



CHEVY CHASE PROPOSED ZONING –SUMMARY

Zoning bulk and use determined by Comp Plan designations and policies; design related guidelines are from the Small Area Plan and generally consistent with other NMU (Neighborhood Mixed Use) zones.

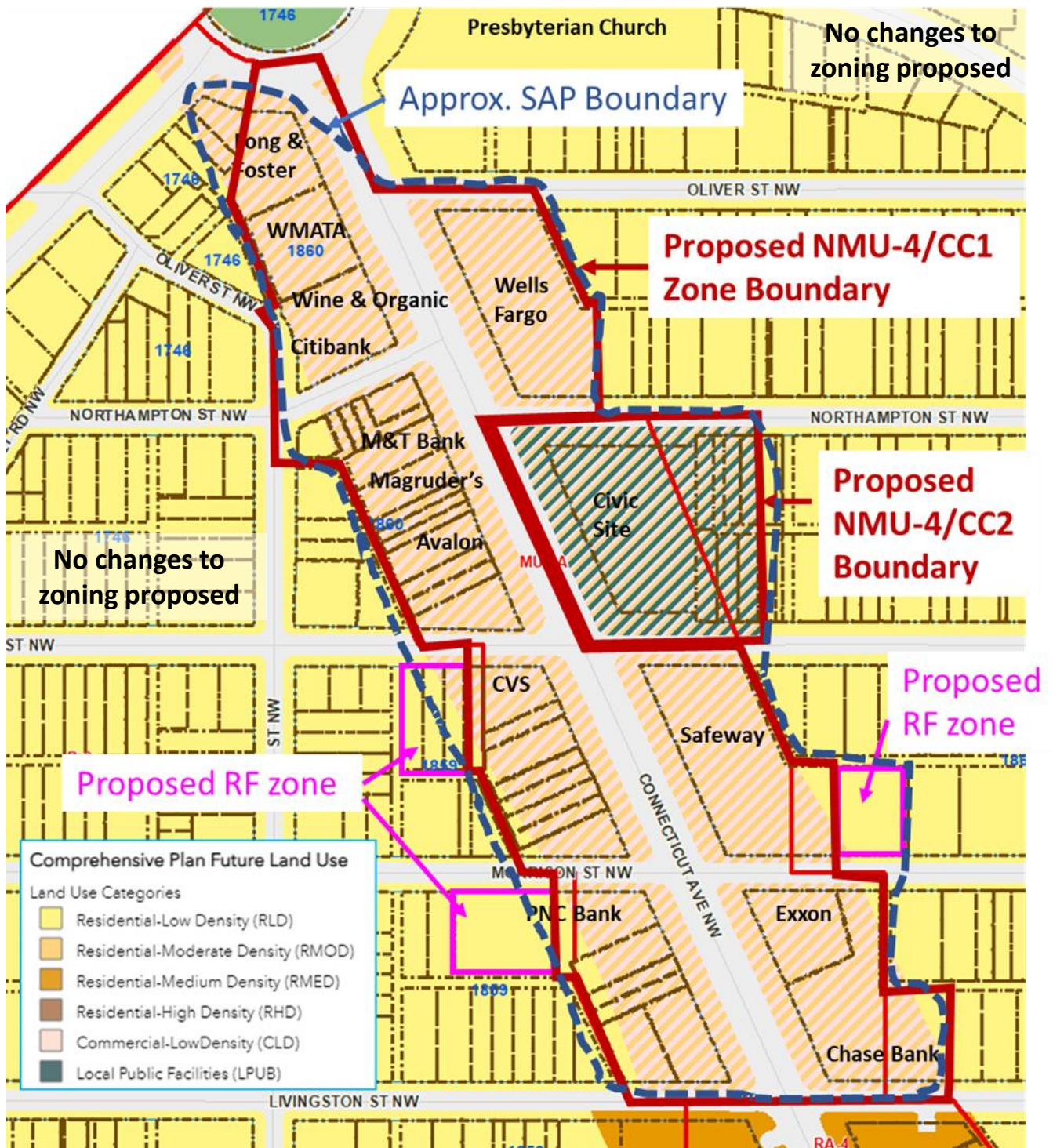
For the complete proposed zoning, please refer to the [OP Setdown Report for Case 23-25](#).

	Existing – MU-3A	MU-4	NMU-4/CC1 (Corridor)	NMU-4/CC2 (Civic Site)
FAR - by-right –max.	1.0 / 1.2 with IZ	2.5 / 3.0 with IZ+	2.5 / 3.0 with IZ+	3.0 / 3.6 with IZ+
FAR – by-right non-res max.	1.0	1.5 max.	1.5 max.	1.5 max
FAR bonus – façade preservation	n/a	n/a	0.5 FAR	n/a
FAR – total max.	1.2	3.0	3.5	3.6
FAR – PUD max.	1.44	3.6	no PUD bonus, so 3.5	no PUD bonus, so 3.6
Height –by-right max.	40 ft.	50 ft.	50 ft.	65 ft.
Height – min.	n/a	n/a	25 ft.	25 ft.
Height - PUD max.	40 ft.	65 ft.	no PUD bonus, so 55 ft.	no PUD bonus, so 65 ft.
Height – Ground Floor min.	n/a	n/a	14 ft. min.	n/a
Height - Bonus	n/a	n/a	5 ft. for 18 ft. tall ground floor	n/a
Height – total max.	40 ft.	65 ft.	55 ft.	65 ft.
Height - Penthouse max.	15 ft. total 12 ft. habitable	15 ft. total 12 ft. habitable	15 ft. total 12 ft. habitable	15 ft. total 12 ft. habitable
Height - inc. PUD, penthouse and bonus	55 ft.	80 ft.	70 ft.	80 ft.
Lot occupancy – non-residential max.	none	none	none	60%
Lot occupancy – residential max.	60%	60% / 75% with IZ	60% / 75% with IZ	60%
Front Setback	n/a	n/a	Must be built to front lot line	Must be built to front lot line
Front Step-back min.	n/a	n/a	3 ft. above third floor or façade being preserved	n/a
Rear Setback, min.	20 ft. from lot line, except from centerline of alley below 20 ft.	15 ft. from lot line, except from centerline of alley below 20 ft.	15 ft. from lot line, except from centerline of alley below 20 ft.	15 ft. from lot line
Rear Step-back, min.	n/a	n/a	In at a 1:1 angle above 25 ft. at rear lot line	In at a 1:1 angle above 25 ft. at rear lot line
Side Yard, min.	None required; 5 ft. min if provided	None required; 5 ft. min if provided	None required; 5 ft. if provided, except 15 ft. if not separated from an R or RF zone by an alley	None required; 5 ft. if provided, except 15 ft. if not separated from an R or RF zone by an alley
Front Façade Design	n/a	n/a	Glazing: Ground floor 50% min. Upper floors 50% max. Ground floor level with sidewalk	n/a
Parking/Loading/Trash	n/a	n/a	Not from Connecticut Ave.	Not from Connecticut Ave



MAP SHOWING

- Comprehensive Plan Future Land Use Map Designations;
- Approximate Chevy Chase Small Area Plan Boundary; and
- Approximate Location of Proposed Zone Lines.
- No zoning changes proposed for the rest of the area on the map.
- Please also refer to the OP Setdown Report, ZC Case 23-25





POLICY SUMMARY

Please refer to the [OP Setdown Report for ZC Case 23-25](#) for a complete description of the proposal and policy evaluation for this case, including through a Racial Equity Lens.

COMPREHENSIVE PLAN

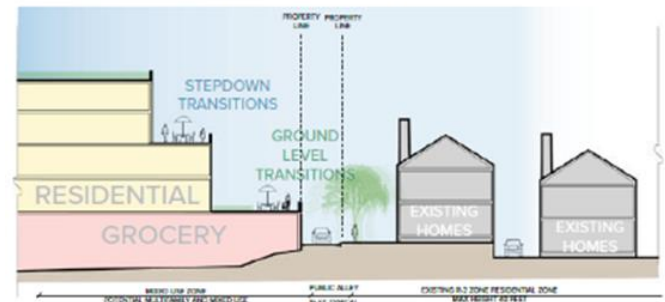
- 2021 Comp Plan FLUM - Moderate Density Residential/Low Density Commercial; with the Civic Site also with a Local Public Facilities stripe
- 2021 Comp Plan Policy Map – Main Street Mixed Use Corridor and in a Policy Focus Area
- Language encourages maximizing co-location of housing on public facilities, on Connecticut Ave., and in high-opportunity areas

Cross sections illustrating potential strategies for building transitions and buffers between new development and existing residential buildings.



Chevy Chase Small Area Plan Images, p.55.

In some cases, changes in ground elevation, particularly east of Connecticut Avenue, can serve as a natural transition between existing homes and new development.



CHEVY CHASE SMALL AREA PLAN

- Initiated March, 2021 and approved by Council on July 12, 2022
- Included guidelines for building on the corridor, to be incorporated into zoning
- Also includes guidelines for public space, which generally cannot be incorporated into zoning
- Includes language to provide new housing opportunities on the corridor, including housing on the civic site

ROCK CREEK WEST ROADMAP

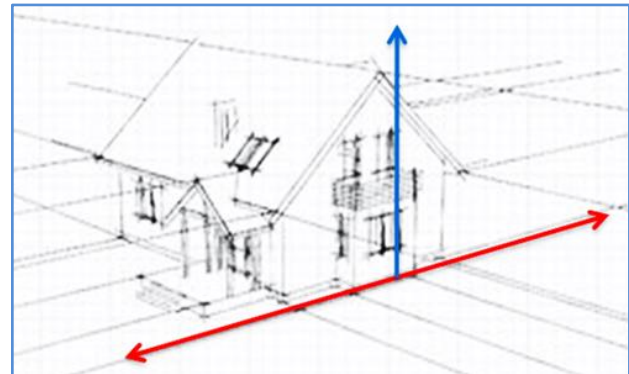
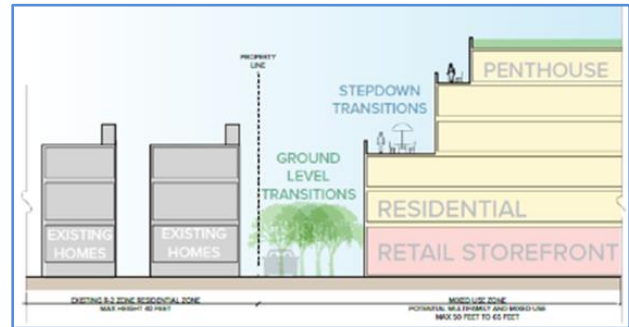
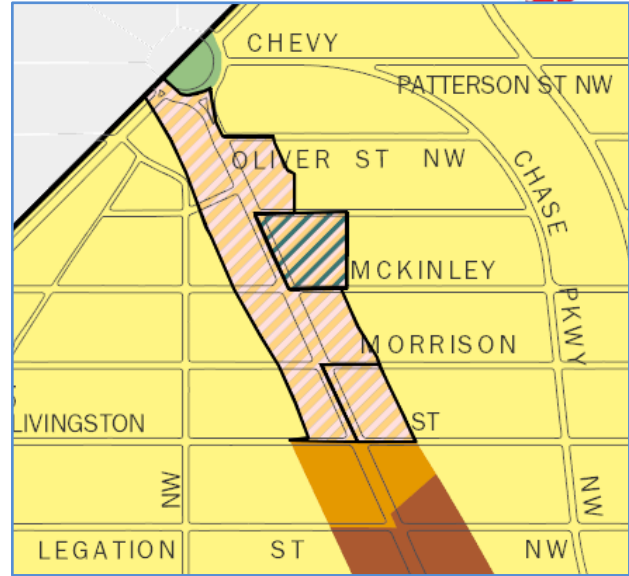
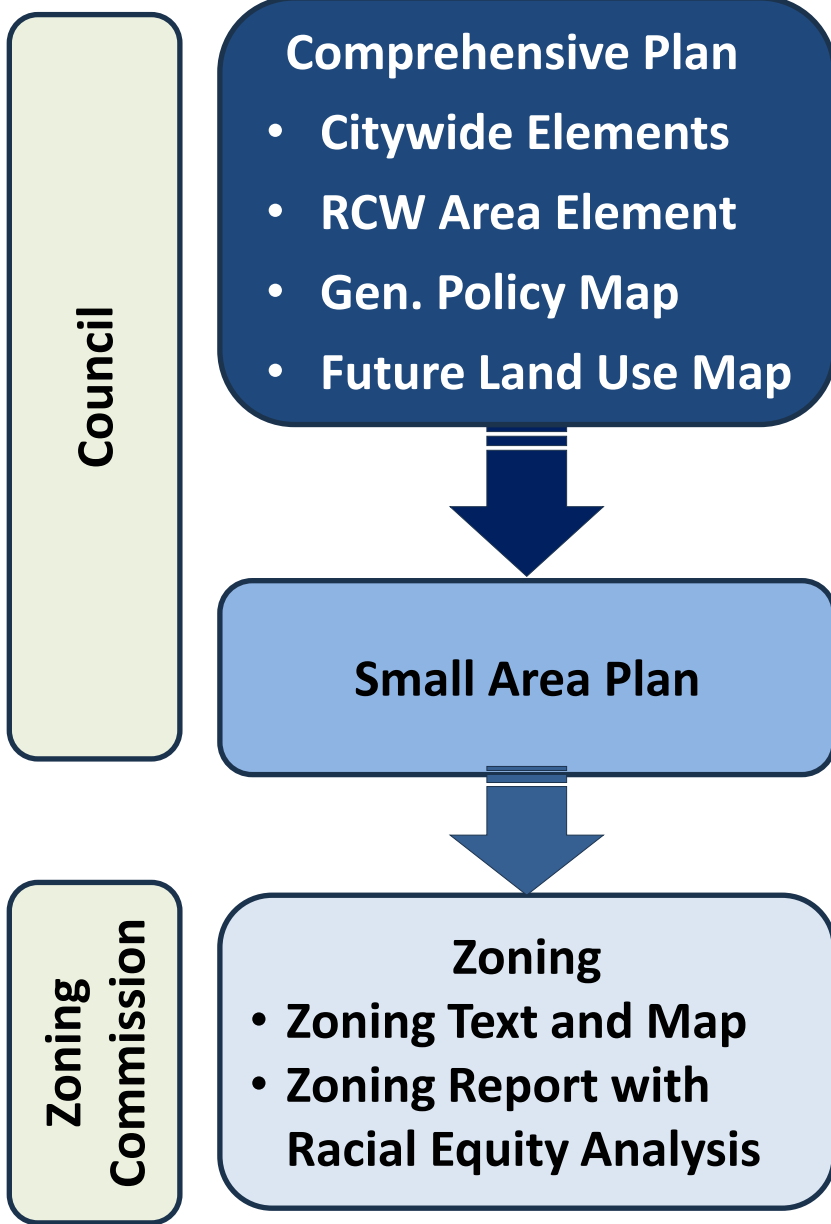
- Increase production of housing and affordable housing, supported by vibrant public spaces, retail and other amenities
- Leverage underutilized District parcels to produce new affordable housing

HOUSING EQUITY REPORT

- More equitable distribution of affordable housing throughout DC
- Encourage new housing through dispositions and land partnerships

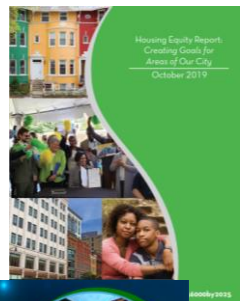
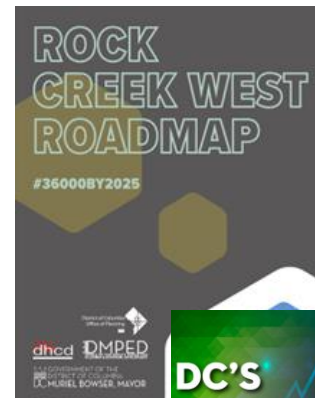
DC COMEBACK PLAN

- Reduce zoning barriers to provide new affordable housing in areas including Chevy Chase



Other Important Planning Documents:

- ROCK CREEK WEST ROADMAP
- HOUSING EQUITY REPORT
- DC COMEBACK PLAN





SOME COMMONLY USED AND IMPORTANT ZONING TERMS:

Comprehensive Plan (Comp Plan)– adopted by Council, most recently updated in 2021. It sets policy objectives - including land use - for the entire District.

Small Area Plan (SAP) – a plan prepared by OP after working with the community, and approved by Council. It sets neighborhood specific goals and objectives. An example is the Chevy Chase Small Area Plan, approved in 2022. A small area plan complements, but does not supersede, the Comp Plan.

Zoning - sets land use regulations for each property in the District, including:

- Uses permitted by-right or by special exception;
- Minimum lot area and width;
- Maximum permitted building height / stories;
- Maximum permitted building density (lot size, units per lot, Floor Area Ratio)
- How much of a lot that buildings may cover (lot occupancy);
- Required yards and courts; and
- Required off-street parking and loading.

Unlike the Comp Plan, zoning is not a policy setting document, but rather a policy implementation tool - specifically policies of the Comp Plan and guidance from the SAP.

Zoning cannot require a specific new development, but rather sets parameters within which new development can happen.

Zoning applies to all private land and to DC Government owned lots, but does not apply to Federal property, or to “public space” such as sidewalks and roads.

Public Space – typically refers to road rights-of-way, including sidewalks and landscaped strips that are on private land. Any proposed alterations to public space are considered by the Public Space Committee, which is administered by the Department of Transportation (DDOT).

Zoning Designations Used:

- **MU-3** – is a low-density mixed-use zone allowing residential and various forms of non-residential uses, such as retail, office and restaurants. MU-3A is the current zone along most of the corridor.
- **MU-4** - is a low to moderate-density mixed-use zone, allowing residential and various forms of non-residential uses, such as retail, office, and restaurants. MU-4 is the “base” zone – the zone the proposed new NMU zones for the Chevy Chase commercial corridor would be based.
- **NMU Zoning** (Neighborhood Mixed Use) - have additional area-specific requirements, typically from an approved SAP. Connecticut Avenue in Cleveland Park and Woodley Park, and portions of Georgia Avenue, Eighth Street SE, and Takoma are examples of existing NMU zoning. NMU zoning is proposed for the Chevy Chase Connecticut Avenue corridor to allow incorporation of building-related guidelines from the SAP.
- **R-1-B and R-2** – are low-density residential zones allowing one principal dwelling on a lot plus an accessory unit. R-1-B is zoned over residential areas to the east of this part of the Connecticut Avenue commercial corridor; R-2 is zoned over residential areas to the west.
- **RF-1** – is a low to moderate density residential zone, allowing two principal units (a “flat”) on each lot, and has a smaller minimum lot size and width than the R zones. It is a common zone, including parts of Capitol Hill, Dupont Circle, and parts of Woodley Park. It is being considered for a few lots on side streets close to Connecticut Avenue, where the Comp Plan and/or SAP recommended changes.

For more information on Zoning, please check out the DC Office of Zoning website at www.dcoz.dc.gov.

For more information on the Comp Plan or SAPs, please refer to the OP website at www.dcop.dc.gov.