52	100.00
	Median age	20.9	
<b>Some Other Race alone</b>	<b>Total</b>	32,338	2,232
	Under 18 years	11,229	641
	Percent under 18 years	34.72	28.72
	65 years and over	1,384	220
	Percent 65 years and over	4.28	9.85
	Median age	28.7	28.5
<b>Two or More Races</b>	<b>Total</b>	56,533	8,461
	Under 18 years	16,449	2,840
	Percent under 18 years	29.10	33.56
	65 years and over	3,783	781
	Percent 65 years and over	6.69	9.23
	Median age	31	29.4
<b>Hispanic or Latino</b>	<b>Total</b>	77,760	8,474
<b>(Hispanics can be of any race and are included in race categories above)</b>	Under 18 years	21,685	2,088
	Percent under 18 years	27.89	24.64
	65 years and over	5,108	847
	Percent 65 years and over	6.57	9.99
	Median age	32.5	31.6
	<b>EDUCATIONAL ATTAINMENT (Population 25 Years and Over)</b>		
<b>Total</b>	<b>Total</b>	484,406	62,690
	Less than high school diploma	34,651	1,298
	Percent	7.2	2.1
	High school graduate (includes equivalency)	70,322	2,297
	Percent	14.5	3.7
	Some college or associate's degree	71,527	4,406
	Percent	14.8	7.0
	Bachelor's degree or higher	307,906	54,689
	Percent	63.6	87.2
<b>White alone</b>	<b>Total</b>	205,865	46,368
	Less than high school diploma	1,940	293
	Percent	0.9	0.6
	High school graduate (includes equivalency)	4,721	968
	Percent	2.3	2.1

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	Some college or associate's degree	9,780	2,540
	Percent	4.8	5.5
	Bachelor's degree or higher	189,424	42,568
	Percent	92.0	91.8
<b>Black or African American alone</b>	<b>Total</b>	201,141	5,505
	Less than high school diploma	23,077	347
	Percent	11.5	6.3
	High school graduate (includes equivalency)	58,575	803
	Percent	29.1	14.6
	Some college or associate's degree	52,487	1,162
	Percent	26.1	21.1
	Bachelor's degree or higher	67,002	3,194
	Percent	33.3	58.0
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,608	139
	Less than high school diploma	134	30
	Percent	8.3	21.6
	High school graduate (includes equivalency)	224	6
	Percent	13.9	4.3
	Some college or associate's degree	586	41
	Percent	36.4	29.5
	Bachelor's degree or higher	664	62
	Percent	41.3	44.6
<b>Asian alone</b>	<b>Total</b>	21,690	4,328
	Less than high school diploma	908	126
	Percent	4.2	2.9
	High school graduate (includes equivalency)	1,016	175
	Percent	4.7	4.0
	Some college or associate's degree	1,396	220
	Percent	6.4	5.1
	Bachelor's degree or higher	18,370	3,807
	Percent	84.7	88.0
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	285	9
	Less than high school diploma	0	0
	Percent	0.0	0.0
	High school graduate (includes equivalency)	0	0
	Percent	0.0	0.0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	Some college or associate's degree	106	0
	Percent	37.2	0.0
	Bachelor's degree or higher	179	9
	Percent	62.8	100.0
<b>Some Other Race alone</b>	<b>Total</b>	18,430	1,361
	Less than high school diploma	5,732	315
	Percent	31.1	23.1
	High school graduate (includes equivalency)	3,085	113
	Percent	16.7	8.3
	Some college or associate's degree	2,224	98
	Percent	12.1	7.2
	Bachelor's degree or higher	7,389	836
	Percent	40.1	61.4
<b>Two or More Races</b>	<b>Total</b>	35,387	4,979
	Less than high school diploma	2,860	187
	Percent	8.1	3.8
	High school graduate (includes equivalency)	2,701	232
	Percent	7.6	4.7
	Some college or associate's degree	4,948	346
	Percent	14.0	7.0
	Bachelor's degree or higher	24,878	4,214
	Percent	70.3	84.6
<b>Hispanic or Latino</b>	<b>Total</b>	49,156	5,560
	Less than high school diploma	9,204	576
<b>(Hispanics can be of any race and are included in race categories above)</b>			
	Percent	18.7	10.4
	High school graduate (includes equivalency)	6,091	385
	Percent	12.4	6.9
	Some college or associate's degree	6,004	480
	Percent	12.2	8.6
	Bachelor's degree or higher	27,857	4,119
	Percent	56.7	74.1
	<b>DISABILITY STATUS (Civilian noninstitutionalized population)</b>		
<b>Total</b>	<b>Total</b>	663,014	85,899
	Total population with a disability	72,611	6,403
	Percent with a disability	11.0	7.5

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	Under 18 years	125,405	15,686
	With a disability	5,680	311
	Percent with a disability	4.5	2.0
	18 to 64 years	454,382	52,304
	With a disability	40,038	2,160
	Percent with a disability	8.8	4.1
	65 years and over	83,227	17,909
	With a disability	26,893	3,931
	Percent with a disability	32.3	22.0
<b>White alone</b>	<b>Total</b>	259,358	62,197
	Total population with a disability	14,605	4,279
	Percent with a disability	5.6	6.9
	Under 18 years	30,703	10,677
	With a disability	392	85
	Percent with a disability	1.3	0.8
	18 to 64 years	197,801	36,769
	With a disability	7,834	1,244
	Percent with a disability	4.0	3.4
	65 years and over	30,854	14,751
	With a disability	6,379	2,950
	Percent with a disability	20.7	20.0
<b>Black or African American alone</b>	<b>Total</b>	285,982	7,369
	Total population with a disability	48,214	1,020
	Percent with a disability	16.9	13.9
	Under 18 years	64,490	826
	With a disability	3,727	98
	Percent with a disability	5.8	11.9
	18 to 64 years	176,949	5,414
	With a disability	26,203	414
	Percent with a disability	14.8	7.7
	65 years and over	44,543	1,128
	With a disability	18,284	508
	Percent with a disability	41.1	45.0
<b>American Indiana and Alaska Native alone</b>	<b>Total</b>	2,044	212
	Total population with a disability	409	17
	Percent with a disability	20.0	8.0
	Under 18 years	239	31
	With a disability	11	11
	Percent with a disability	4.6	35.5
	18 to 64 years	1,322	152

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	With a disability	317	6
	Percent with a disability	24.0	4.0
	65 years and over	483	29
	With a disability	81	0
	Percent with a disability	16.8	0.0
<b>Asian alone</b>	<b>Total</b>	27,167	5,471
	Total population with a disability	1,271	214
	Percent with a disability	4.7	3.9
	Under 18 years	2,286	691
	With a disability	65	0
	Percent with a disability	2.8	0.0
	18 to 64 years	22,653	3,787
	With a disability	814	104
	Percent with a disability	3.6	2.8
	65 years and over	2,228	993
	With a disability	392	110
	Percent with a disability	17.6	11.1
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	368	9
	Total population with a disability	28	0
	Percent with a disability	7.6	0.0
	Under 18 years	34	0
	With a disability	0	0
	Percent with a disability	0.0	n/a
	18 to 64 years	306	0
	With a disability	28	0
	Percent with a disability	9.2	n/a
	65 years and over	28	9
	With a disability	0	0
	Percent with a disability	0.0	0.0
<b>Some Other Race alone</b>	<b>Total</b>	32,143	2,227
	Total population with a disability	2,507	196
	Percent with a disability	7.8	8.8
	Under 18 years	11,218	641
	With a disability	849	0
	Percent with a disability	7.6	0.0
	18 to 64 years	19,601	1,368
	With a disability	1,365	124
	Percent with a disability	7.0	9.1
	65 years and over	1,324	219
	With a disability	293	72

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	Percent with a disability	22.1	32.9
<b>Two or More Races</b>	<b>Total</b>	55,952	8,414
	Total population with a disability	5,577	676
	Percent with a disability	10.0	8.0
	Under 18 years	16,435	2,820
	With a disability	636	117
	Percent with a disability	3.9	4.2
	18 to 64 years	35,750	4,814
	With a disability	3,477	268
	Percent with a disability	9.7	5.6
	65 years and over	3,767	780
	With a disability	1,464	291
	Percent with a disability	38.9	37.3
<b>Hispanic or Latino</b>	<b>Total</b>	77,177	8,433
<b>(Hispanics can be of any race and are included in race categories above)</b>			
	Total population with a disability	6,332	674
	Percent with a disability	8.2	8.0
	Under 18 years	21,660	2,076
	With a disability	1,203	128
	Percent with a disability	5.6	6.2
	18 to 64 years	50,458	5,517
	With a disability	3,174	137
	Percent with a disability	6.3	2.5
	65 years and over	5,059	840
	With a disability	1,955	409
	Percent with a disability	38.6	48.7
	<b>UNEMPLOYMENT RATE (Population 16 years and over)</b>		
<b>Total</b>	Unemployment rate	6.5	4.1
<b>White alone</b>	Unemployment rate	2.6	3.7
<b>Black or African American alone</b>	Unemployment rate	12.8	10.6
<b>American Indian and Alaska Native alone</b>	Unemployment rate	0.0	0.0
<b>Asian alone</b>	Unemployment rate	2.4	0.8
<b>Native Hawaiian and Other Pacific Islander alone</b>	Unemployment rate	5.1	n/a
<b>Some Other Race alone</b>	Unemployment rate	6.2	0.2
<b>Hs</b>	Unemployment rate	4.4	4.2
<b>Hispanic or Latino</b>	Unemployment rate	4.5	4.0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	<b>POVERTY STATUS</b>		
<b>Total population</b>	Population for whom poverty status is determined	647,874	82,913
	Total Population Below Poverty	94,140	5,772
	Percent in poverty	14.5	7.0
<b>White alone</b>	Population for whom poverty status is determined	251,541	59,975
	Total Population Below Poverty	12,612	2,797
	Percent in poverty	5.0	4.7
<b>Black or African American alone</b>	Population for whom poverty status is determined	282,170	7,086
	Total Population Below Poverty	66,819	1,766
	Percent in poverty	23.7	24.9
<b>American Indian and Alaska Native alone</b>	Population for whom poverty status is determined	1,990	203
	Total Population Below Poverty	463	19
	Percent in poverty	23.3	9.4
<b>Asian alone</b>	Population for whom poverty status is determined	25,395	5,267
	Total Population Below Poverty	3,377	656
	Percent in poverty	13.3	12.5
<b>Native Hawaiian and Other Pacific Islander alone</b>	Population for whom poverty status is determined	349	9
	Total Population Below Poverty	56	0
	Percent in poverty	16.1	0.0
<b>Some Other Race alone</b>	Population for whom poverty status is determined	31,697	2,180
	Income in the past 12 months below poverty level	5,143	131
	Percent in poverty	16.2	6.0
<b>Two or More Races</b>	Population for whom poverty status is determined	54,732	8,193
	Total Population Below Poverty	5,670	404
	Percent in poverty	10.4	4.9
<b>Hispanic or Latino</b>	Population for whom poverty status is determined	75,448	8,214
<b>(Hispanics can be of any race and are included in race categories above)</b>	Total Population Below Poverty	8,870	470
	Percent in poverty	11.8	5.7
	<b>MEDIAN HOUSEHOLD INCOME</b>		
<b>Total households</b>	Median household income (dollars)	106,287	152,259



RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
<b>White alone</b>	Median household income (dollars)	166,774	174,547
<b>Black or African American alone</b>	Median household income (dollars)	60,446	74,363
<b>American Indian and Alaska Native alone</b>	Median household income (dollars)	63,617	N/A
<b>Asian alone</b>	Median household income (dollars)	121,619	121,202
<b>Native Hawaiian and Other Pacific Islander alone</b>	Median household income (dollars)		
<b>Some Other Race alone</b>	Median household income (dollars)	74,754	85,465
<b>Two or More Races</b>	Median household income (dollars)	116,869	153,640
<b>Hispanic or Latino</b>	Median household income (dollars)	106,435	120,638
	<b>TENURE</b>		
<b>Total householder</b>	<b>Total</b>	321,556	41,760
	Owner occupied	132,288	22,434
	% owner occupied	189,268	19,327
	Renter occupied	41.1	53.7
	% renter occupied	58.9	46.3
<b>White alone</b>	<b>Total</b>	141,114	31,293
	Owner occupied	67,735	18,405
	% owner occupied	73,379	12,889
	Renter occupied	48.0	58.8
	% renter occupied	52.0	41.2
<b>Black or African American alone</b>	<b>Total</b>	132,272	3,975
	Owner occupied	46,179	1,092
	% owner occupied	86,093	2,884
	Renter occupied	34.9	27.5
	% renter occupied	65.1	72.6
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,199	91
	Owner occupied	235	37
	% owner occupied	964	54
	Renter occupied	19.6	40.7
	% renter occupied	80.3	59.3
<b>Asian alone householder</b>	<b>Total</b>	14,121	2,544
	Owner occupied	5,843	1,227
	% owner occupied	8,278	1,316
	Renter occupied	41.4	48.2
	% renter occupied	58.6	51.7
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	129	0
	Owner occupied	41	0
	% owner occupied	88	0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	
			ROCK CREEK WEST
	Renter occupied	31.8	n/a
	% renter occupied	68.2	n/a
<b>Some Other Race alone</b>	<b>Total</b>	10,020	817
	Owner occupied	2,878	244
	% owner occupied	7,142	573
	Renter occupied	28.7	29.9
	% renter occupied	71.3	70.1
<b>Two or More Races</b>	<b>Total</b>	22,702	3,040
	Owner occupied	9,377	1,429
	% owner occupied	13,323	1,611
	Renter occupied	41.3	47.0
	% renter occupied	58.7	53.0
<b>Hispanic or Latino</b>	<b>Total</b>	28,939	3,352
<b>(Hispanics can be of any race and are included in race categories above)</b>	Owner occupied	10,529	1,467
	% owner occupied	18,407	1,885
	Renter occupied	36.4	43.8
	% renter occupied	63.6	56.2
	<b>HOUSING COST BURDEN</b>		
<b>Total</b>	Total Households	321,556	41,760
	Cost Burdened Households	311,165	40,597
	Not Computed	105,775	11,259
	Percent of households spending 30% or more of their income on housing	34.0	27.7
<b>White Alone</b>	Total Households	141,113	31,293
	Cost Burdened Households	139,155	30,616
	Not Computed	33,545	7,398
	Percent of households spending 30% or more of their income on housing	24.1	24.2
<b>Black or African American alone</b>	Total Households	132,272	3,975
	Cost Burdened Households	125,871	3,686
	Not Computed	55,784	1,684
	Percent of households spending 30% or more of their income on housing	44.3	45.7
<b>American Indian and Alaska Native alone</b>	Total Households	1,200	91
	Cost Burdened Households	1,171	91
	Not Computed	499	37

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	Percent of households spending 30% or more of their income on housing	42.6	40.7
<b>Asian Alone</b>	Total Households	14,122	2,544
	Cost Burdened Households	13,466	2,493
	Not Computed	4,519	908
	Percent of households spending 30% or more of their income on housing	33.6	36.4
<b>Native Hawaiian and other Pacific Islander alone</b>	Total Households	129	0
	Cost Burdened Households	101	0
	Not Computed	77	0
	Percent of households spending 30% or more of their income on housing	76.2	n/a
<b>Some Other Races</b>	Total Households	10,020	817
	Cost Burdened Households	9,350	817
	Not Computed	4,000	395
	Percent of households spending 30% or more of their income on housing	42.8	48.3
<b>Two or More Races</b>	Total Households	22,702	3,040
	Cost Burdened Households	22,051	2,894
	Not Computed	7,351	837
	Percent of households spending 30% or more of their income on housing	33.3	28.9
<b>Hispanic or Latino</b>	Total Households	28,939	3,352
	Cost Burdened Households	28,051	3,203
	Not Computed	9,849	953
	Percent of households spending 30% or more of their income on housing	35.1	29.8

**Notes: Housing cost burden by race is not available; Hispanics can be of any race and are included in race categories above;**

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates