

FRIENDSHIP HEIGHTS & TENLEYTOWN

Wisconsin Avenue Development Framework
Existing Conditions Report

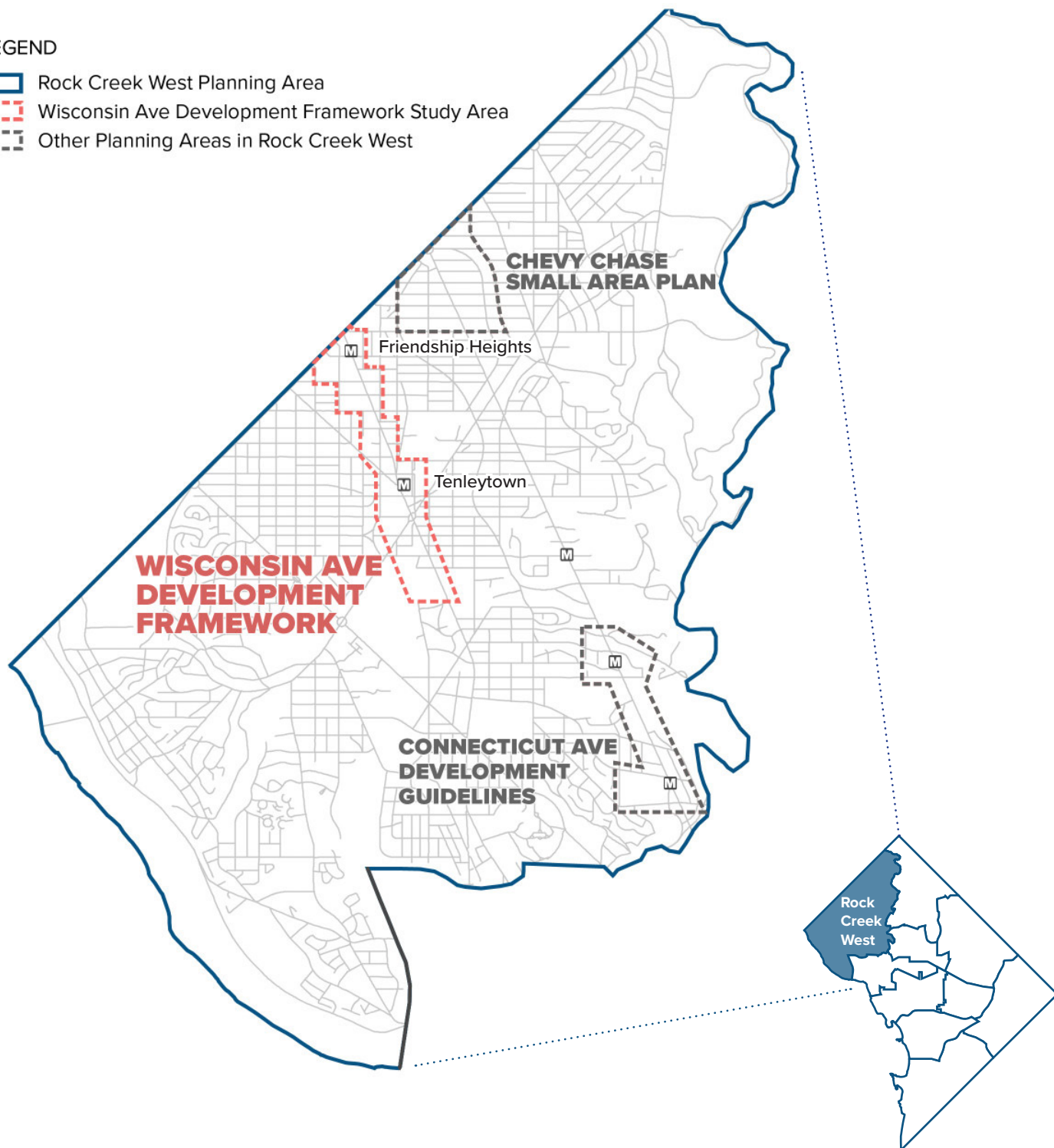
November 2022

District of Columbia
Office of Planning



LEGEND

-  Rock Creek West Planning Area
-  Wisconsin Ave Development Framework Study Area
-  Other Planning Areas in Rock Creek West



The Wisconsin Avenue Development Framework is a neighborhood planning effort focused on the Friendship Heights and Tenleytown neighborhoods and is part of a broader Rock Creek West Corridors Planning initiative outlined in the 2021 Rock Creek West Road Map. Rock Creek West is one of 10 Planning Areas in the District of Columbia.

CONTENTS

INTRODUCTION

Existing Conditions Overview and Key Findings	6
Project Description and Purpose	8
Project Timeline	9

SECTION 1: DEMOGRAPHICS

Census Tract Areas	12
Population	13
Household Income	14
Housing	15
Housing Affordability	16
Dedicated Affordable Housing	17

SECTION 2: LAND USES AND DEVELOPMENT

Historic Timeline	20
Advisory Neighborhood Commissions	22
Current Zoning	23
Current Land Use	24
Future Land Use Map	25
Buildings by Year Built	26
Historic Resources	27
Development Activity	28
Transit	30
Walking and Biking	31
Green Space and Tree Canopy	32
Civic Facilities and Amenities	33
Public Space Projects	34

SECTION 3: PUBLIC REALM

Building Character	38
Streetscape Character	40
Building Scale	42

References	44
Acknowledgements	45



INTRODUCTION

EXISTING CONDITIONS OVERVIEW

This Existing Conditions Report describes the current demographic trends, land use and development conditions, and public realm characteristics in and around the Wisconsin Avenue Development Framework study area. Using data assembled in Summer of 2022, this report sets a baseline to inform the recommendations for zoning and design strategies to help shape the future of development and public realm improvements in the Tenleytown and Friendship Heights Metro station areas along the Wisconsin Avenue corridor. This report is posted to the project website, which provides up-to-date information on past and upcoming engagement activities and project resources: publicinput.com/rcw-wisconsin.

KEY FINDINGS

Over the past 10 years, the population of Friendship Heights, Tenleytown, and the surrounding areas¹ has grown at less than one-sixth of the rate of the District overall. With no growth in the number of households (ie. few new homes) the relatively small population growth is likely accounted for by the increase in the size of households and families, a citywide trend, especially pronounced west of Rock Creek Park.

The majority of the housing stock was built prior to 1990 and is primarily located within multi-family buildings that occupy a very small portion of the area's residential land (8%). There are 156 dedicated affordable housing units (either completed or under construction), all produced through the Inclusionary Zoning program. While this represents less than 2% of the area's housing units, four additional projects are working through planning approvals and permitting are expected to double the number of affordable units, bringing the proportion closer to 3% in the coming years.

The median household income in and surrounding the study area is 150% that of the District, however, income disparities can be seen among White and Black households, where the median income for White households is \$156,766 and \$67,516 for Black households. While the majority of District housing is renter-occupied at 57%, the study area's housing is inversely majority owner-occupied at 56%. Most residents who identify as Asian (75%), Black (67%), and Other (78%) are renters, while the minority of White residents (40%) are renters.

1. Population, social, economic, and housing trends are based on Census data using the American Community Survey (ACS) five-year estimates from 2016-2020 and 2006-2010, and comprised of Census Tracts 10.02, 10.04, 11, and 12.

Dedicated affordable housing is both income-restricted to households earning less than 30% of the DC region's Median Family Income (MFI) and up to 80% of the MFI and rent-restricted to 30% of the target household income limit. The price of this housing is maintained at a level below what the free market would demand using a variety of local and federal tools.

The Washington Metropolitan Statistical Area MFI is published annually by the U.S. Department of Housing and Urban Development, at which half of households have income above that level and half below.

Inclusionary Zoning (IZ) is a program administered by the DC Department of Housing and Community Development (DHCD), which requires that 8 percent to 10 percent of the residential floor area be set aside for affordable units in most:

- new residential development projects of 10 or more units; and
- rehabilitation projects that are creating 10 or more units in an existing building or addition.

IZ rent and purchase prices are governed by the Inclusionary Zoning Maximum Income, Rent and Purchase Price Schedule, updated annually and accessible at www.dhcd.dc.gov.



The Friendship Heights Makers Market and Street Festival was a new event on Wisconsin Avenue programmed twice in 2022 (Photo: Albert Ting for Friendship Heights Alliance).

Studio and 1-bedroom units are more affordable to moderate income households both renting and buying on the corridor and surrounding areas, but there is a lack of family sized units (2, 3, and 4+ bedrooms) that are attainable to households below the Median Family Income.

In the study area, building heights and densities recommended in the recently updated Comprehensive Plan offer the potential for substantial new mixed-use development that can provide market rate and dedicated affordable housing. Currently, there are 2,500 new housing units under construction or working through entitlements in Tenleytown and Friendship Heights, the majority of these new units are built or proposed as matter-of-right developments, not taking advantage of increased available densities that would require discretionary approvals.

Several popular facilities run by DC Department of Parks and Recreation (DPR) are located in and around the study area, as are green spaces owned and managed by the National Park Service (NPS). Tenleytown in particular is a civic hub for the corridor and broader community, with over 4,000 students attending nearby public schools, the Tenley-Friendship Library, and Wilson Aquatic Center. Nevertheless, gaps in access to certain recreational facility types exist along the corridor. Demographic shifts have contributed to pressures on public school enrollment, which are being addressed through expanded capital facilities investments and student assignment and boundary studies.

The study area is anchored by the Friendship Heights and Tenleytown-AU Red Line Metro stations. Multiple connecting bus lines provide service along Wisconsin

Avenue and eastbound crosstown lines. Both station areas are targets for bus related transit investments. The historic Western Bus Garage in Friendship Heights is due for a 21st century rehabilitation and expansion, while the Tenleytown Multimodal Access study is exploring the bus loop and plaza area framed by civic and commercial uses in Tenleytown. Sidewalks are a common feature on most streets but a safe and inviting bicycle network is lacking.

Through recent efforts led by the Tenleytown Main Street and Advisory Neighborhood Commission 3E, public space improvements benefitting the social and environmental conditions of the corridor are being implemented through public and private investments. Expanding and connecting these public space improvements through future development and investment is an important opportunity. The Tenleytown Main Street and newly formed Friendship Heights Alliance also program and activate underutilized public spaces along the corridor.



Construction around Tenleytown is bringing new homes and retail to the corridor.

PROJECT BACKGROUND



DESCRIPTION

The Wisconsin Avenue Development Framework is a neighborhood planning effort focused on the Friendship Heights and Tenleytown neighborhoods and is part of a broader Rock Creek West Corridors Planning initiative outlined in the 2021 Rock Creek West Roadmap. The planning process is led by the Office of Planning (OP) and is intended to implement the Comprehensive Plan (Comp Plan) particularly where land use designations have been updated along Wisconsin Avenue. The Wisconsin Avenue Development Framework will provide specific guidance on potential zoning changes consistent with the Comp Plan that can deliver additional housing capacity in this high-opportunity, mixed-use corridor. It will also provide guidance on a commercial action strategy focused on Friendship Heights and a public realm plan for the entire study area.















PURPOSE

In parts of Rock Creek West, particularly along Connecticut and Wisconsin Avenues, the Comp Plan's Future Land Use Map (FLUM) adopted new land use designations that support more market rate and affordable housing. These new designations added or increased allowable residential density in certain areas, which could permit additional housing units, pending a change in zoning. Along Wisconsin Avenue around the Friendship Heights and Tenleytown Metro stations, the land use designations were amended to moderate, medium, and high density mixed use, as seen in the figure below (amended areas outlined in black).

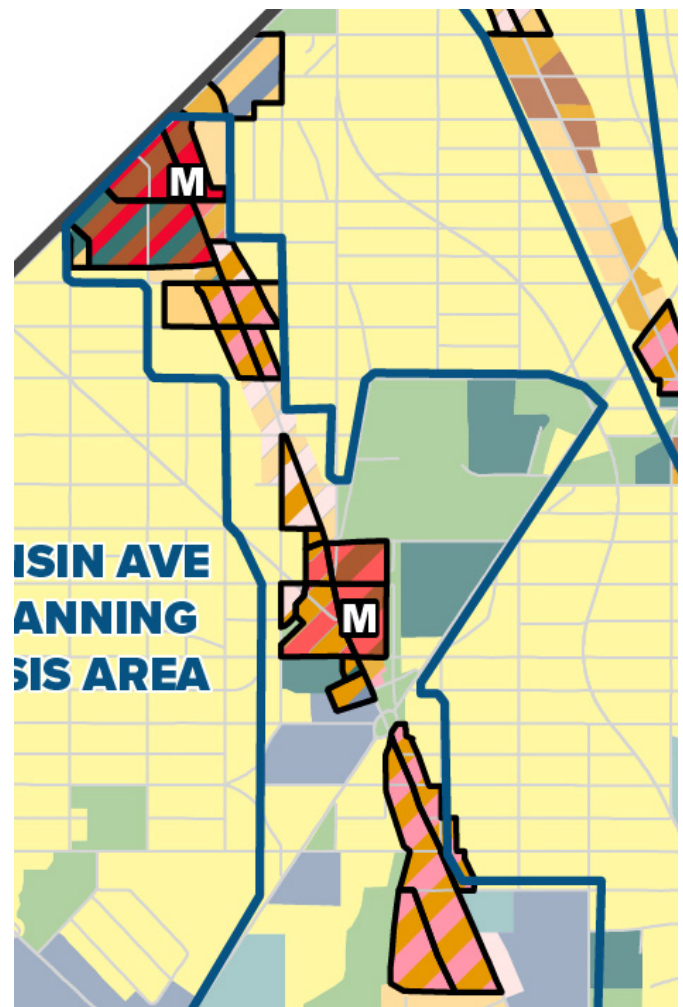
LEGEND:

-  2021 Future Land Use Map (FLUM) Changes
-  2021 Generalized Policy Map (GPM) Future Planning Analysis Areas

FLUM CATEGORIES:

-  Residential - Low Density
-  Residential - Moderate Density
-  Residential - Medium Density
-  Residential - High Density
-  Commercial - Low Density
-  Commercial - Moderate Density
-  Commercial - Medium Density
-  Commercial - High Density
-  Institutional
-  Federal
-  Local Public Facilities
-  Parks, Recreation, and Open Space
-  Production, Distribution, and Repair
-  Water

Striped = Mixed Uses



PROJECT TIMELINE

SCHEDULE

The Wisconsin Avenue Development Framework will be developed through community stakeholder engagement aligned with key project milestones.

2022

Jun

Jul

Aug

Sep

Oct

Nov

Dec

2023

Jan

Feb

Mar

Apr

**Community
Walks and
Survey**

Pop-Ups

Pop-Ups

**Community
Design
Conversations**

Pop-Ups

**Draft
Report**

**Final
Report**

**Office
Hours**

Up-to-date project information on past and upcoming engagement activities and project resources can be accessed at: publicinput.com/rcw-wisconsin.

Pre-Planning

Establish project team; contract procurement for technical studies; conduct existing conditions data gathering and analysis; and develop a public participation plan.

Plan Development

Conduct public engagement events to support the development of the project's three complementary components:

- Commercial Action Strategy
- Public Realm Plan
- Zoning Study

Final Reports

Release draft report for public review. Finalize report.

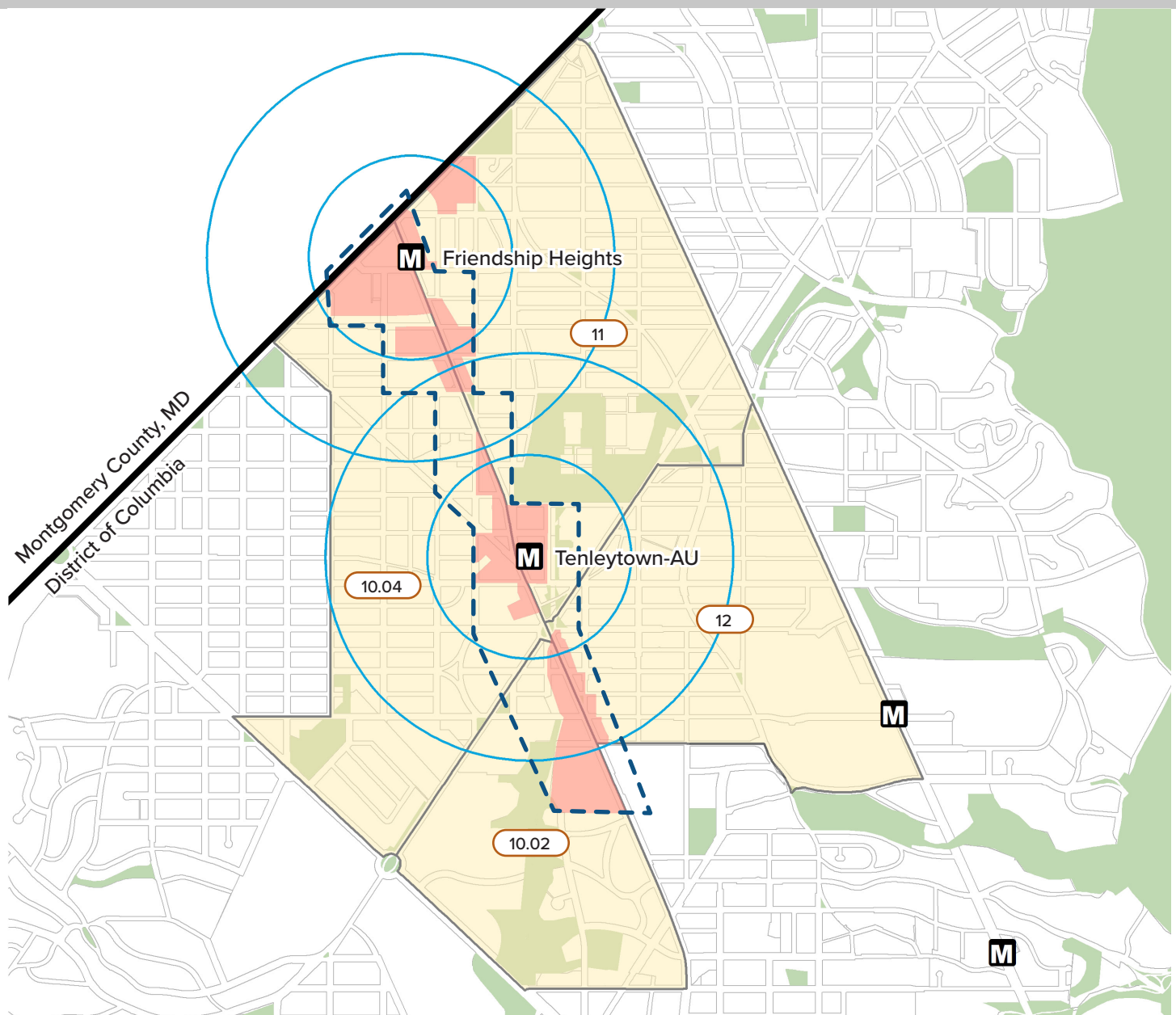


Photo: Albert Ting for Friendship Heights Alliance

SECTION 1: DEMOGRAPHICS



CENSUS TRACT AREAS

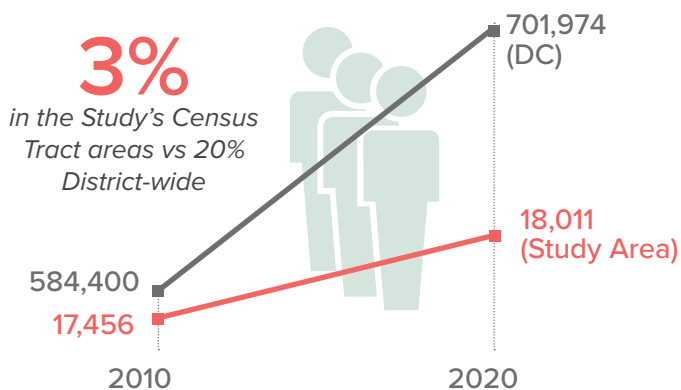


- ■ ■ Study Area
- Census Tract Area
- FLUM Changes
- Metro Buffer (1/4 and 1/2 mile)

To understand the demographic, social, housing, and economic characteristics of the study area, Census data was compiled using the American Community Survey (ACS) five-year estimates from 2006-2010, and 2016-2020 for Census Tracts 10.02, 10.04, 11, and 12. The Census Tract area covers an approximately two square mile geography within DC, intersecting with a 1/2-mile radius of the Friendship Heights and Tenleytown-AU Metro Stations. The population and housing characteristics of this geography are believed to be a good representation of the study area within DC (supplementary retail market analyses will consider Maryland residents). All data points on pages 7 - 10 are sourced from the ACS unless otherwise stated.

POPULATION

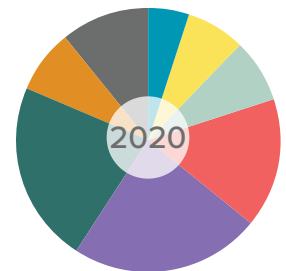
POPULATION GROWTH (2010-2020)



The 2020 Census population for the District is 689,545. The drop in population compared to the 2016-2020 ACS 5-year estimate is likely attributed to increasing domestic out-migration from 2016 to 2020 and an increase in deaths due to COVID-19.

AGE BREAKDOWN

- <5 (5.2%)
- 5 to 9 (7.3%)
- 10-19 (7.6%)
- 20-29 (15.9%)
- 30-44 (23.2%)
- 45-64 (22.2%)
- 65-74 (7.9%)
- 74+ (10.7%)



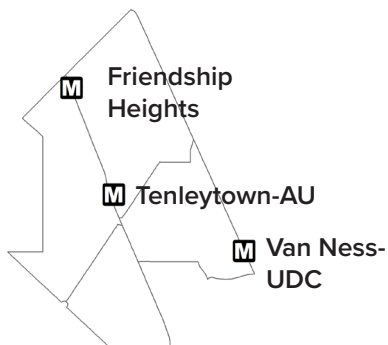
While population increased somewhat in the Census Tract areas compared with the District (3% vs 20%, respectively), there was no growth in the number of households compared with the District's 12% growth in households between 2010 and 2020. Population growth in the Census Tract areas is likely accounted for by the increase in the size of households and families, a citywide trend, especially pronounced in Rock Creek West.

HOUSEHOLD SIZE GROWTH (2010 - 2020)

Wisconsin Avenue Neighborhood	6.25%
Rock Creek West Planning Area	12.45%
District-wide	8.49%

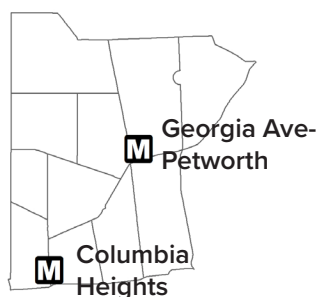
POPULATION DENSITY COMPARISON

Friendship Heights/
Tenleytown



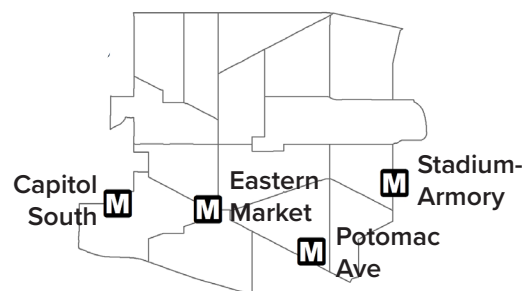
14/acre

Petworth/
Columbia Heights



38/acre

Capitol Hill/
Barney Circle

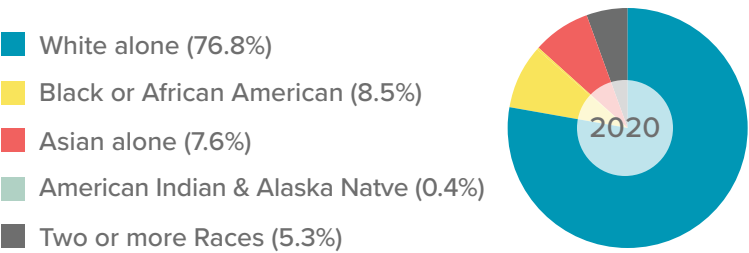


35/acre

Comparing Metro station areas of similar size and characteristics, the Wisconsin Avenue Census Tract areas comprises less than half of the population density as in other neighborhoods that are located along major transit corridors outside of downtown. Source: Remix.

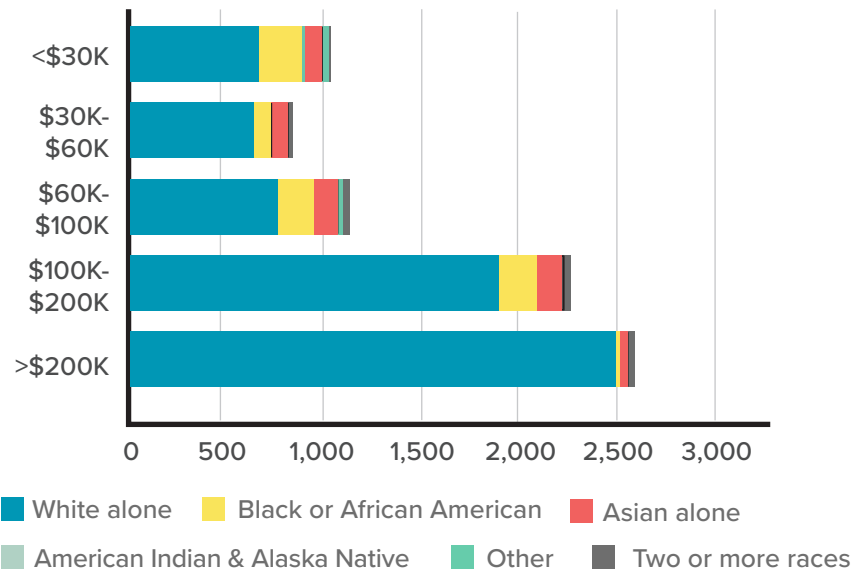
HOUSEHOLD INCOME

POPULATION BY RACE (2020)



District-wide White and Black populations are 41%, and 45%, respectively. In RCW, 7% Identify as Hispanic or Latino, compared to 11% District-wide.

HOUSEHOLD INCOME BY RACE



White alone Black or African American Asian alone
American Indian & Alaska Native Other Two or more races

MEDIAN HOUSEHOLD INCOME (2020)

\$136,137

150% that of District-wide Median Household Income of \$90,842 in 2020.



MEDIAN HOUSEHOLD INCOME BY RACE (2020)

White alone	\$156,766
Black or African American	\$67,516
Asian alone	\$83,941
Two or more Races	\$94,293

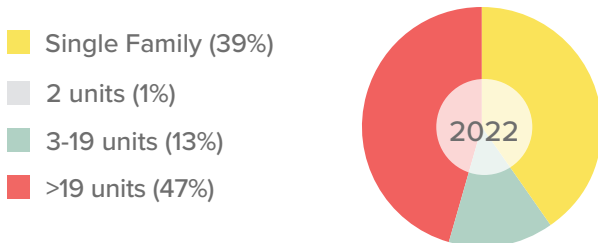
District-wide White and Black median household incomes are \$144,769, and \$48,515, respectively.

Income disparities between White and Black households are more pronounced within and surrounding the Census Tract areas, where the median income for Black households is one-third that of White households.

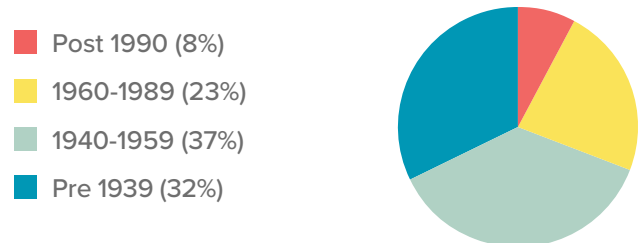
HOUSING

9,524 total housing units in the Census Tract areas

HOUSING BY BUILDING TYPE

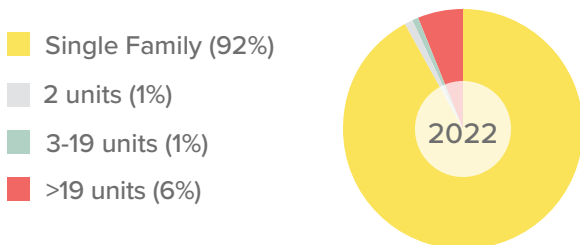


HOUSING BY YEAR BUILT

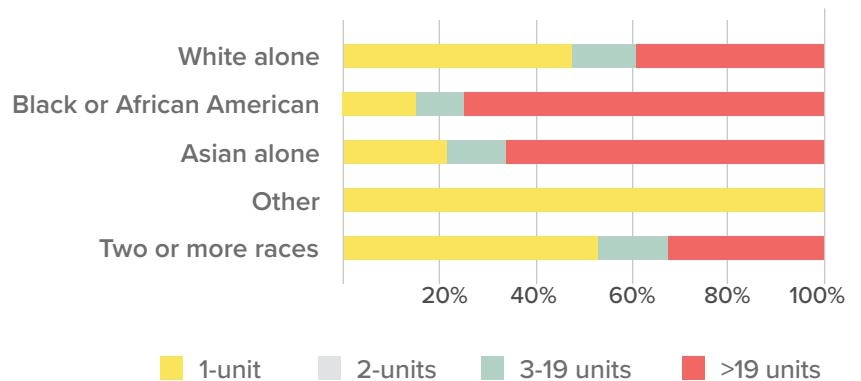


Source: Master Address Repository,
DC Office of Planning April 2022.

HOUSING TYPE BY RESIDENTIAL LAND AREA

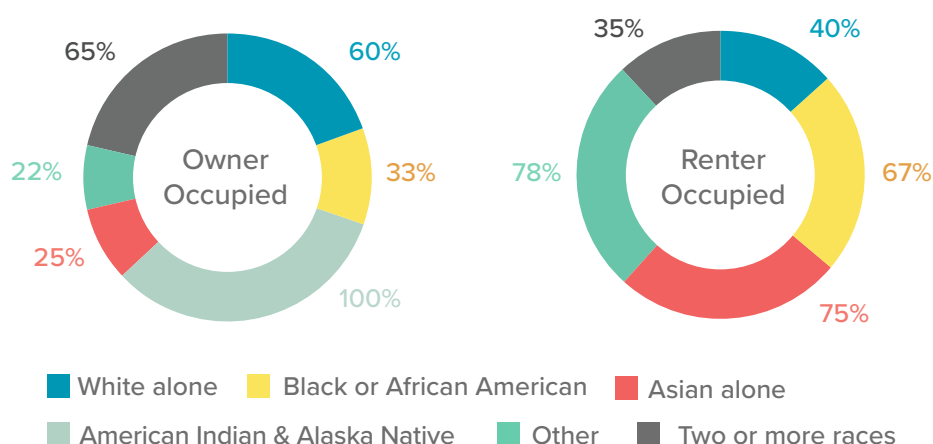


HOUSING TYPE BY RACE



Source: Master Address Repository,
DC Office of Planning April 2022.

HOUSING TENURE BY RACE



The majority of housing units in the Census Tract areas, 61% of total units, are located within multi-family residential buildings and occupy 8% of the residential land area. Inversely, Single-family homes make up 39% of the housing stock yet occupy 92% of the residential land.

56% of total housing units are owner occupied, compared with 43% District-wide.

HOUSING AFFORDABILITY

AVERAGE HOME SALE PRICE

\$977,775

in the study's Census Tract areas vs \$707,500 District-wide

Source: Redfin.com, April 2022.



The Washington Metropolitan Statistical Area Median Family Income (MFI) is published annually by the U.S. Department of Housing and Urban Development. MFI is calculated by household size, at which half of the households have income above that median level and half are below. The 2022 MFI for the Washington Area for each level is:

1-person	\$99,600
2-person	\$113,850
3-person	\$128,050
4-person	\$142,300

DHCD recommends that Households should not expend more than 38% of their annual income on housing costs for rental Inclusionary Units and 41% of their annual income on

AVERAGE RENTS BY BEDROOM

Studio	\$1,610
1-Bedroom	\$2,407
2-Bedroom	\$3,780
3-Bedroom	\$7,218

Source: CoStar.com, DC Office of Planning, April 2022.

MINIMUM MFI TO AFFORD AVERAGE SALES BY UNIT TYPE

Unit Type	Studio	1 Bed	2 Bed	3 Bed	4 Bed
Condo/Co-op	51%-57%	83%-94%	114%-129%	94%-106%	
Single Family			159%-183%	170%-196%	191%-221%
Town-house			155%-179%	149%-172%	166%-192%

Source: CoStar.com, April 2022.

MINIMUM MFI TO AFFORD AVERAGE RENTS BY PROPERTY CLASS

Units	Studio	1 Bed	2 Bed	3 Bed	Total
Min. MFI	62%	86%	113%	173%	
Avg. Rent	\$1,610	\$2,407	\$3,780	\$7,218	\$2,609
% of Total	19%	51%	26%	4%	100%

Source: CoStar.com, April 2022.

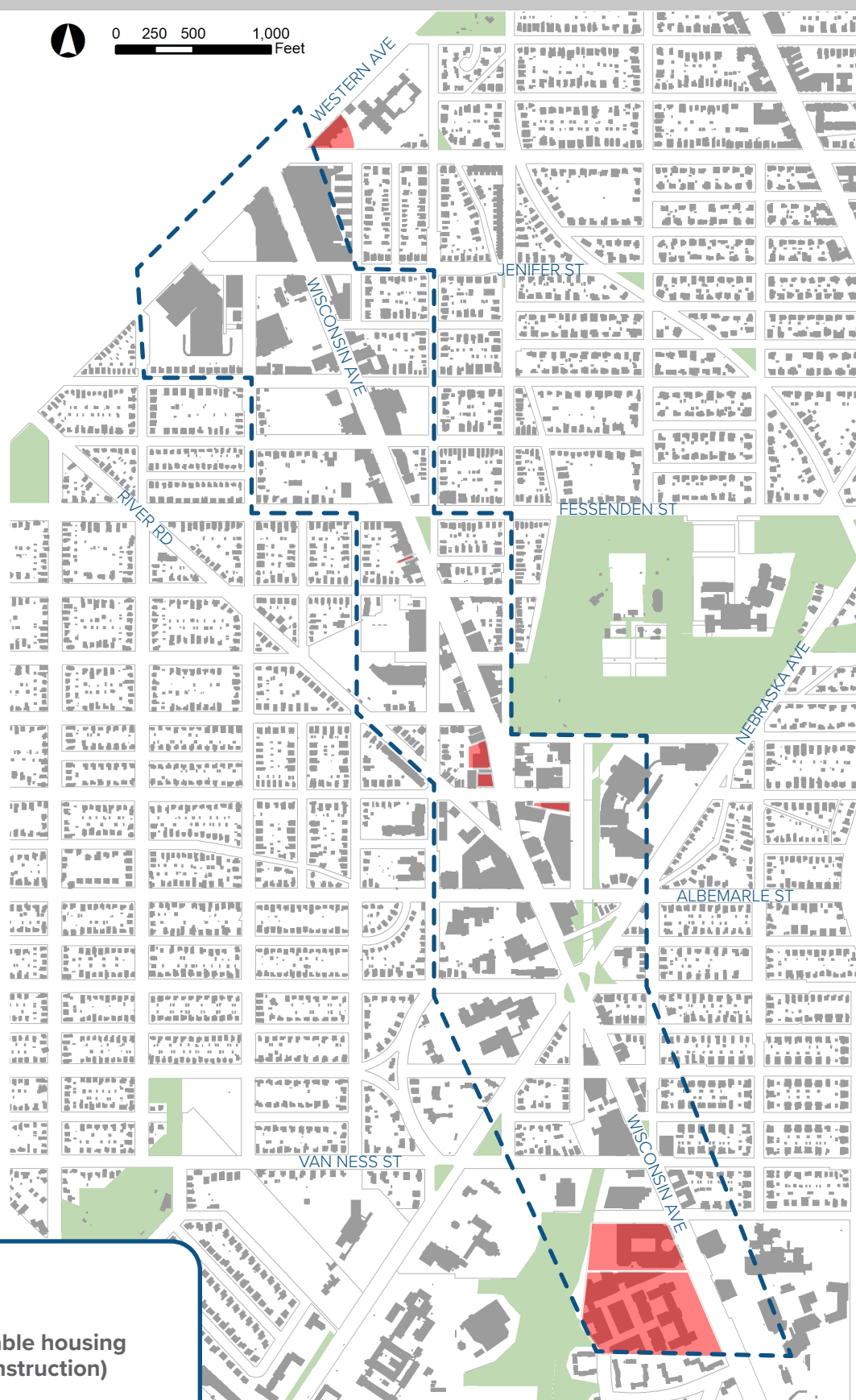
While Studio and 1-bedroom units are affordable to moderate income households both renting and buying in the study's Census Tract areas, there is a lack of family sized units (2, 3, and 4+ bedrooms) that are attainable to households below the Median Family Income (MFI).

DEDICATED AFFORDABLE HOUSING

On the corridor, there are 156 units of dedicated affordable housing completed or under construction on seven properties as of summer of 2022. Of the 156 units, 136 are under construction in 2022, which is a nearly sevenfold increase over the 20 completed units as of early 2022.

All 156 of these units were produced through the Inclusionary Zoning program, in some cases exceeding the program requirements as community benefits of Planned Unit Developments.

In Friendship Heights, four projects are currently working through planning approvals and permitting will increase the number of dedicated affordable units on the corridor in future years. These additional units will bring the total closer to 300 units, doubling the current number of units completed and under





SECTION 2: LAND USES AND DEVELOPMENT

The background features a light gray field with several large, semi-transparent circles in shades of red and pink. In the bottom right corner, there are several thin, light blue diagonal lines.

HISTORIC TIMELINE

District of Columbia

1791

Pierre L'Enfant designs the plan for Washington, RCW remains part of rural Washington County.

1862

The District's first horse-drawn streetcar lines built

1888

First electric streetcar system within District begins operation

1893

Highway Act enacted by Congress; directed District to plan a suburban street network that conformed to the original city grid.

MID 1700s

The road that would eventually come to be known as Wisconsin Avenue was utilized as a route for farmers and other trades to the Georgetown Inspection Station. The inspection station was used to weigh, grade, and ship products.

1830s

Tenleytown emerges a popular stop for cattle drovers looking to sell their steers. The stockyards were located at the intersection of Wisconsin Avenue and River Road. Butchers frequented the yards to purchase cattle to be processed at slaughterhouses in Georgetown Heights along Foxhall Road and Wisconsin Avenue.

1755

Wisconsin Avenue improved as first military road in colonial America.

Infrastructure

18th Century

19th Century

Neighborhoods

1713

Charles Calvert granted a 3,124-acre tract to James Stoddert and Colonel Thomas Addison, named "Friendship" after the relationship between Stoddert and Addison.

LATE 1700s

Tenleytown established; Town formed around John Tennally's tavern at the crossroads of three land routes to Georgetown.

1841

William Heider purchases 41 acres of land in Tenleytown, sparking a migration of German immigrants to the area who took up occupations as farmers and merchants.

1753

The Murdock family, descendants of the Addisons, inherited more than 1,200 acres of Friendship.

MID 1800s

"Tennally's Town" consists of a tavern, blacksmith shop, a collection of houses, a school, a church, and several businesses began to emerge as a village due to its location to nearby mills.

Rock Creek West

PRE 1700s

Native Americans migrated through Ward 3 seasonally residing along the shores of the Potomac River and Rock Creek.

1865

Land speculators and real estate developers began to buy up Washington County farms and estates; first suburbs immediately outside the old city limits that were accessible by horse-drawn streetcars.

1890

Congress dedicates 1,700 acres along the Rock Creek valley as Rock Creek Park.

1920

Washington, DC adopts land-use zoning. The ordinance restricted apartment buildings to a certain height and use zones, principally along major avenues.

1938

Zoning Act of 1938 introduces Comprehensive Planning to the District

1976

The first segment of Metro opens between Farragut North and Rhode Island Avenue

1978

DC Historic Preservation Law Enacted

1861-1865

Civil War encampments and facilities reshaped the area's rural landscape. Woods were cleared and fields opened for military activities causing a pause in agricultural activities and displacement of residents.

1930s

Reno City land acquired for schools and parks, displacing community of Black and white working-class residents.

2021

The Comprehensive Plan updates land use designations to allow for more development opportunities along Wisconsin Avenue.

1890

Georgetown & Tennallytown Street Railway opened, initiating streetcar service up Wisconsin Avenue.

1984

Friendship Heights and Tenleytown-AU Metro Stations open along Metro Red Line.

20th Century

21st Century

1869

Reno City platted, formed from farmland requisitioned for Fort Reno.

1909

Belmont Syndicate's effort to build an elite suburb for African Americans in Friendship Heights was scuttled by local opposition.

1959

Lord & Taylor opens and became the first major store erected on the Mazza family parcels in Friendship Heights.

1920s

The availability of car ownership promoted the filling in of more distant areas such as Tenleytown and Friendship Heights.

1978

Mazza Gallerie Shops opened in Friendship Heights

2010s - 2020s

The Tenleytown Main Street formed in 2016 and Friendship Heights Alliance formed in 2021 as commercial management entities along Wisconsin Avenue.

1898

Highway Plan for Ward 3 certified.

1920s

A new generation of developers entered the market transforming streetcar suburbs into auto-oriented ones.

1937

The Federal Housing Administration map grades the District and nearby suburbs for housing financing and mortgage lending purposes.

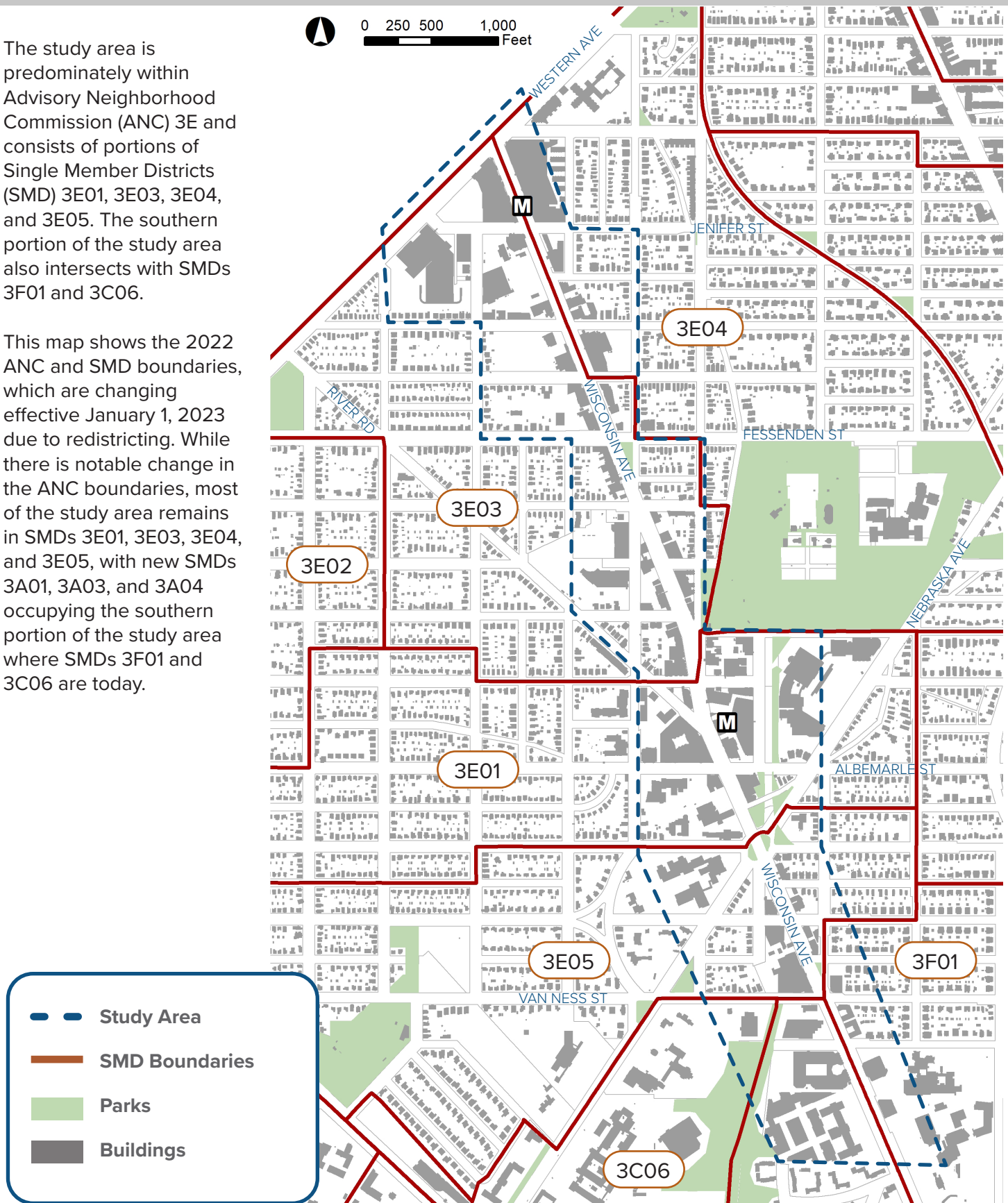
1964

Rock Creek Park Historic District Designation

ADVISORY NEIGHBORHOOD COMMISSIONS

The study area is predominately within Advisory Neighborhood Commission (ANC) 3E and consists of portions of Single Member Districts (SMD) 3E01, 3E03, 3E04, and 3E05. The southern portion of the study area also intersects with SMDs 3F01 and 3C06.

This map shows the 2022 ANC and SMD boundaries, which are changing effective January 1, 2023 due to redistricting. While there is notable change in the ANC boundaries, most of the study area remains in SMDs 3E01, 3E03, 3E04, and 3E05, with new SMDs 3A01, 3A03, and 3A04 occupying the southern portion of the study area where SMDs 3F01 and 3C06 are today.



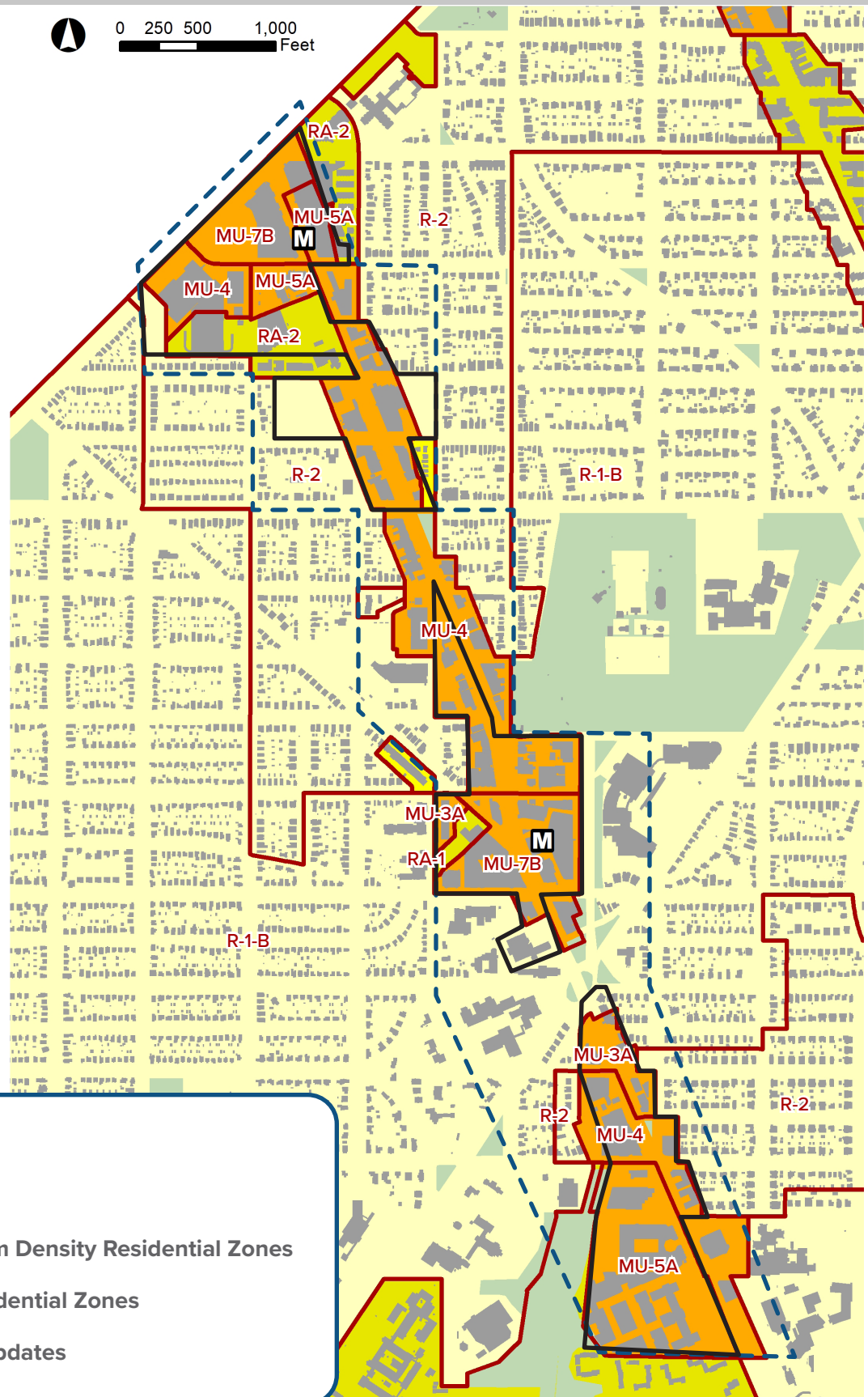
CURRENT ZONING

Along Wisconsin Avenue within the study area, there are predominately five distinct zoning designations that permit for moderate to medium density mixed-use (MU-3A, MU-4, MU-5A, and MU-7B) as well as apartments (RA-2).

The more intense land uses are located right at the two Metro stations, with the zoning transitioning between them. To the east and west, the zoning transitions to only allow low-density detached and semi-detached homes (R-2 and R-1-B).

Zone	Height	FAR
RA-2	50	2.16
MU-3A	40	1.2
MU-4	50	3.0
MU-5A	70	4.2
MU-7B	65	4.8

Maximum Heights and FAR include IZ bonuses.

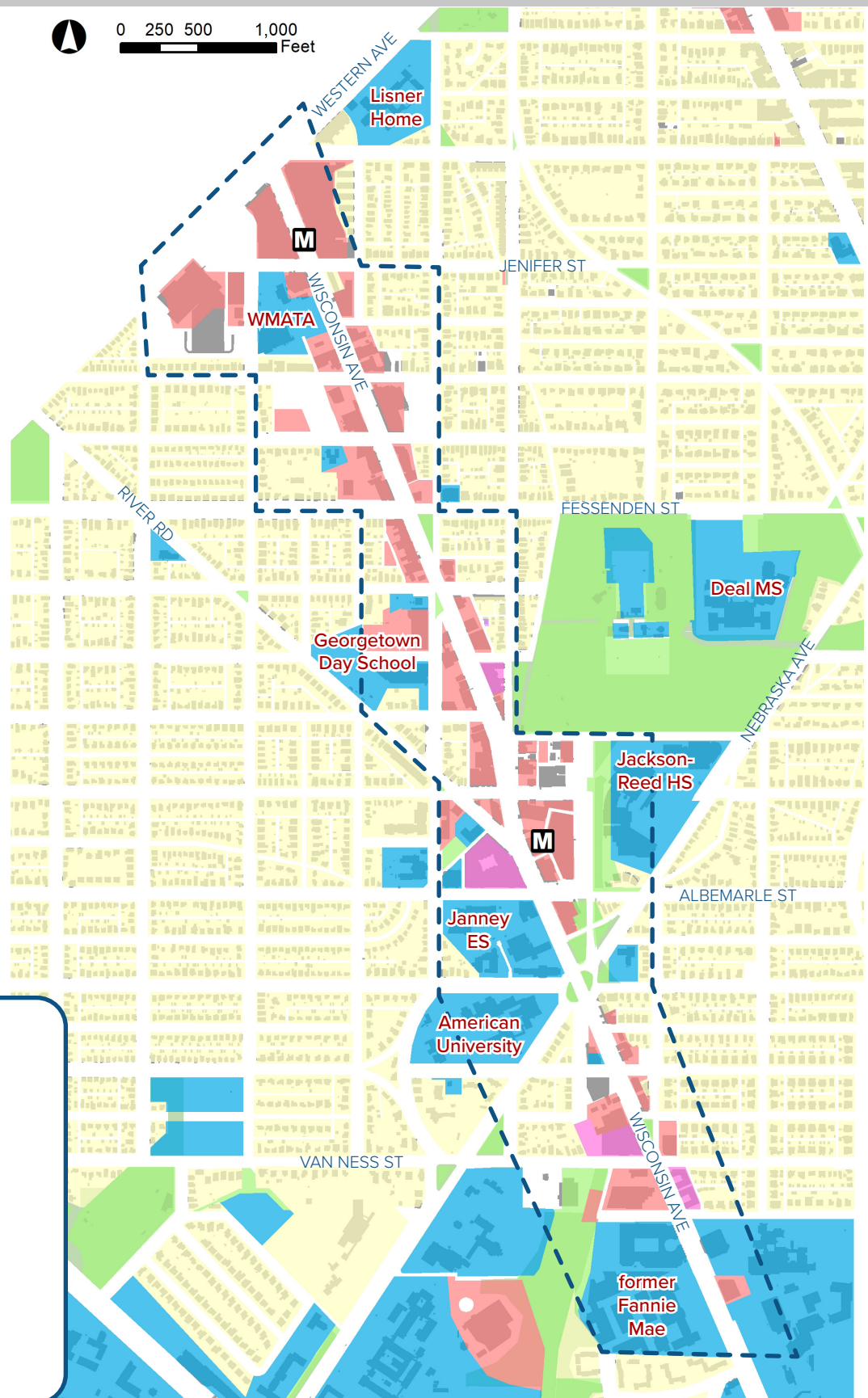


- — Study Area
- Mixed Use Zones
- Moderate-Medium Density Residential Zones
- Low Density Residential Zones
- Areas of FLUM Updates

CURRENT LAND USES

The current land uses within the study area are largely reflective of zoning allowances, particularly the residential zones. There is a substantial amount of federal and institutional land uses, particularly south of Tenleytown. There is also a significant amount of parkland, mostly under federal ownership.

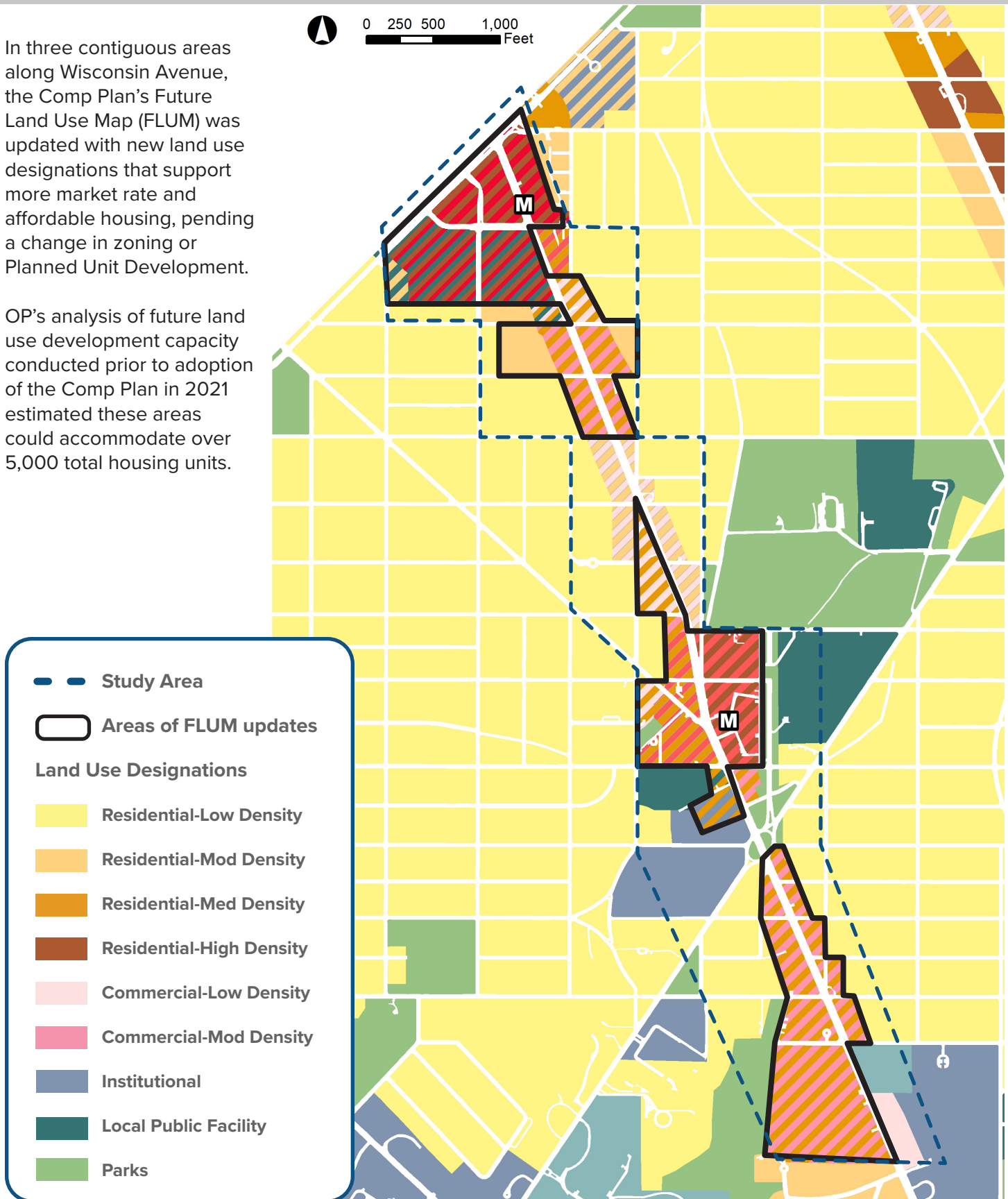
Land uses are transitioning to more mixed use favoring residential along the Wisconsin Avenue corridor. Commercial properties in Friendship Heights are becoming increasingly residential with a smaller share of office and retail, while the large former Fannie Mae site and adjacent office buildings are becoming large mixed-use blocks with hundreds of new apartments, with grocers, retail, and office.



FUTURE LAND USE MAP

In three contiguous areas along Wisconsin Avenue, the Comp Plan's Future Land Use Map (FLUM) was updated with new land use designations that support more market rate and affordable housing, pending a change in zoning or Planned Unit Development.

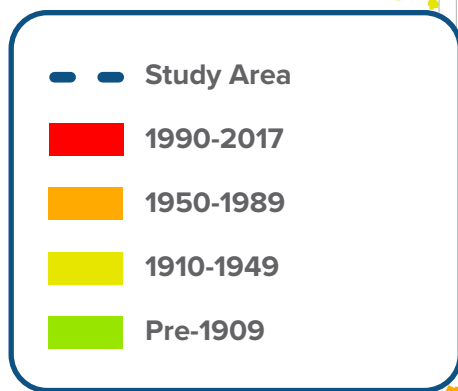
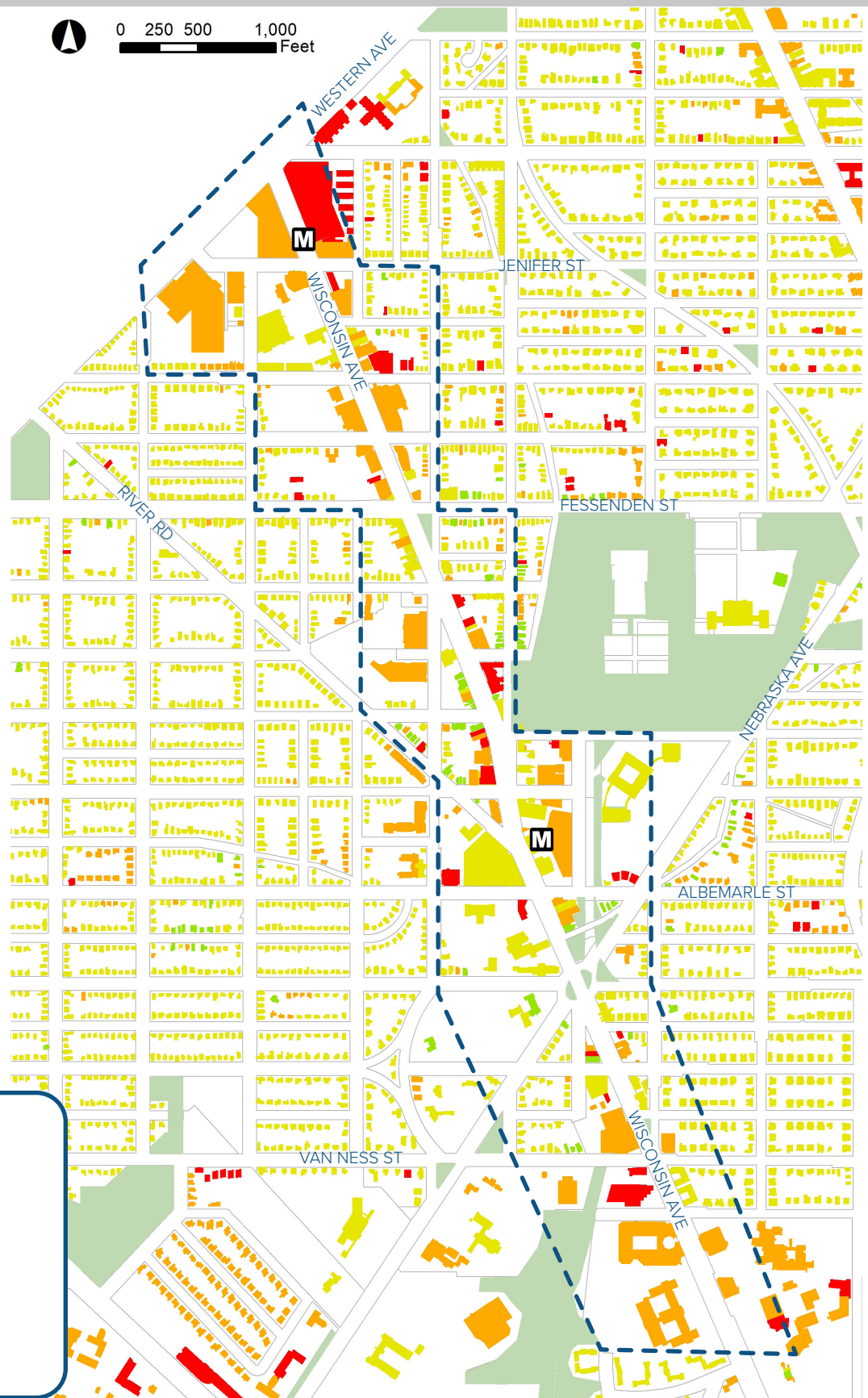
OP's analysis of future land use development capacity conducted prior to adoption of the Comp Plan in 2021 estimated these areas could accommodate over 5,000 total housing units.



BUILDINGS BY YEAR BUILT

Most all development along Wisconsin Avenue around Friendship Heights and Tenleytown occurred in the 20th century. A few smaller buildings dating back to the 19th century Tenallytown settlement are still intact.

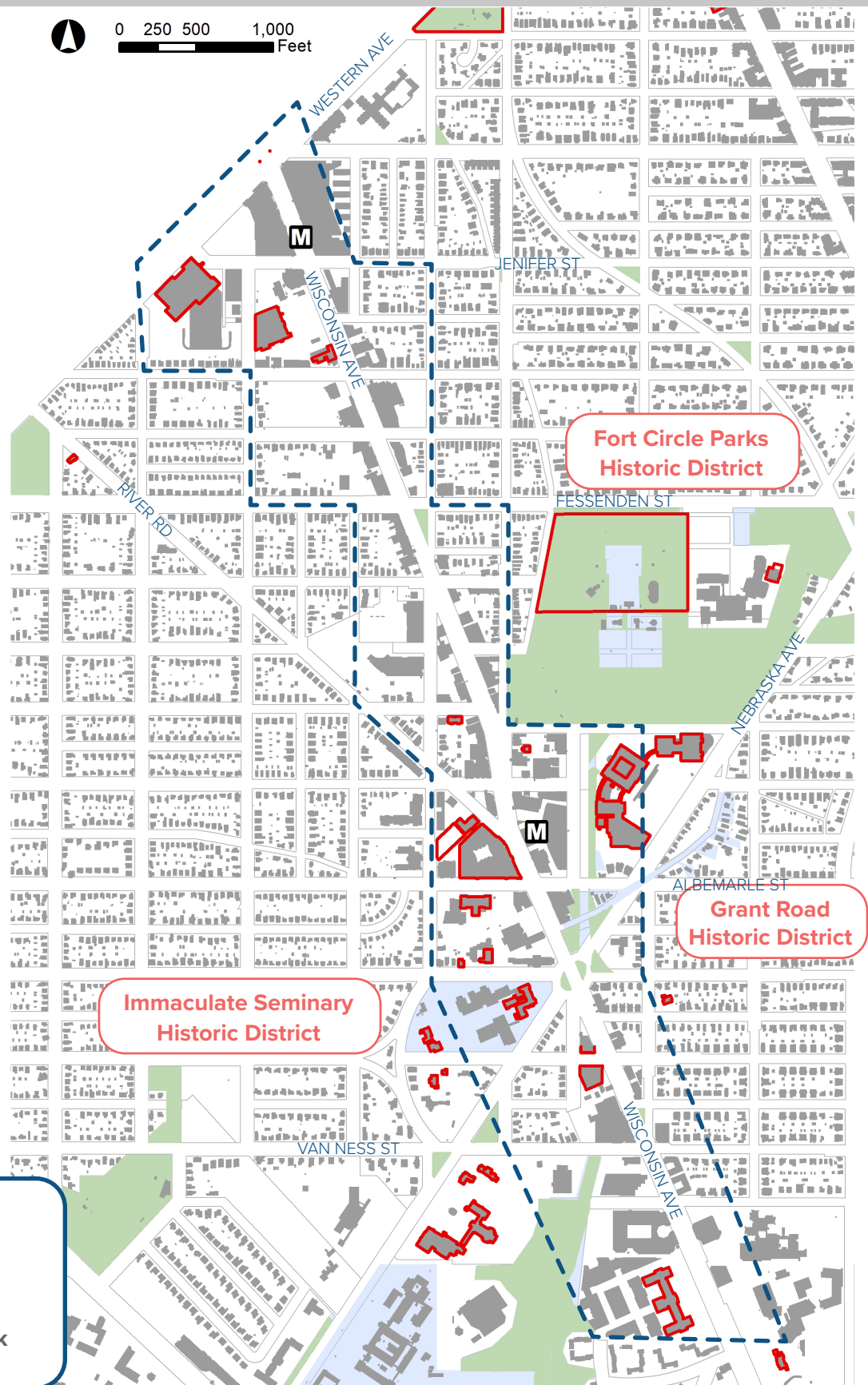
Starting in the latter half of the 20th century, larger commercial and institutional developments began to define the character of the Wisconsin Avenue corridor. The two northernmost blocks of Wisconsin Avenue, between Jenifer Street and Western Avenue have continuous building edges that are 520ft and 620ft long, respectively, on the west and east sides.



HISTORIC RESOURCES

Historic districts in and around the study area are focused on federal institutional sites, the Fort Circle Parks, the Immaculate Seminary, and the string of residences along old Grant Road.

Several individual buildings along the corridor serving both public and private uses, have been landmarked both within and outside of these historic districts. Many of these buildings have been integrated into mixed use redevelopments or institutional expansions.



DEVELOPMENT ACTIVITY

Some new residential development has occurred over the past few years, with approximately 180 new units delivered since 2016.

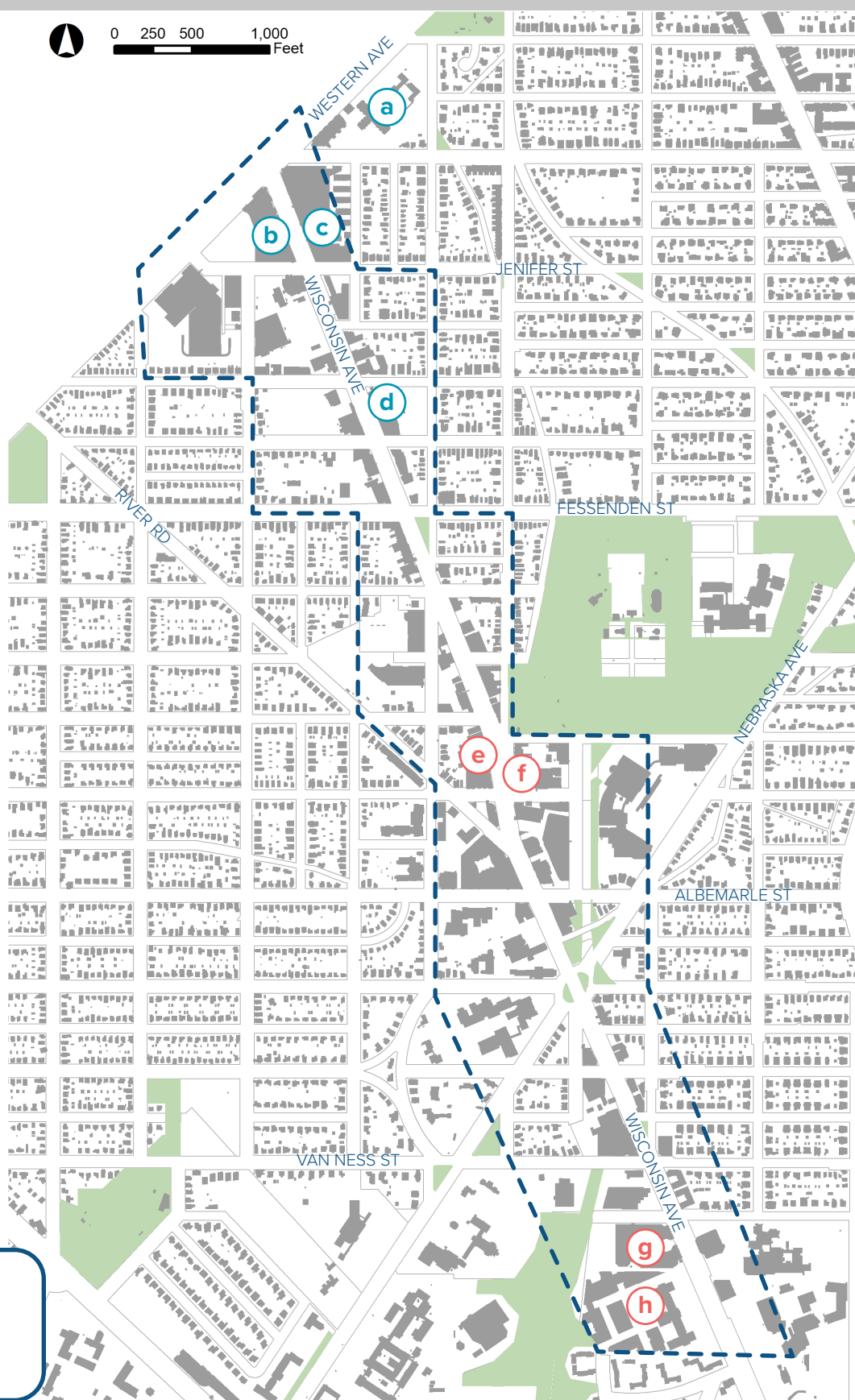
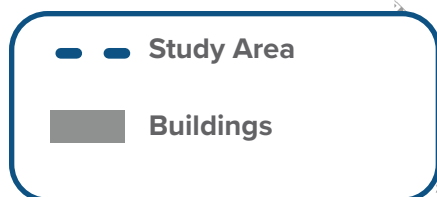
In and around the study area in 2022, 1,000 new units are working through entitlements and permitting in Friendship Heights, while 1,500 units are under construction in and around Tenleytown, on the following sites:

Entitlements & Permitting

- a** 93 units at 5425 Western (Lisner Home)
- b** 325 units at 5300 Wisconsin (Former Mazza Gallerie)
- c** 310 units at 5333 Wisconsin (Friendship Center PUD)
- d** 214 units at 5151 Wisconsin (former Fox5)

Under Construction

- e** 146 units at 4620 Wisconsin (Broadcast PUD)
- f** 41 units at 4611 41st (Dancing Crab PUD)
- g** 689 units at 4000 Wisconsin (Upton Place)
- h** 687 units at 3900 Wisconsin (City Ridge)



- b** **325 units** at 5300 Wisconsin
(Former Mazza Gallerie)



- c** **310 units** at 5333 Wisconsin
(Friendship Center PUD)



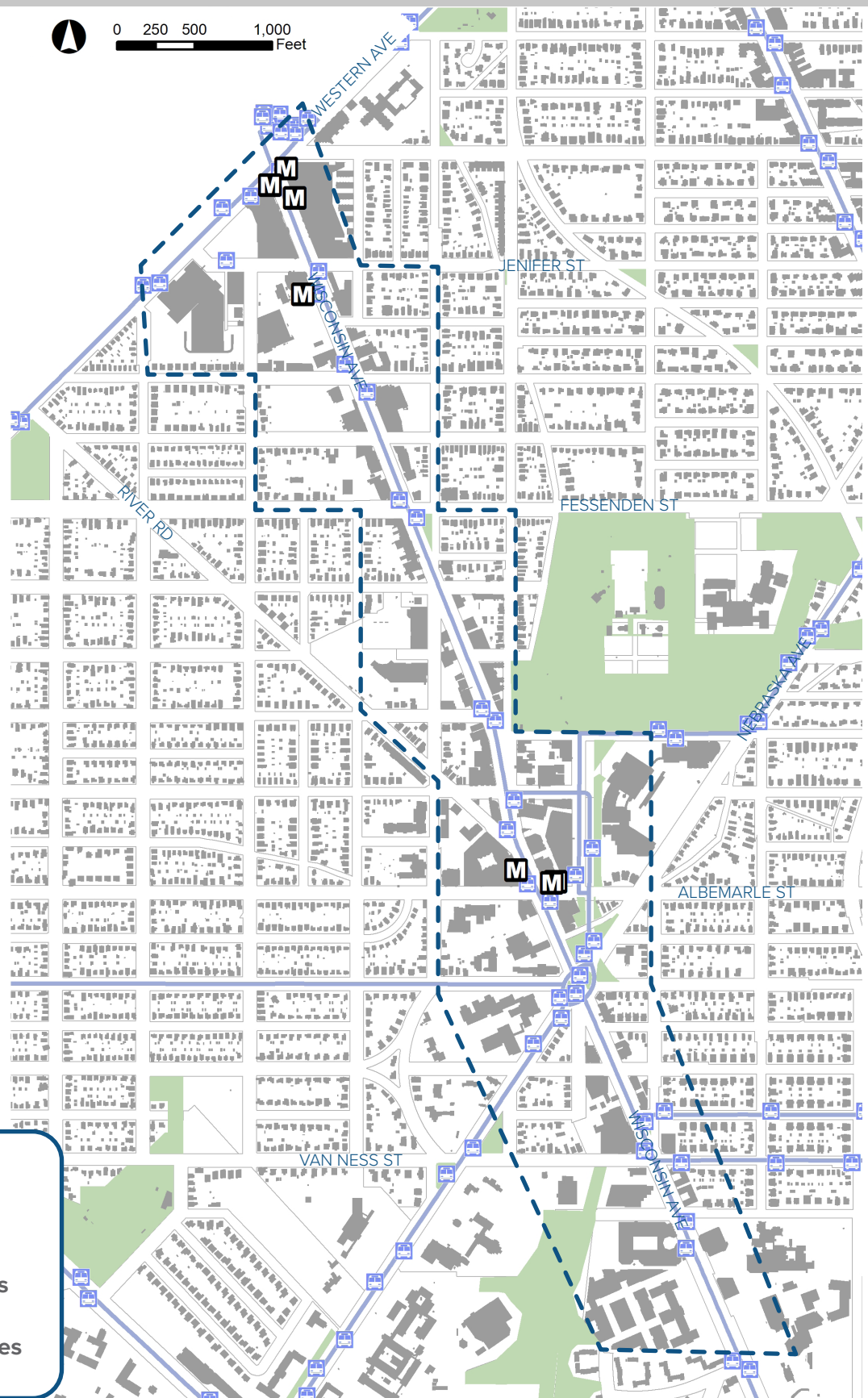
- g** **689 units** at 4000 Wisconsin
(Upton Place). 65 units are
dedicated affordable. Grocer
Lidl will open a 29,000 square-
foot store, of a total 100,000
square feet of ground level
retail.



TRANSIT

The study area enjoys access to a robust transit network, anchored by two Red Line Metro stations, Friendship Heights and Tenleytown-AU. Multiple connecting bus lines include the higher frequency 31 and 33 lines running down Wisconsin Avenue, eastbound crosstown lines like the E4, H2 and H4, and local routes like the N2, N4, M4, and 96.

Wisconsin Avenue is one of 20 Bus Priority Corridors in DC identified for improvements to bus speeds and reliability for riders. Presently no bus priority projects are targeted for the Wisconsin Avenue corridor.

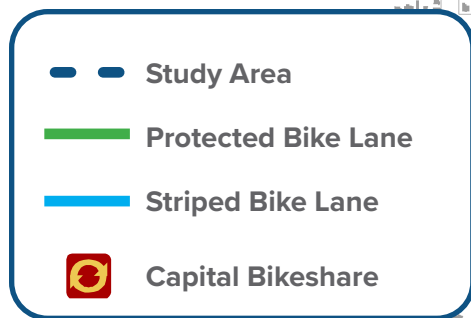
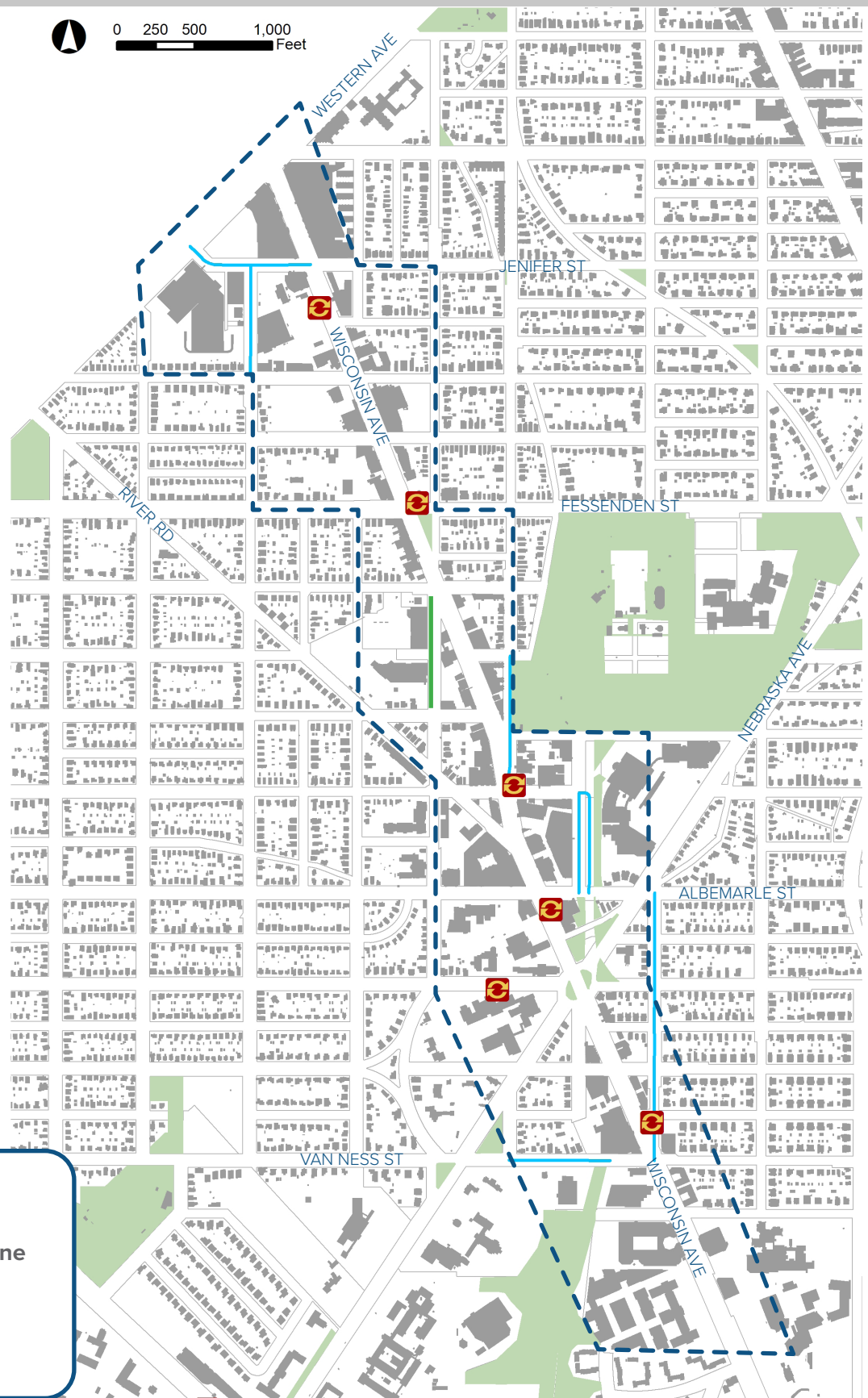


WALKING AND BIKING

The established block structure and grid of streets with sidewalks provides a connected pedestrian network. The alley network, particularly in Tenleytown, is used for crossing large blocks and accessing certain businesses on foot. Large blocks without pedestrian cut throughs (eg. Friendship Heights) and the series of short triangular blocks with cross traffic at acute angles (eg. Tenleytown) diminish pedestrian comfort and safety.

The area lacks a network of protected or striped bike lanes. In 2023, DDOT is planning to upgrade striped bike lanes in Friendship Heights to protected bike lanes, while extending these along Western Avenue from Jenifer Street SW to River Road. Six Capital Bikeshare stations are within the study area.

Wisconsin Avenue is classified as a 2015 High Injury Network corridor, funded in Fiscal Year 2023 for safety treatments in the next few years.

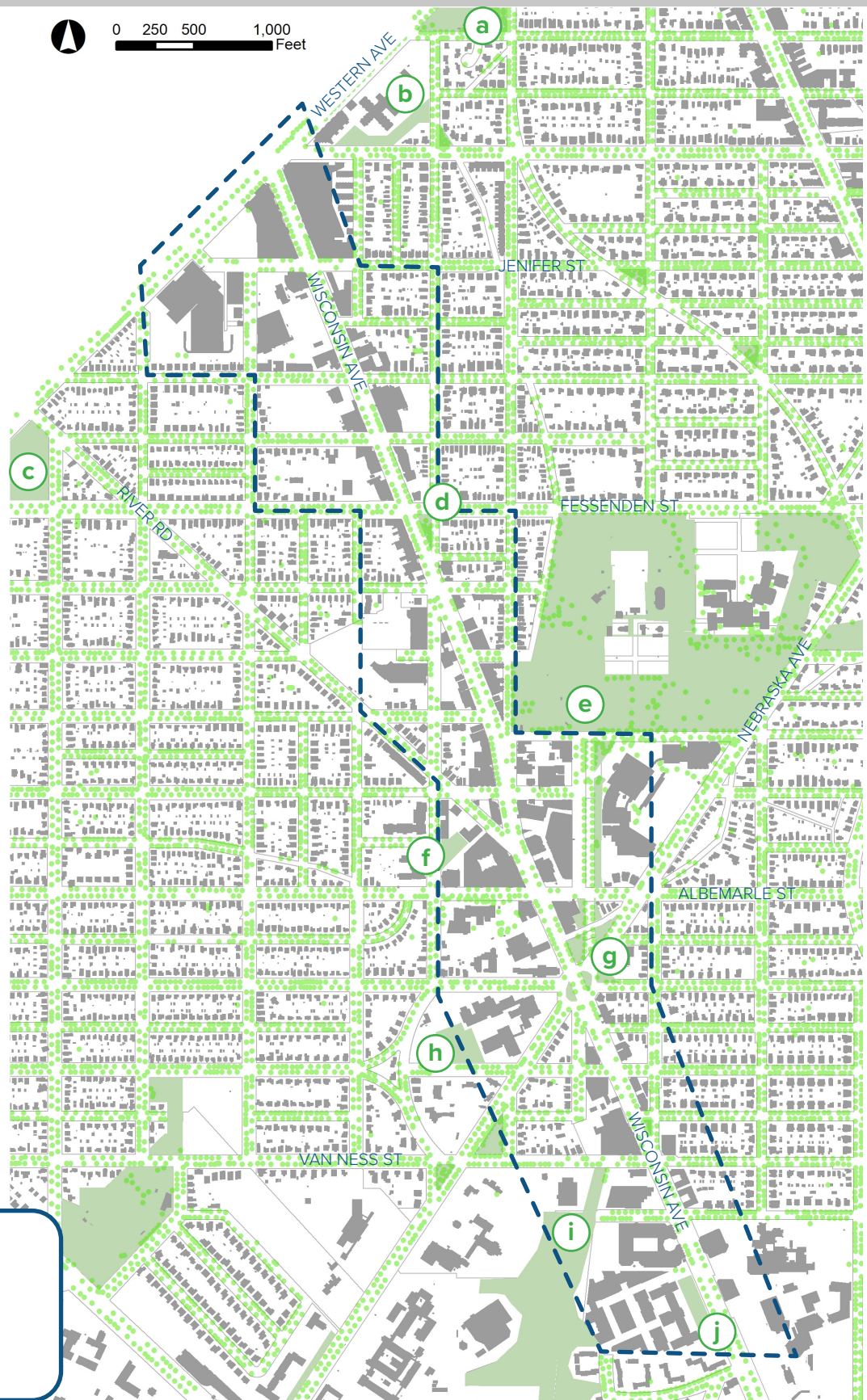


GREEN SPACE AND TREE CANOPY

Parks and accessible green spaces in and around the study area are maintained by public (District and Federal) agencies, community groups, and private property owners. Small parks across the line in Friendship Heights, Maryland are also accessible. The tree canopy is a prominent streetscape feature but is diminished by above ground utilities on Wisconsin Avenue.

- a** Chevy Chase Recreation Center (DC Parks and Rec)
- b** Green space behind Lisner Home and Chase Point (private property)
- c** Fort Bayard Park (NPS)
- d** Fessenden Park (DC, programed by Tenleytown Main Street)
- e** Fort Reno Park (NPS with some District programming)
- f** Methodist Cemetery (private property)
- g** Tenley Circle (NPS)
- h** American University (private property)
- i** Glover Archbold Park (NPS)
- j** Great Lawn at City Ridge (private property)

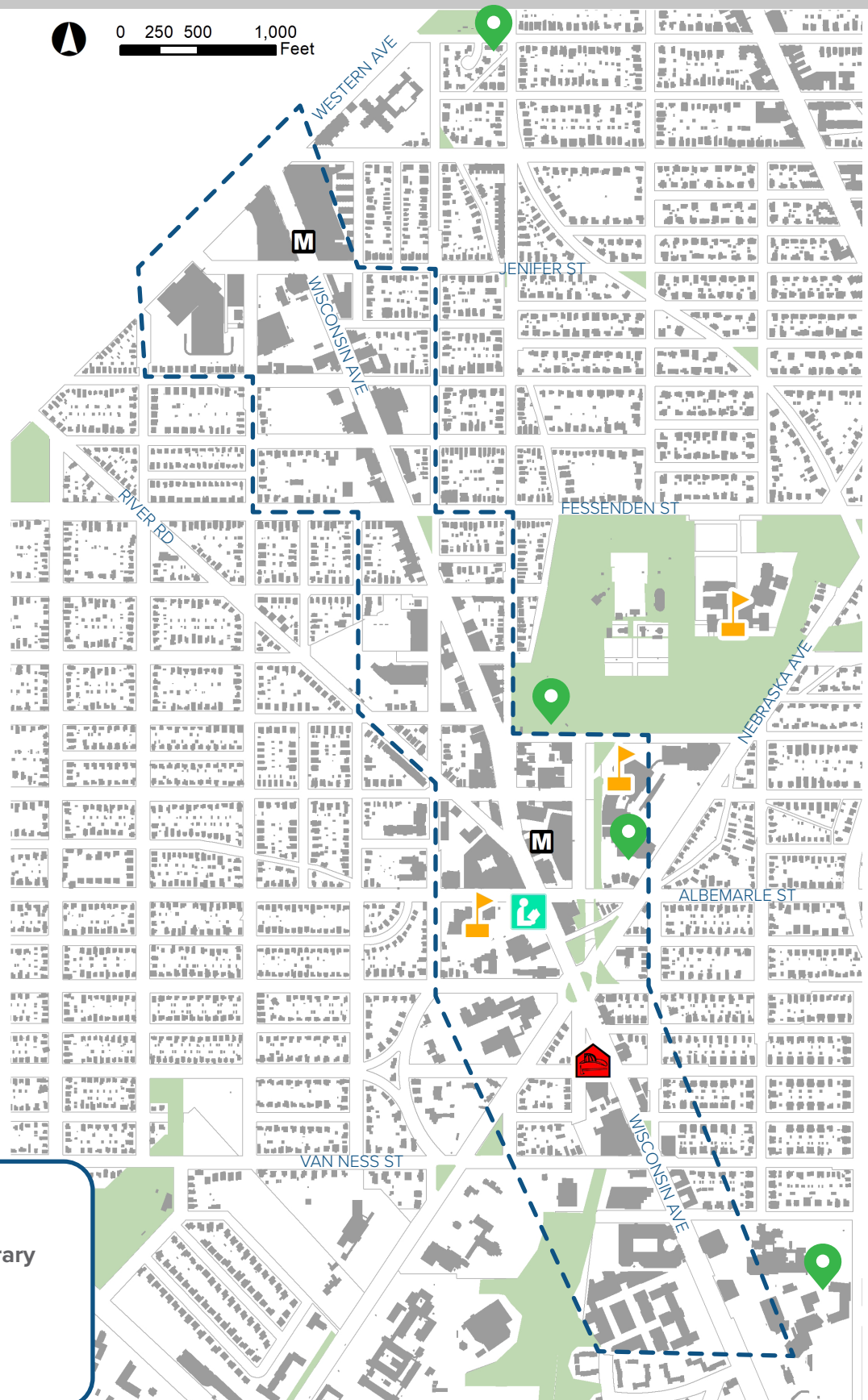
- Study Area
- Street Tree
- Green Space



CIVIC FACILITIES AND AMENITIES

District-run recreation facilities include the Wilson Aquatic Center, Chevy Chase Recreation Center, and Hearst Park and Pool. In the 2020 Statewide Comprehensive Outdoor Recreation Plan, the Friendship Heights area demonstrates a notable gap in access (represented as a 10-minute walking distance) to outdoor recreational facilities such as pools, community gardens, and larger playing fields. The area also needs more facilities for children and teens, like a playground, basketball court, and skatepark, and amenities for older adults such as outdoor exercise equipment. The Tenley-Friendship Neighborhood Library, rebuilt in 2011, is an important community hub,

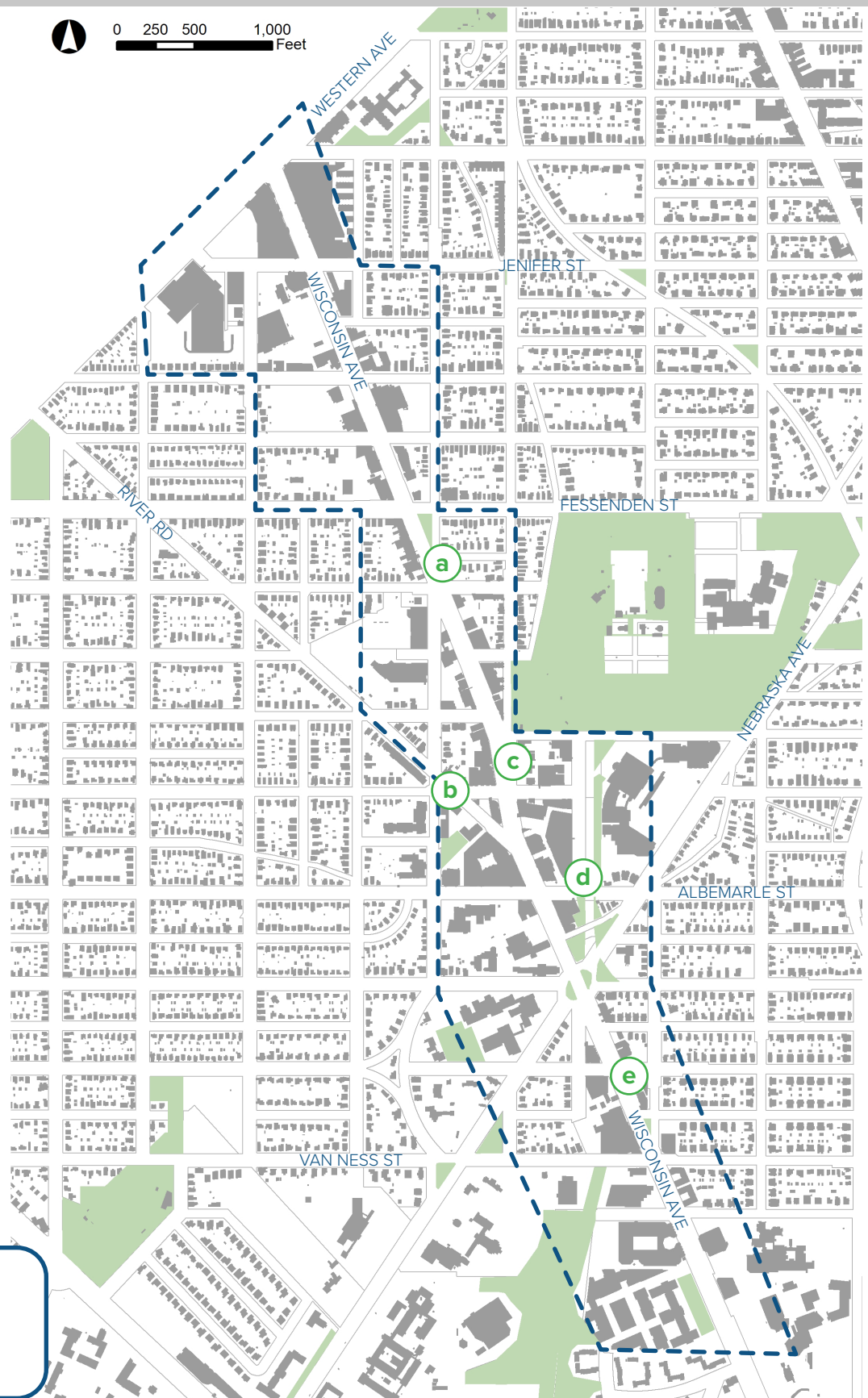
Janney Elementary School, Deal Middle School, and Jackson-Reed High School are in or adjacent to the study area and have experienced overcrowding in recent years. Private schools and the American University's Law School are also in the study area.



PUBLIC SPACE PROJECTS

Improvements to public space along the corridor are being made by public and private entities, including:

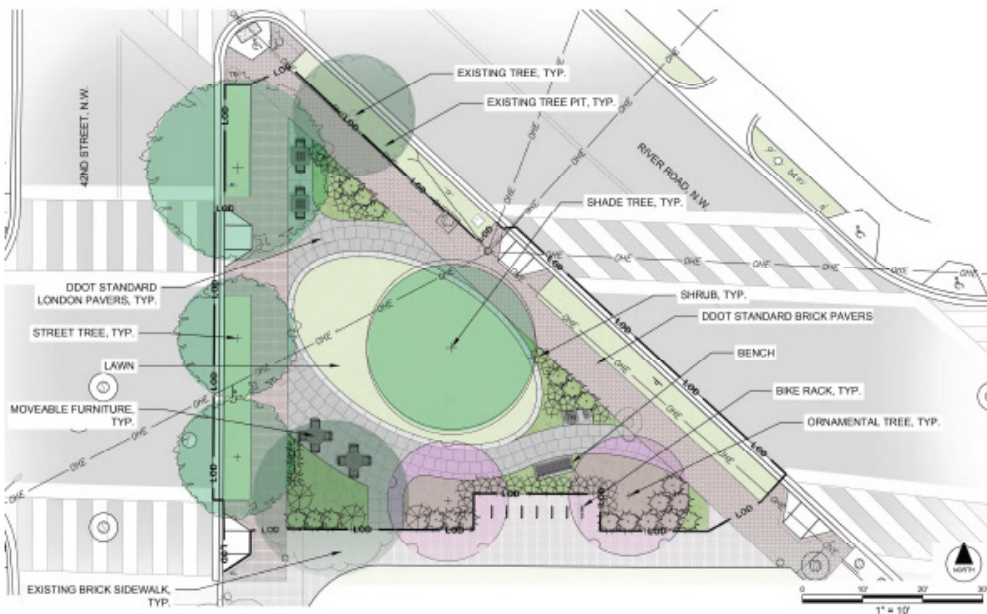
- a** **Bumpout with Bioretention** (Tenleytown Main Street with DOEE Green Infrastructure Grant)
- b** **Parklet at 42nd and Brandywine** (Broadcast PUD proffer)
- c** **Streetscape Improvements** (Dancing Crab PUD proffer)
- d** **Tenleytown Multimodal Access Project** (DDOT Design Concept)
- e** **Permeable Pavers and bioretention Green Infrastructure** (Tenleytown Main Street with DOEE Green Infrastructure Grant)



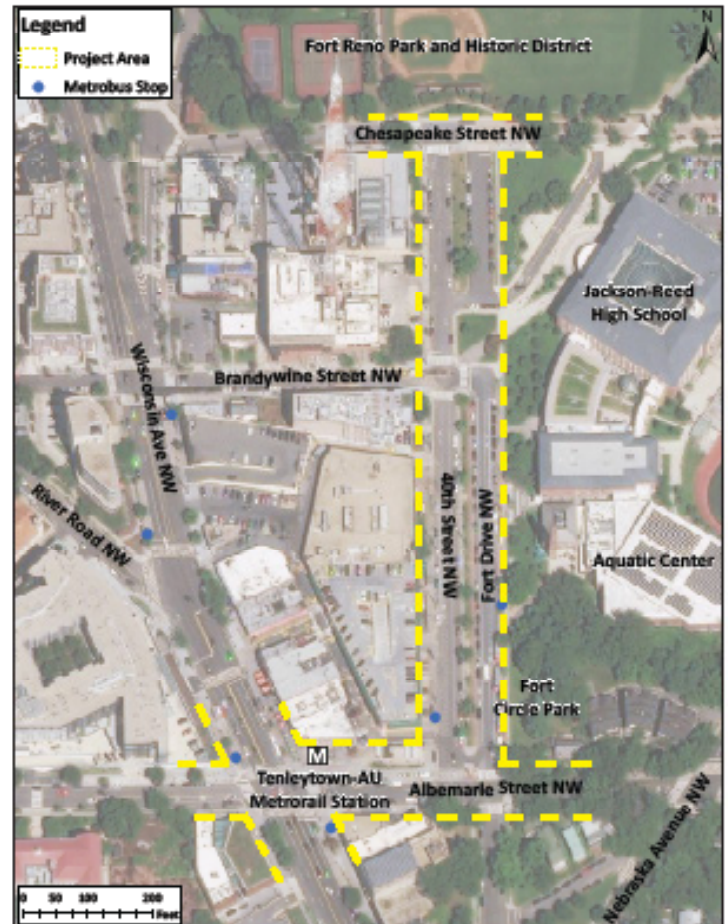
a Bumpout with Bioretention (Tenleytown Main Street with DOEE Green Infrastructure Grant)



b Parklet at 42nd and Brandywine (Broadcast PUD proffer)



d Tenleytown Multimodal Access Project (DDOT Design Concept)





SECTION 3:

PUBLIC REALM

BUILDING CHARACTER

The character of the buildings along Wisconsin Avenue varies in the study area as one progresses from Western Avenue toward Rodman Street. The Friendship Heights area is largely commercial and office use that begins the transitions from high - to mid-rise buildings. Moving through the Tenleytown North and South areas, commercial,

office, and civic are the primary uses with mid- to low-rise buildings. The corridor contains historic landmarks such as the WMATA Bus Depot, AU Capital Hall, and DCFD Engine 20. The Wisconsin Avenue corridor is categorized into three distinct character zones: 1) Friendship Heights, 2) Tenleytown North, and 3) Tenleytown South.

CHARACTER ZONE 1: FRIENDSHIP HEIGHTS

North Wisconsin Ave., Western Ave. NW to Emery Pl. NW



The Mazza Gallerie, being redeveloped with housing



WMATA Western Bus Division



Former Fox 5 DC, being redeveloped into housing

CHARACTER ZONE 2: TENLEYTOWN NORTH

Central Wisconsin Ave: Emery Pl. NW to Yuma St. NW



Georgetown Day School



Tenleytown Metro commercial strip and Whole Foods



St. Ann's Church

CHARACTER ZONE 3: TENLEYTOWN SOUTH

South Wisconsin Ave, Yuma St. NW to Rodman St NW



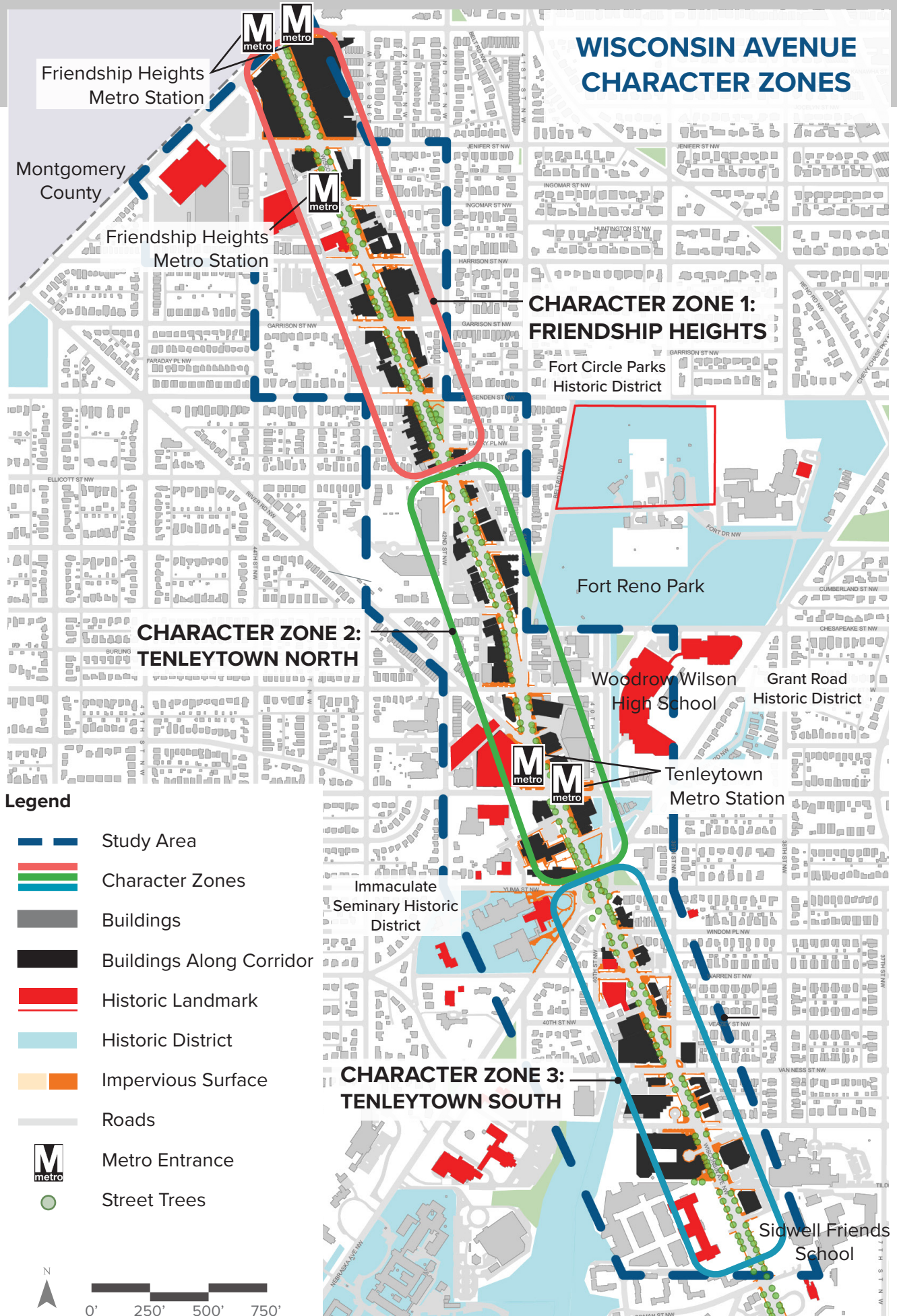
Low-rise Commercial strip



DCFD Engine 20



Mid-rise office building



STREETSCAPE CHARACTER

Wisconsin Avenue is a dynamic corridor with various public realm conditions. Metro Stations anchor the study area providing places of orientation and activity along the corridor. Commercial-oriented areas near Metro stations typically include wide sidewalks that accommodate a variety of outdoor uses, including dining, seating, and landscape areas. Between the two Metro stations, the corridor features

a mix of building scales located at varying setbacks from the street and often include large street trees, planted frontages, and outdoor dining. Fessenden Park, Fort Reno Park, and Tenley Circle punctuate the corridor providing open space for outdoor gatherings, recreation, relaxation, and community celebration.

CHARACTER ZONE 1: FRIENDSHIP HEIGHTS

North Wisconsin Ave., Western Ave. NW to Emery Pl. NW



Generous sidewalks & street trees



Varying paving treatments at building frontages



Friendship Heights Metro Station entrance plaza

CHARACTER ZONE 2: TENLEYTOWN NORTH

Central Wisconsin Ave: Emery Pl. NW to Yuma St. NW



Residential and commercial building frontage



Institutional building frontages



Tenleytown Metro Station entrance plaza

CHARACTER ZONE 3: TENLEYTOWN SOUTH

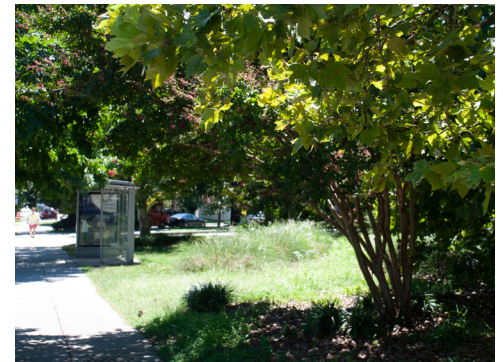
South Wisconsin Ave, Yuma St. NW to Rodman St NW



Commercial frontage



Murals and placemaking elements



Tenley Circle

WISCONSIN AVENUE CHARACTER ZONES

Friendship Heights Metro Station

Montgomery County

Friendship Heights Metro Station

CHARACTER ZONE 1: FRIENDSHIP HEIGHTS

Fort Reno Park

CHARACTER ZONE 2: TENLEYTOWN NORTH

Woodrow Wilson High School

Tenleytown Metro Station

Legend

- Study Area
- Character Zones
- Buildings
- Buildings Along Corridor
- Impervious Surface
- Roads
- Metro Entrance
- Street Trees



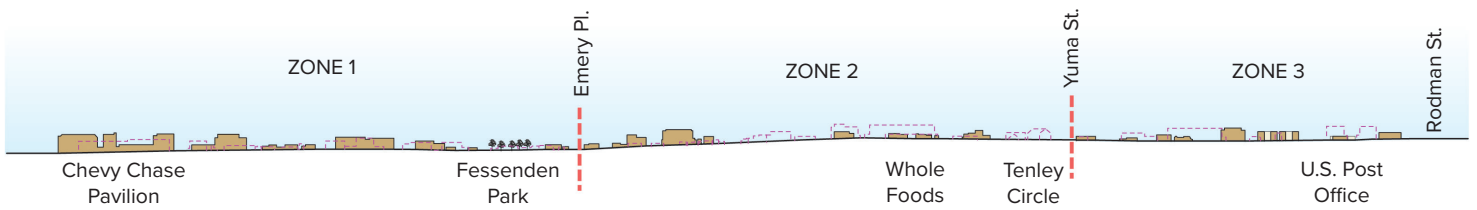
0' 250' 500' 750'

CHARACTER ZONE 3: TENLEYTOWN SOUTH

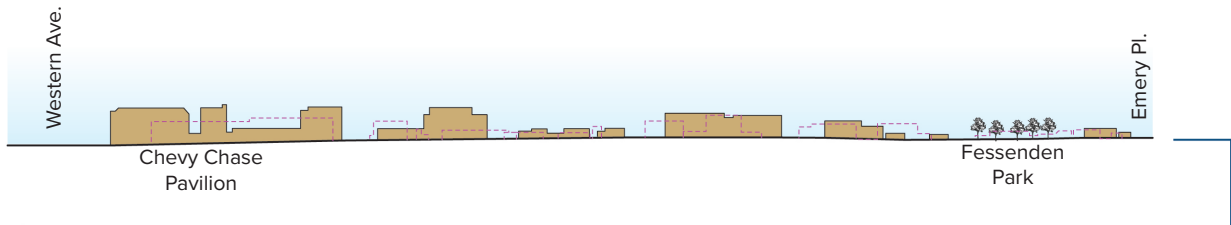
Sidwell Friends School

BUILDING SCALE

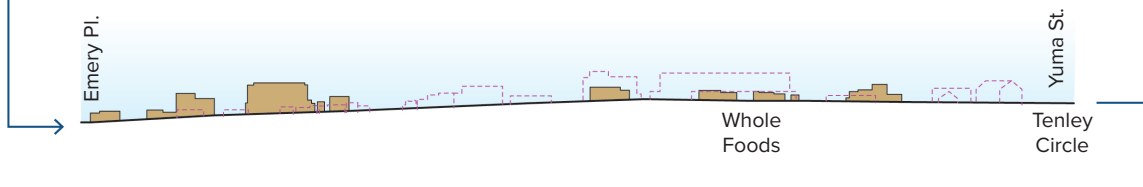
WISCONSIN AVENUE - EAST ELEVATION



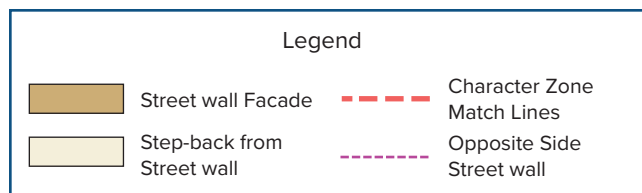
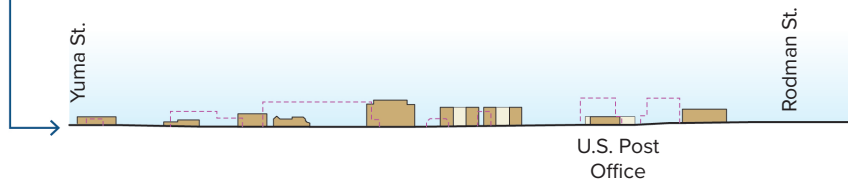
ZONE 1: FRIENDSHIP HEIGHTS



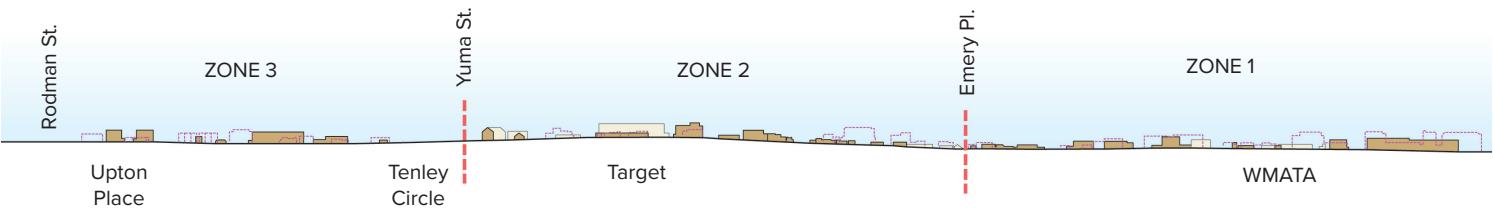
ZONE 2: NORTH TENLEYTOWN



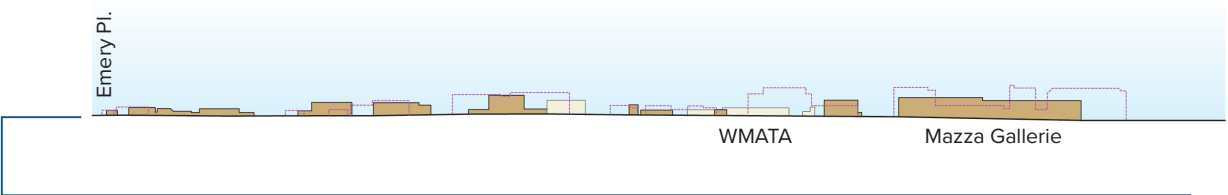
ZONE 3: SOUTH TENLEYTOWN



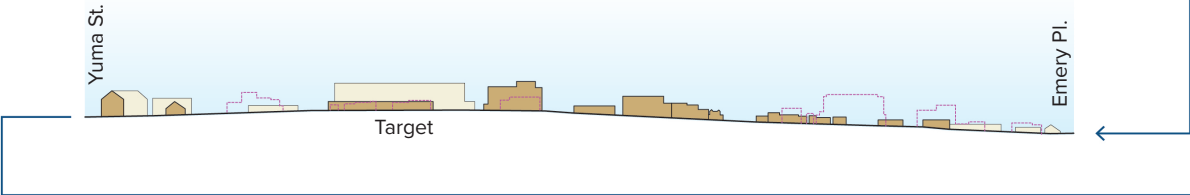
WISCONSIN AVENUE - WEST ELEVATION



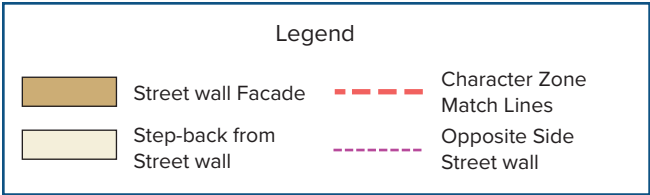
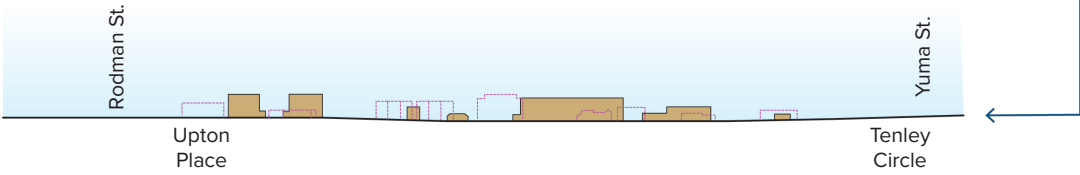
ZONE 1: FRIENDSHIP HEIGHTS



ZONE 2: NORTH TENLEYTOWN



ZONE 3: SOUTH TENLEYTOWN



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- [Our City, Our Spaces!](#) (2021)
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- [moveDC: Multimodal Long-Range Transportation Plan](#) (2021)
- [Vision Zero DC](#) (online dashboard)

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- [Reimagining Friendship Heights - ULI Technical Assistance Panel](#) (2021)
- [Tenleytown Public Life Study](#) (2019)

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For up-to-date information on the Wisconsin Avenue Development Framework, visit the project website: publicinput.com/rcw-wisconsin.

FRIENDSHIP HEIGHTS & TENLEYTOWN

Wisconsin Avenue Development Framework
Existing Conditions Report

November 2022

District of Columbia
Office of Planning

